



Telford & Wrekin
Co-operative Council

Protect, care and invest
to create a better borough

TravelTelford



Telford & Wrekin Transport Plan

ISA Appendices Volume 2
2027-2041

Draft for consultation



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Appendix E. Policy Assessment Tables

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			MT			-	Slight adverse
ST	Short Term			LT			--	Moderate adverse
MT	Medium Term						---	Strong adverse
LT	Long Term						?	Uncertain
Sm	Summary assessment						+/-	Combination of beneficial and adverse

E.1 Walking, wheeling and cycling are safer, more accessible and attractive travel options

Through this goal, we are seeking to make walking, wheeling and cycling viable travel options for more journeys, and the natural choice for short trips. These are the most affordable ways to get around, helping people manage the cost of living by reducing the need to spend on fuel, public transport fares or car ownership.

Using methods of travel that involve physical activity, such as walking, wheeling and cycling, is an effective way of integrating exercise into day-to-day routines. This could be for a full end-to-end journey, such as walking children to school, or as part of a longer journey, like walking to a bus stop or cycling to a railway station. Increased physical activity is associated with significant improvements in physical and mental wellbeing, which can contribute to enhanced quality of life and bring wider social and economic benefits.

Currently, across the borough, people can be discouraged from walking, wheeling and cycling by, for example, physical barriers caused by railways, pavement parking, or the need to navigate high-traffic roads and complex junctions. It is essential to provide the right infrastructure in the right places for people to make their journeys safely.

Policy TT1: Deliver a priority network for walking and wheeling

Policy TT2: Deliver a priority network for cycling

Policy TT3: Support secure and convenient cycle parking and facilities

Policy TT4: Maintain and enhance our leisure routes including Public Rights of Way

ISA Assessment

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and Improve air quality	✓	Local	LT	Perm	High	+	++	++	++
Commentary Enabling increased use of sustainable travel options directly supports air quality improvement. Reduced reliance on cars and encouragement to switch fuels through the transport sustainability hierarchy can decrease emissions of pollutants like nitrogen oxides (NOx) and particulate matter (PM), though it is noted that there will still be a requirement for private cars, taxis and buses in certain areas and to serve particular populations such as rural and dispersed communities. It is anticipated that effects would be slight beneficial in the short term, increasing to moderate beneficial over the longer term as the effectiveness of measures increases.									

Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce the impact on environmental noise from transportation sources	✓	Local	LT	Perm	Med	+	++	++	++
Commentary Improving walking, wheeling and cycling networks, as well as the public rights of way network will all help to encourage a move away from private cars to active travel modes. This can reduce the number of vehicles on the road, thereby decreasing traffic noise at a local level, though it is noted that there is still a requirement for private cars, taxis and buses in certain areas and to serve particular populations such as rural and dispersed communities. It is anticipated that effects would be slight beneficial in the short term, increasing to moderate beneficial over the longer term as the effectiveness of measures increases.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Reduce carbon emissions from transport and contribute to meeting Telford and Wrekin's goal of carbon neutral by 2030	✓	Local	LT	Perm	High	+	+	+	+
Commentary Improving walking, wheeling and cycling networks, as well as the public rights of way network and using information, education and promotion to support walking, wheeling and cycling, will all help to encourage a move away from private cars to modes of active travel. This can help reduce carbon emissions by decreasing the number of private vehicles on the road, although the nature of these modes means that the actual quantification of effect might be marginal.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

4. Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Local	LT	Perm	Low	0	+	+	+
Commentary Whilst not explicitly addressed within the active travel policy goal, a shift towards modes of active travel and a reduction in use of private vehicles may reduce the need for new roads in the future and therefore increase resilience of the transport network to a changing climate. Effects would be slight beneficial in the medium to long term.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: The policy goal could be enhanced by explicitly addressing climate adaptation and resilience. Integrating specific measures for reducing the risk of flooding and enhancing the resilience of the transport network to climate change impacts would strengthen its contribution.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network	✓	Local	LT	Perm	Med	+	+	+	+
Commentary Encourage walking, wheeling and cycling through coherent, direct, safe, comfortable and attractive networks and maintaining and enhancing the public rights of way network will all help to encourage a move away from private cars to active travel modes. This can reduce disturbance, vehicle emissions and pollution, benefiting local ecosystems and biodiversity. Enabling increased use of sustainable travel options and reduced reliance on cars can decrease pollution deposition, aiding biodiversity. It is anticipated effects would be slight beneficial from the short to the long term.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect and enhance sites designated for their international importance for nature conservation purposes (linked to HRA)	✓	Local – Reg.	LT	Perm	Med	+	+	+	+

Commentary

Improving walking, wheeling and cycling networks, as well as the public rights of way network will all help to encourage a move away from private cars to active travel modes. This can reduce vehicle emissions and pollution, benefiting local ecosystems and biodiversity and potentially those sites designated for nature conservation. Enabling increased use of sustainable travel options and reduced reliance on cars can decrease habitat fragmentation and pollution, aiding biodiversity. The HRA Stage 1 Screening concluded that Policies TT1 – TT4 were screened out. This is due to policies potentially resulting in only very minor works in an existing transport corridor or urban centre. Therefore, they are considered unlikely to result in an LSE on a European Site.

It is anticipated effects would be slight beneficial from the short to the long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Protect, enhance and promote geodiversity	✓	Local	LT	Perm	Low	0	0	0	0

Commentary

No specific linkages between this ISA objective and the workstream have been identified.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance cultural heritage assets and their settings, and the wider historic environment	✓	Local	LT	Perm	Low	+	+	+	+

Commentary

improving walking, wheeling and cycling networks, as well as the public rights of way network will all help to encourage a move away from private cars to active travel modes. This can reduce traffic congestion and pollution, which can help preserve the integrity and setting of historic assets and the wider heritage environment.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: Care will need to be taken in respect of signage (e.g. on active travel routes) or other information displays to not clutter historic areas.

ISA Objective	Effects	Assessment
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	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Conserve and enhance the natural beauty of Telford and Wrekin's protected landscapes and townscape, protect wider landscapes, seascapes and townscape and enhance visual amenity	✓	Local	LT	Perm	Low	+	-	+	-
Commentary It is anticipated that this policy goal will help to reduce traffic volumes (by encouraging the use of active travel modes) and make the transport network more efficient and as such will help to reduce congestion, thereby enhancing townscape and visual amenity. Such policies may also help to reduce the need for more intrusive infrastructure such as new or widened roads, thereby helping to protect wider landscapes. New active travel routes (depending on their location) could have implications for landscape, though these can usually be well screened / landscaped.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: Care will need to be taken that signage (e.g. on active travel routes) or other information points do not affect the visual amenity of townscape etc. by leading to cluttering.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Protect and enhance the water environment	✓	Local	LT	Perm	High	+	+	+	+
Commentary Improving walking, wheeling and cycling networks, as well as the public rights of way network and using information, will all help to encourage a move away from private cars to active travel modes. This can reduce vehicle emissions and runoff, which can positively impact water quality. Enabling increased use of sustainable travel options can reduce the reliance on private vehicles, which in turn can decrease the risk of water pollution from oil, fuel, and other contaminants. A reduction in traffic volume can reduce the risk of collisions that could result in discharge of pollutants.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Protect soil resources and avoid land contamination	✓	Local	LT	Perm	High	+	+	+	+
Commentary Improving walking, wheeling and cycling networks, as well as the public rights of way network and using information will all help to encourage a move away from private cars to active travel modes. This can reduce the need for extensive road infrastructure, thereby minimising soil disturbance and contamination. Enabling increased use of									

sustainable travel options can reduce the reliance on private vehicles, which in turn can decrease the risk of soil contamination from vehicle emissions and runoff, as well as reduce the risk of collisions that could result in discharge of pollutants.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote sustainable use of resources and natural assets	✓	Local	LT	Perm	High	+	+	+	+

Commentary

Improving walking, wheeling and cycling networks, as well as the public rights of way network and using information, education and promotion to support walking, wheeling and cycling, will all help to encourage a move away from private cars to active travel modes. This can reduce the demand for new infrastructure, thereby minimising resource use and waste generation. Enabling increased use of sustainable travel options can reduce reliance on private vehicles, which in turn can decrease the consumption of fossil fuels and other non-renewable resources.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Local	LT	Perm	High	+	+	+	+

Commentary

Promoting and improving active travel modes can improve local connectivity and provide affordable travel options. This can help people access jobs and services more easily, particularly in urban areas.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

14. Support the wider coordination of land use and energy planning across Telford and Wrekin	✓	Local	LT	Perm	Med	+	+	+	+
Commentary Enabling increased use of sustainable travel options can reduce reliance on private vehicles, which in turn can decrease the demand for new road construction and support integrated land use.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	✓✓	Local – Reg.	LT	Perm	High	++	++	++	++
Commentary Enhancing active travel routes can significantly improve access to local health centres, leisure facilities, and community amenities and reduce severance - especially for those without private vehicles. Cyclists and pedestrians who already utilise this mode of transport are likely to benefit significantly. Older people and people that are disabled or have other health problems may not be able to utilise active travel modes and therefore do not benefit as much from improved accessibility to health and leisure services or reduced severance. Whilst the active travel policy goal does not directly target financial changes, incentives or subsidies to transport, improvements to active travel and providing new routes and connections within and between settlements may provide an accessible method of low cost transport. Groups that are particularly sensitive to any such changes include elderly and children. Policies such as maintaining and enhancing public rights of way will help to ensure people remain connected to nature and the countryside as well as existing towns and villages. This is expected to be beneficial for all groups by providing better opportunities to travel within and between communities and help to improve social interactions. Whilst construction of active travel routes would increase pressures in respect of air, noise, odour and light from transport this is not expected to be significant, and the policy goal is predominately expected to make better use of existing assets. A shift towards active travel and away from private cars may reduce air, noise, odour and light pollution from transport. This could result in benefits from overall health and well-being, reduced respiratory and cardiovascular issues and enhanced quality of life. Benefits may be most notably experienced by young children and those with existing health conditions. This policy goal aims to make active travel a viable, attractive transport option and enable more people to choose to walk, wheel or cycle. Therefore, all groups would benefit significantly from improved access to active travel modes although, older people and people that are disabled or have other health problems may not benefit to the same extent.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	✓✓	Local – Reg.	LT	Perm	High	++	++	++	++
Commentary Enhancing active travel routes can significantly improve access to services, facilities and amenities and reduce severance. Older people and people that are disabled or have other health problems may not be able to utilise active travel modes and therefore do not benefit as much from improved accessibility to health and leisure services or reduced severance. This policy goal will look to develop safe walking, wheeling and cycling networks. Whilst this policy theme does not make specific reference to provision of active travel in rural areas, it does note that maintaining and enhancing public rights of way will help to ensure people remain connected to nature and the countryside as well as existing towns and villages. Whilst construction of active travel routes would increase pressures in respect of air, noise, odour and light from transport this is not expected to be significant, and the policy goal is predominately expected to make better use of existing assets. A shift towards active travel and away from private cars may reduce air, noise, odour and light pollution from transport. This could result in benefits from overall health and well-being, reduced respiratory and cardiovascular issues and enhanced quality of life. Benefits may be most notably experienced by young children and those with certain disabilities or health issues.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
17. Promote fairness and equity in rural connectivity (Rural proofing specific objective)	✓	Local – Reg.	LT	Perm	High	+/-	+/-	+/-	+/-
Commentary This policy goal has a focus on short trips and lacks targeted, inclusive, and rural-specific transport policies that address the diverse needs of these groups. Without such measures, there is a risk of deepening transport-related inequalities in rural areas. However, overall improvements in connectivity across the county may also benefit rural areas. The goal sets out that it will prioritise access along leisure routes including PRowS. This would be beneficial for all groups, including those in rural areas.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									

Health Impact Assessment

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all	++	+	+	++	+++	++	++	++	++	++	Enhancing active travel routes can significantly improve access to local health centres, leisure facilities, and community amenities—especially for those without private vehicles. Cyclists and pedestrians who already utilise this mode of transport are likely to benefit significantly. Older people and people that are disabled or have other health problems may not be able to utilise active travel modes and therefore do not benefit as much from improved accessibility to health and leisure services.
2	Indirect impacts - Improve affordability of public transport	0	0	0	0	0	0	0	0	0	0	The active travel policy goal does not directly target financial changes, incentives or subsidies to public transport. Groups that are particularly sensitive to any such changes include those on low-income, elderly and children/youth dependant.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	++	++	++	++	++	++	++	++	++	This policy theme will look to develop safe walking, wheeling and cycling networks. Similarly, public rights of way will be maintained and enhanced to ensure they are safe and in a suitable condition. This would be beneficial for all groups.
4	Reduce severance	++	+	+	++	+++	++	++	++	++	++	Severance will be reduced where new active travel routes are provided and existing routes

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
												enhanced to allow greater access. Cyclists and pedestrians who already utilise this mode of transport are likely to benefit significantly and experience the greatest reduction in severance. Older people and people that are disabled or have other health problems may not be able to utilise active travel modes and therefore do not experience such as great of benefits from reduced severance as other groups.
5	Improve connections between and within communities	++	++	++	++	++	++	++	++	++	++	Policies such as maintaining and enhancing public rights of way will help to ensure people remain connected to nature and the countryside as well as existing towns and villages. This is expected to be beneficial for all groups by providing better opportunities to travel within and between communities and help to improve social interactions.
6	Protect health by reducing air, noise, odour and light pollution from transport	++	+	++	+	+	+	+	+	+	+	Whilst construction of active travel routes would increase pressures in respect of air, noise, odour and light from transport this is not expected to be significant, and the policy theme is predominately expected to make better use of existing assets. A shift towards active travel and away from private cars may reduce air, noise, odour and light pollution from transport. This could result in benefits from overall health and well-being,

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
												reduced respiratory and cardiovascular issues and enhanced quality of life. Benefits may be most notably experienced by young children and those with existing health conditions.
7	Improve access to active travel modes	++	+	+	++	++	++	++	++	++	++	This policy theme aims to make active travel a viable, attractive transport option and enable more people to choose to walk, wheel or cycle. Therefore, all groups would benefit significantly from improved access to active travel modes although, older people and people that are disabled or have other health problems may not benefit to the same extent.
8	Improve access to public transport	+	+	+	+	+	+	+	+	+	+	An improved active travel network may help to improve connectivity and may make it easier to access public transport. All groups are expected to experience slight beneficial effects.

Equality impact assessment table

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by 'walk, wheel or cycle' (active travel) modes	+	++	+	++	++	++	++	++	++	Enhancing active travel routes can significantly improve access to services, facilities and amenities. Older people and people that are disabled or have other health problems may not be able to utilise active travel modes and therefore do not benefit as much from improved accessibility to health and leisure services.
2	Improve affordability of transport	++	+	+	+	+	+	+	+	+	Whilst the active travel policy theme does not directly target financial changes, incentives or subsidies to transport, improvements to active travel and providing new and connections within and between settlements may provide an accessible method of low cost transport. Groups that are particularly sensitive to any such changes include elderly and children.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	++	++	++	++	++	++	++	++	This policy goal will look to develop safe walking, wheeling and cycling networks. Similarly, public rights of way will be maintained and enhanced to ensure they are safe and in a suitable condition. This would be beneficial for all groups.
4	Improve provision of public transport in rural areas or to those areas	+	+	+	+	+	+	+	+	+	Whilst this policy goal does not make specific reference to provision of active travel in rural areas it does note that maintaining and enhancing public rights of way will help to ensure people remain

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
	experiencing constraint in public transport provision										connected to nature and the countryside as well as existing towns and villages. This would be beneficial for all groups.
5	Reduce severance	+	++	+	++	++	++	++	++	++	Severance will be reduced where new active travel routes are provided and existing routes enhanced to allow greater access. Older people and those with disabilities may not be able to utilise active travel modes and therefore do not experience such as great of benefits from reduced severance as other groups.
6	Reduce air, noise, odour and light pollution from transport	+++	++	+++	++	++	++	++	++	++	Whilst construction of active travel routes would increase pressures in respect of air, noise, odour and light from transport this is not expected to be significant, and the policy theme is predominately expected to make better use of existing assets. A shift towards active travel and away from private cars may reduce air, noise, odour and light pollution from transport. This could result in benefits to overall health and well-being, reduced respiratory and cardiovascular issues and enhanced quality of life. Benefits may be most notably experienced by young children and those with certain disabilities or health issues.

Rural Proofing Assessment

Rural Proofing sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Increase access via a range of transport modes for rural communities.	-/-	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	This workstream has a focus on short trips and lacks targeted, inclusive, and rural-specific transport policies that address the diverse needs of these groups. Without such measures, there is a risk of deepening transport-related inequalities in rural areas.
2	Enable economic growth, and employment diversification in rural areas.	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	This workstream lacks targeted, inclusive, and rural-specific transport policies that address the diverse needs of these groups. Without such measures, there is a risk of deepening transport-related inequalities in rural areas. However, overall improvements in connectivity across the county may also benefit rural areas.
3	Connecting people with nature	++	++	++	++	++	++	++	++	++	++	This workstream sets out that it will prioritise access along leisure routes including PRowWs. This would be beneficial for all groups, including those in rural areas.

E.2 Public transport is frequent, reliable and more affordable

Our goal is for our public transport networks to meet the needs of our residents, employees and visitors, and for bus and rail to become viable choices for medium and longer distance journeys. Through our Bus Service Improvement Plan, we have set a target of 4.5 million bus passenger journeys by 2030, representing 36% growth from 2023.

Buses play a vital role in providing access to key centres, employment, education and services for our population, as well as helping manage the cost of living by offering a more affordable alternative to car travel. Although our rail network is less comprehensive, it provides longer distance connections such as to Birmingham, Wolverhampton, Shrewsbury and Wrexham. Travelling by bus and rail needs to be convenient, affordable and accessible, with routes linking people to their destinations.

Better public transport will help to broaden travel horizons, improving connections between our local centres and providing more equitable access to destinations and opportunities, including for people with limited or no access to a car. If more people can travel by public transport, this can help to improve road congestion and reduce transport-related greenhouse gas emissions.

Policy TT5: Work with operators to develop a comprehensive bus network

Policy TT6: Work with operators to improve bus reliability and speed up journeys

Policy TT7: Work with operators to increase bus frequencies

Policy TT8: Support simple and affordable public transport ticketing

Policy TT9: Improve links to bus stops and rail stations

Policy TT10: Explore opportunities for very light rail

Policy TT11: Develop a rail strategy

Policy TT12: Support tourism-focused public transport

ISA Assessment

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

1. Protect and Improve air quality	✓	Local	LT	Perm	Med	+	--	+	+
Commentary The policy theme will likely help to protect and improve air quality by making public transport a viable and attractive option for residents and reducing private car dependency. This is anticipated to reduce overall vehicle emissions, leading to better air quality. Key measures include improved bus services, network and reliability, improved access to bus and train stations and affordable public transport ticketing. Reduced reliance on cars can decrease emissions of pollutants like nitrogen oxides (NOx) and particulate matter (PM), though it is noted that there will still be a requirement for private cars in certain areas and to serve particular populations such as rural and dispersed communities. Policy RB10 targets the implementation of very light rail, a battery powered shuttle-type service between key destinations. Such interventions would have benefits on air quality emissions at a local level. There may be short-term adverse impacts including dust and emissions from construction of mobility hubs, bus upgrades, and rail projects. It is anticipated that effects would be slight beneficial in the short term, increasing to moderate beneficial over the longer term as the effectiveness of measures increases. Moderate short-term adverse effects are anticipated. Mitigation / Recommendations Mitigation Measures: N/A Recommendations: It is considered that this policy goal could be strengthened through the implementation of policy that targets broader electrification of bus fleet.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce the impact on environmental noise from transportation sources	✓	Local	LT	Perm	Low	+	+	+	+
Commentary The policy goal will promote the use of public transport through improved bus and rail services, improved access to bus and train stations and affordable public transport ticketing, thereby reducing the number of vehicles on the road and decreasing traffic noise at a local level, though it is noted that there is still a requirement for private cars, and taxis. Policy RB10 targets the implementation of very light rail, a battery powered shuttle-type service between key destinations. Such interventions would have benefits on noise emissions at a local level. Effects would be slight beneficial from the short to the long term. Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Reduce carbon emissions from transport and contribute to meeting Telford and Wrekin's goal of carbon neutral by 2030	✓	Local	LT	Perm	Low	+	+	+	+

Commentary

The policy goal will promote the use of public transport through improved bus and rail services, improved access to bus and train stations and affordable public transport ticketing, thereby reducing the number of vehicles on the road and decreasing carbon emissions. Policy RB10 targets the implementation of very light rail, a battery powered shuttle-type service between key destinations. Such interventions would have benefits with regard to the reduction of carbon emissions.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: It is considered that this policy goal could be strengthened through the implementation of policy that targets the broader electrification of bus fleet and reduced emissions from train services through efficiency improvements in diesel operation, the deployment of battery/hybrid trains, and overhead line electrification.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
4. Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Local	LT	Perm	Low	+	+	+	+

Commentary

The policy goal does not specifically reference adaptation and resilience measures however it is expected that making public transport more attractive and reliable would necessarily include consideration of climate change related issues such as flooding.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: This policy goal could be strengthened by clarifying that underlying policies (including Policy RB6 and RB9) would need to consider and be resilient to climate change issues such as flooding and heat waves.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network	✓	Local	LT	Perm	Med	+	+	+	+

Commentary

The policy goal will promote the use of public transport through improved bus and rail services, improved accessibility to public transport and to bus stops and rail stops. This can reduce disturbance, vehicle emissions and pollution, benefiting local ecosystems and biodiversity. Enabling increased use of sustainable travel options and reduced reliance on cars can decrease pollution deposition, aiding biodiversity.

It is anticipated effects would be slight beneficial from the short to the long term.

Mitigation / Recommendations Mitigation Measures: N/A Recommendations: It is recommended that, where new infrastructure is integrated opportunities for BNG are also integrated									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect and enhance sites designated for their international importance for nature conservation purposes (linked to HRA)	✓	Local	LT	Perm	Med	+	+	+	+
Commentary The policy goal will promote the use of public transport through improved bus and rail services, improved accessibility to public transport and to bus stops and rail stops. This can reduce disturbance, vehicle emissions and pollution, benefiting local ecosystems and biodiversity. Enabling increased use of sustainable travel options and reduced reliance on cars can decrease habitat fragmentation and pollution, aiding biodiversity. The HRA Stage 1 Screening concluded that Policies TT5 – TT12 were screened out. This is due to policies either not leading to development or other environmental change, that may have an LSE on a European Site, or potentially resulting on only very minor works in an existing transport corridor or urban centre. Therefore, they are considered highly unlikely to result in an LSE on a European Site. It is anticipated effects would be slight beneficial from the short to the long term.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Protect, enhance and promote geodiversity	✓	Local	LT	Perm	Low	0	0	0	0
Commentary No specific linkages between this ISA objective and the policy goal have been identified									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

8. Protect and enhance cultural heritage assets and their settings, and the wider historic environment	✓	Local	LT	Perm	Low	+	+	+	+
Commentary The policy goal will promote the use of public transport through improved bus and rail services, improved accessibility to public transport and to bus stops and rail stops. This can reduce traffic congestion and pollution, which can help preserve the integrity and setting of historic assets and the wider heritage environment.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Conserve and enhance the natural beauty of Telford and Wrekin's protected landscapes and townscapes, protect wider landscapes, seascapes and townscapes and enhance visual amenity	✓	Local	LT	Perm	Low	+/-	+/-	+/-	+/-
Commentary It is anticipated that this policy theme will help to reduce traffic volumes (by encouraging the use of public transport) and make the transport network more efficient and as such will help to reduce congestion, thereby enhancing townscapes and visual amenity.									
Mitigation / Recommendations Mitigation Measures: Care will need to be taken that signage or other information points / telemetry infrastructure (digital or otherwise) do not affect the visual amenity of townscapes etc. by leading to cluttering. Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Protect and enhance the water environment	✓	Local	LT	Perm	High	+	+	+	+
Commentary The policy goal will promote the use of public transport through improved bus and rail services, improved accessibility to public transport and improved links to bus stops and rail stations. This can reduce vehicle emissions and runoff, which can positively impact water quality. Enabling increased use of public travel options can reduce the reliance on private vehicles, which in turn can decrease the risk of water pollution from oil, fuel, and other contaminants. A reduction in traffic volume can reduce the risk of accidents that could result in discharge of pollutants.									
Mitigation / Recommendations									

Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Protect soil resources and avoid land contamination	✓	Local	LT	Perm	High	+	+	+	+
Commentary The policy goal will promote the use of public transport through improved bus and rail services, improved accessibility to public transport and improved links to bus stops and rail stations. Enabling increased use of public transport options can reduce the reliance on private vehicles, which in turn can decrease the risk of soil contamination from vehicle emissions and runoff, as well as reduce the risk of collisions that could result in discharge of pollutants.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote sustainable use of resources and natural assets	✓	Local	LT	Perm	High	+	--	+	+
Commentary The policy goal will promote the use of public transport through improved bus and rail services, improved accessibility to public transport and improved links to bus stops and rail stations. Enabling increased use of public transport options can reduce reliance on private vehicles, which in turn can decrease the consumption of fossil fuels and other non-renewable resources. However, there may be short-term adverse impacts during construction of new infrastructure, which will require resources.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓ ✓	Local	LT	Perm	High	++	++	++	++

Commentary

Enhancing public transport services can improve access to employment and education, particularly for individuals without private vehicles. Improved bus and rail services can facilitate access to a wider range of job opportunities and skills development programs, contributing to economic growth. Improved connectivity to public transport networks is anticipated to make commuting easier and create job opportunities during construction and operation

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Support the wider coordination of land use and energy planning across Telford and Wrekin	✓	Local	LT	Perm	High	+	+	+	+

Commentary

The policy goal aligns with the wider coordination of land use and energy planning, aiming to support the Bus Service Improvement Plan. Enabling increased use of public transport options can reduce reliance on private vehicles, which in turn can decrease the demand for new road construction and support integrated land use.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	✓ ✓	Local	LT	Perm	High	++	++	++	++

Commentary

Enhanced public transport will improve health and well-being by reducing social isolation, increasing access to healthcare, education, employment, and community activities, and supporting safer, more reliable travel. Vulnerable groups such as older people, disabled individuals, low-income households, and rural residents will benefit most, provided services are accessible and affordable. Improved connectivity through buses and rail (including very light rail) will strengthen community ties, reduce transport poverty, and indirectly support active lifestyles. While construction may cause temporary environmental impacts, long-term benefits include better air quality, reduced stress, and improved quality of life for all residents.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	✓	Local	LT	Perm	High	+	++	++	++
Commentary Improved public transport policies will promote greater equality of opportunity by reducing transport barriers and enabling fairer access to healthcare, education, employment, and community activities for all groups. Vulnerable groups, including older people, disabled individuals, low-income households, and rural residents, will benefit most from enhanced accessibility, safer services, and improved connectivity.									
Mitigation / Recommendations Mitigation Measures: Inclusive design, affordability measures, and rural provision are essential to maximise benefits and reduce inequalities, ensuring that public transport becomes a viable and attractive option for all citizens. Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
17. Promote fairness and equity in rural connectivity (Rural proofing specific objective)	✓	Local	LT	Perm	High	++	++	++	++
Commentary A comprehensive bus network will help broaden transport in rural and remote areas and help improve accessibility to employment opportunities and support economic growth. Greater support for transport to / from tourist areas / attractions across the county would also help to facilitate economic growth for rural areas. A general improvement in network efficiency would also help those rural businesses that require efficient movement of goods, for example foodstuffs or livestock. This policy goal supports tourism-focused public transport. This is likely to be utilised on a recreational basis (given the distances involved) but can help connect people with nature, even on short stretches.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									

Health Impact Assessment

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all	+	+	+	+	++	++	++	++	++	++	Enhanced public transport can improve access to schools, recreational facilities and extracurricular activities for children and adolescents. Older people and people with disabilities and other health problems will benefit from improved access to bus stops and train stations and straightforward end to end journeys. This would facilitate access to healthcare services, support services and social activities. However, benefits for these groups depend on accessibility of public transport options. Low-income groups will benefit from improved accessibility and support around affordable public transport options. Improved public transport services and infrastructure can provide safer and more convenient routes for cyclists, pedestrians and commuters. Rural residents with no private vehicle rely heavily on public transport and would benefit from improved connectivity through public transport options that extend to rural areas. Improved access to public transport and service improvements may benefit those with

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
												caring responsibilities through reduced journey time and more flexible timetables. Better access to amenities can enhance overall quality of life of residents. Improved transport links can facilitate commuting and access to workplaces for employees.
2	Indirect impacts - Improve affordability of public transport	++	++	+	++	+	++	+	+	+	+	This policy group includes policy that seeks to support simple and affordable public transport ticketing. Improved access to public transport in underserved areas will also enable more people to use these services, reducing reliance on expensive alternatives like taxis or private vehicles. This would particularly benefit rural residents with no private vehicle. Increased network efficiency e.g. by removing congestion will result in less wasted fuel and thereby reduce overall journey cost. Groups that are particularly sensitive to affordable transport include those on low-income, elderly and children and adolescents.
3	Improve safety of the transport network (including roads) and	+	++	++	+	+	+	+	+	+	+	The policy group includes policies that may indirectly support safer travel, particularly

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
	reduce the number of accidents and other incidents											through improved links and more attractive bus services. Additionally, improved public transport options can improve accessibility and confidence in using public transport, particularly benefitting older people and people with disabilities and other health problems.
4	Reduce severance	+	++	++	+	+	++	+	++	+	++	Improved connectivity through mobility hubs and improved public transport services may reduce severance. For older people, better connectivity can lead to easier access to social and community activities. People with disabilities or other health problems may benefit from reduced isolation through better transport. Improved public transport in rural areas will help reduce rural isolation and connect communities to essential services and social opportunities. Reduced physical barriers, through greater bus and rail access, can reduce physical and social barriers within communities, benefitting residents.

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
5	Improve connections between and within communities	++	++	++	++	+++	++	++	+++	+++	++	The policy group will work to enable use of and provide more accessible bus, and rail provision and therefore improve connections between and within communities, benefiting all groups. Cyclists, pedestrians and commuters will particularly benefit through more reliable and convenient travel options. Residents will particularly benefit through stronger community ties and better access to local services. Employees will particularly benefit through easier commuting and access to job opportunities.
6	Protect health by reducing air, noise, odour and light pollution from transport	++	+	++	+	+	+	+	+	+	+	Whilst construction of new infrastructure would increase pressures in respect of air, noise, odour and light from transport, it is anticipated that there will be a shift towards the use of public transport and therefore residents and vulnerable groups could benefit from overall health and well-being, reduced respiratory and cardiovascular issues and enhanced quality of life. Benefits may be most notably experienced by young children and those with existing health conditions.
7	Improve access to active travel modes	+	+	+	+	+	+	+	+	+	+	Whilst not directly providing access to active travel modes, the improvements to and provision of public transport services may

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
												indirectly provide better connectivity and therefore access to active transport facilities / routes. All groups would benefit.
8	Improve access to public transport	++	++	++	++	++	++	++	++	++	++	The policies under this theme aim to support Telford and Wrekin's public transport network and ensure travel by public transport is a viable and attractive option for residents. All groups are anticipated to benefit.

Equality impact assessment table

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by 'walk,	++	+	++	+	+	+	+	+	+	The policy goal will improve accessibility to services, facilities and amenities through improved public transport, with benefits for all groups. Age: Older people rely heavily on public transport to access to healthcare services, support services and

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
	wheel or cycle' (active travel) modes										social activities. Improved bus and rail access may reduce isolation and support wellbeing. However, benefits for these groups depend on accessibility of public transport options. Children and young people will benefit from safer, more reliable public transport to schools, recreational facilities and extracurricular activities. Gender: Women often face safety concerns and are more likely to use public transport for multi-purpose trips. Improved public transport services and mobility hubs may improve security and convenience, reducing social exclusion. Disability: Accessible public transport enables independent travel, improving access to healthcare and reducing isolation. If accessibility standards are fully implemented, this can reduce transport poverty for disabled people. Ethnicity: Minority ethnic groups often experience higher transport poverty. Improved public transport options can reduce barriers to employment and services. Pregnancy & Maternity: Access to healthcare and childcare improved, although it is noted that public transport may not be easily accessible for those that are heavily pregnant or have young children.

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
2	Improve affordability of transport	++	+	++	++	+	+	+	+	+	Improved access to public transport in underserved areas will enable more people to use these services, reducing reliance on expensive alternatives, such as taxis or private vehicles. The policies will support reduced congestion which may increase network efficiency, resulting in less wasted fuel and reducing overall journey cost. Groups that are particularly sensitive to affordable transport include those on older people, young people, people with disabilities and minority ethnic groups.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+	+	+	+	+	+	+	+	+	It is anticipated the policy theme will lead to reduced overall congestion and a more efficient and seamless transport network. This would likely reduce the potential for collisions and will reduce stress in the travelling population, potentially reducing conflict among travellers. All groups are anticipated to benefit.
4	Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	++	+	++	++	+	+	+	+	+	The public transport improvements are expected to include provision in rural areas, benefitting all protected characteristic groups, with particular note for the following: Age: Older adults benefit from improved public transport reliability, especially in rural areas where car use may decline with age.

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											Disability: Those with disabilities who may not have access to private vehicles would benefit from greater provision of accessible public transport. Ethnicity: Ethnic minority communities, often living in areas with poorer transport provision, would benefit from improved connectivity.
5	Reduce severance	++	+	++	+	+	+	+	+	+	Improved public transport is expected to reduce severance, benefitting all groups: Age: Improved connectivity through public transport can reduce physical and social barriers for all age groups, enhancing access to services and opportunities. Disability: Enhanced transport links can reduce isolation for individuals with disabilities, ensuring they can reach essential services however it is noted that public transport services may still be inaccessible to some owing to the nature of disability.
6	Reduce air, noise, odour and light pollution from transport	++	+	++	+	+	+	+	+	+	Whilst construction of new infrastructure would increase pressures in respect of air, noise, odour and light from transport, it is anticipated that there will be a shift towards the use of public transport and therefore residents and vulnerable groups could benefit from overall health and well-being, reduced respiratory and cardiovascular issues and enhanced

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											quality of life. Benefits may be most notably experienced by young children and those with certain disabilities or health issues.

Rural Proofing Assessment

Rural Proofing sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Increase access via a range of transport modes for rural communities.	+++	++	+++	+++	+++	++	++	++	++	++	A comprehensive bus network will help broaden transport in rural and remote areas. Improved provision of public transport would benefit all protected characteristic groups, particularly those with low income and no access to private vehicle.

Rural Proofing sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
2	Enable economic growth, and employment diversification in rural areas.	+	+	+	++	+	+	+	+	+	+	A comprehensive bus network will help improve accessibility to employment opportunities and support economic growth. Whilst this will be beneficial for all groups those with low incomes and no access to private vehicles may benefit more significantly with a greater opportunity to access more employment opportunities. Greater support for transport to / from tourist areas / attractions across the county would also help to facilitate economic growth for rural areas. A general improvement in network efficiency would also help those rural businesses that require efficient movement of goods, for example foodstuffs or livestock.
3	Connecting people with nature	+	+	+	+	+	+	+	+	+	+	This policy goal supports tourism-focused public transport. This is likely to be utilised on a recreational basis (given the distances involved) but can help connect people with nature, even on short stretches. Benefits could be experienced by all groups.

E.3 People are supported to make informed and sustainable travel choices

It is essential that we improve the experience of travelling by bus, rail, walking, wheeling and cycling through delivering more reliable services and safe, accessible, high-quality infrastructure as described in the previous goals. The other essential step is to ensure that individuals are empowered to start using these methods of travel – whether through publicising key routes and services, improving skills and confidence, running engagement and educational programmes, providing understandable information in accessible formats, or providing incentives to try something new.

This will help us all to get the most out of our transport networks and will be essential in realising the economic, social and environmental benefits from any new improvements we deliver.

Policy TT13: Continue to deliver behaviour change and travel awareness programmes

Policy TT14: Provide travel information in user friendly formats

Policy TT15: Work with our partners to plan for major events

ISA Assessment

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and Improve air quality	✓	Local	LT	Perm	Low	0	+	+	+
Commentary The policy goal is expected to have a slight beneficial effect on air quality in the medium to long term as it involves promoting active and public transport modes as well as delivering behavioural change and travel awareness programmes. Such measures are associated with reduced vehicles and related emissions.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce the impact on environmental noise from transportation sources	✓	Local	LT	Perm	Low	0	+	+	+

Commentary

The policy goal is expected to have a slight beneficial effect on reducing the impact of environmental noise from transport in the medium to long term as it involves promoting active and public transport modes as well as delivering behavioural change and travel awareness programmes. Such measures are associated with reduced vehicles and related emissions.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Reduce carbon emissions from transport and contribute to meeting Telford and Wrekin's goal of carbon neutral by 2030	✓	Local	LT	Perm	Low	0	+	+	+

Commentary

The policy goal is expected to have a slight beneficial effect on reducing carbon emissions from transport in the medium to long term as it involves promoting active and public transport modes as well as delivering behavioural change and travel awareness programmes. Such measures are associated with reduced vehicles and related emissions.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
4. Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Local	LT	Perm	Low	0	0	0	0

Commentary

No direct linkage has been identified between this policy goal and the ISA objective.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
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	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network	✓	Local	LT	Perm	Low	0	+	+	+
Commentary The policy goal is expected to have a slight beneficial effect on biodiversity in the medium to long term as it involves promoting active and public transport modes as well as delivering behavioural change and travel awareness programmes. Such measures are associated with reduced vehicles and related emissions which would otherwise increase pressures on sensitivity habitat and species.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect and enhance sites designated for their international importance for nature conservation purposes (linked to HRA)	✓	Local	LT	Perm	Low	0	+	+	+
Commentary The policy goal is expected to have a slight beneficial effect on biodiversity in the medium to long term as it involves promoting active and public transport modes as well as delivering behavioural change and travel awareness programmes. Such measures are associated with reduced vehicles and related emissions which would otherwise increase pressures on sensitivity habitat and species including those designated at an international level. The HRA Stage 1 Screening concluded that Policies TT13 – TT15 were screened out. This is due to policies either not leading to development or other environmental change, that may have an LSE on a European Site, or potentially resulting in only very minor works in a transport corridor or urban centre. Therefore, they are considered highly unlikely to result in an LSE on a European Site.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Protect, enhance and promote geodiversity	✓	Local	LT	Perm	Low	0	0	0	0
Commentary No direct linkage has been identified between this policy goal and the ISA objective.									

Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance cultural heritage assets and their settings, and the wider historic environment	✓	Local	LT	Perm	Low	0	+	+	+
Commentary The policy goal is expected to have a slight beneficial effect on heritage assets in the medium to long term as it involves promoting active and public transport modes as well as delivering behavioural change and travel awareness programmes. Such measures are associated with reduced vehicles and related emissions which would otherwise increase pressures on designated and non-designated heritage assets.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Conserve and enhance the natural beauty of Telford and Wrekin's protected landscapes and townscapes, protect wider landscapes, seascapes and townscapes and enhance visual amenity	✓	Local	LT	Perm	Low	0	+	+	+
Commentary The policy goal is expected to have a slight beneficial effect on townscape and landscapes in the medium to long term as it involves promoting active and public transport modes as well as delivering behavioural change and travel awareness programmes. Such measures are associated with reduced vehicles and may reduce the need for new infrastructure which would otherwise increase pressures townscapes and landscapes.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Protect and enhance the water environment	✓	Local	LT	Perm	Low	0	+	+	+

Commentary

The policy goal is expected to have a slight beneficial effect on the water environment in the medium to long term as it involves promoting active and public transport modes as well as delivering behavioural change and travel awareness programmes. Such measures are associated with reduced vehicles and related emissions which may adversely impact on the water environment through, for example fuel spills and tyre wear and particulates entering watercourses.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Protect soil resources and avoid land contamination	✓	Local	LT	Perm	Low	0	+	+	+

Commentary

The policy goal is expected to have a slight beneficial effect on the conservation of soil resources and reducing contamination in the medium to long term as it involves promoting active and public transport modes as well as delivering behavioural change and travel awareness programmes. Such measures are associated with reduced vehicles and related emissions which may otherwise lead to fuel spills. The policy goal may also reduce the need for new road infrastructure therefore protecting soil resources.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote sustainable use of resources and natural assets	✓	Local	LT	Perm	Low	0	+	+	+

Commentary

The policy goal is expected to have a slight beneficial effect on the sustainable use of resources in the medium to long term as it involves promoting active and public transport modes as well as delivering behavioural change and travel awareness programmes. Such measures are associated with reduced vehicles and related emissions therefore conserving resources.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
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	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Local	LT	Perm	Low	0	+	+	+
Commentary This policy goal concerns publication, engagement and educational programmes that promote the interventions achieved through other policy goals. This is anticipated to lead to increased uptake of public transport services including for those accessing employment and education, particularly for individuals without private vehicles.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Support the wider coordination of land use and energy planning across Telford and Wrekin	✓	Local	LT	Perm	Low	0	+	+	+
Commentary Education and awareness initiatives that support increased use of public transport options can reduce reliance on private vehicles, which in turn can decrease the demand for new road construction and support integrated land use.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	✓	Local	LT	Perm	Low	0	+	+	+
Commentary Education and awareness initiatives that support increased public transport uptake will improve health and well-being by reducing social isolation, increasing access to healthcare, education, employment, and community activities, and supporting safer, more reliable travel. Vulnerable groups such as older people, disabled individuals, low-income households, and rural residents will benefit most, provided services are accessible and affordable									

Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	✓	Local	LT	Perm	Low	0	+	+	+
Commentary Education and awareness initiatives that support increased public transport update will promote greater equality of opportunity by reducing transport barriers and enabling fairer access to healthcare, education, employment, and community activities for all groups. Vulnerable groups, including older people, disabled individuals, low-income households, and rural residents, will benefit most from awareness initiatives.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
17. Promote fairness and equity in rural connectivity (Rural proofing specific objective)	✓	Local	LT	Perm	Low	0	+	+	+
Commentary This policy goal may promote fairness and equity in rural connectivity where other policy goals target public transport and connectivity improvements in rural areas.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made									

Health Impact Assessment

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all	+	+	+	+	+	+	+	+	+	+	Awareness and education initiatives as well as the provision of travel information in user friendly formats is anticipated to improve access to health and leisure services for all groups. Slight beneficial effects are anticipated for all groups.
2	Indirect impacts - Improve affordability of public transport	0	0	0	0	0	0	0	0	0	0	The policy goal does not directly target financial changes, incentives or subsidies to public transport. Groups that are particularly sensitive to any such changes include those on low-income, elderly and children/youth dependant.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+	+	+	+	+	+	+	+	+	+	Awareness and education initiatives may improve engagement with public transport, reducing accident risks for vulnerable users such as children, older people, and those with disabilities occurring via other transport modes including private vehicles. Slight beneficial effects are anticipated for all groups.
4	Reduce severance	+	+	+	+	+	+	+	+	+	+	Awareness and education initiatives as well as the provision of travel information in user friendly formats is anticipated to reduce

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
												severance and improve connectivity between communities. Children and adolescents, older people, those with disabilities or health problems and cyclists, pedestrians and commuters are likely to experience beneficial effects through reduced physical barriers to services and amenities and targeted investment in active travel promoted through other policy goals. Benefits for rural residents may depend on public transport enhancements and rural connectivity. Slight beneficial effects are anticipated for all groups.
5	Improve connections between and within communities	+	+	+	+	+	+	+	+	+	+	The policy goal concerns awareness and education initiatives as well as the provision of travel information in user friendly formats. This is expected to improve connections between and within communities as it acts to highlight interventions achieved through other policy goals including investment in active travel infrastructure. Most groups, including children, older people, and those with disabilities, are likely to experience benefits as improved routes reduce physical barriers. Cyclists and pedestrians may see benefits

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
												due to targeted investment in active travel. Slight beneficial effects are anticipated for all groups.
6	Protect health by reducing air, noise, odour and light pollution from transport	+	+	+	+	+	+	+	+	+	+	The policy goal concerns awareness and education initiatives as well as the provision of travel information in user friendly formats. This may help to reduce pollution from transport as it encourages a shift towards more sustainable transport modes. All groups are likely to experience slight benefits from improved air quality, with particular relevance for those more sensitive to pollution, such as young children and those with health conditions.
7	Improve access to active travel modes	+	+	+	+	+	+	+	+	+	+	The policy goal concerns awareness and education initiatives as well as the provision of travel information in user friendly formats. The goal may therefore improve access to active travel modes. All groups are likely to experience slight benefits, with particular relevance for cyclists, pedestrians and commuters.
8	Improve access to public transport	+	+	+	+	+	+	+	+	+	+	The policy goal concerns awareness and education initiatives as well as the provision of travel information in user friendly formats and

HIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	
											therefore should improve access to public transport.

Equality impact assessment table

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by 'walk, wheel or cycle' (active travel) modes										
2	Improve affordability of transport										

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+	+	+	+	+	+	+	+	+	The policy goal is anticipated to improve awareness and support behavioural changes that may lead to increased access to health and leisure services for all.
4	Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	0	0	0	0	0	0	0	0	0	The policy goal does not directly target financial changes, incentives or subsidies to public transport. Groups that are particularly sensitive to any such changes include those on low-income, elderly and children/youth dependant.
5	Reduce severance	+	+	+	+	+	+	+	+	+	The policy goal is anticipated to improve awareness and support behavioural changes that may lead to increased access and reduced severance. Slight beneficial effects are anticipated for all groups.
6	Reduce air, noise, odour and light pollution from transport	+	+	+	+	+	+	+	+	+	The policy goal is anticipated to improve awareness and support behavioural changes, encouraging a modal shift towards public and active transport therefore reducing air and noise impacts from conventional travel modes including private vehicles.

Rural Proofing Assessment

Rural Proofing sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Increase access via a range of transport modes for rural communities.	0	0	0	0	+	0	0	0	0	0	This policy goal concerns the publicising of key routes and services, educational and engagement programmes and incentivisation towards sustainable travel choices. Limited beneficial effects are anticipated in respect of rural proofing however minority groups may benefit from targeted information campaigns that improves understanding and awareness of travel options.
2	Enable economic growth, and employment diversification in rural areas.	0	0	0	0	0	0	0	0	0	0	This policy goal concerns the publicising of key routes and services, educational and engagement programmes and incentivisation towards sustainable travel choices. No clear linkage has been identified with this sub-objective.
3	Connecting people with nature	+	+	+	+	+	+	+	+	+	+	This policy goal concerns the publicising of key routes and services, educational and engagement programmes and incentivisation towards sustainable travel choices. Slight beneficial effects are anticipated in respect of rural proofing

Rural Proofing sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
												where there is increased awareness of travel choices including to recreational and leisure areas.

E.4 Thriving and healthy local communities

Through this goal, we are aiming to support people's everyday lives and strengthen communities across Telford & Wrekin. This includes revitalising our places, creating more attractive and welcoming streets and centres and improving access to jobs, services and opportunities, particularly for those with limited access to a car.

Transport plays a central role in shaping how people experience their local area – not just how we move around, but how places feel and function. For some residents, limited access to a car, combined with gaps in transport provision, can make it more difficult to reach essential services, employment or education, or participate fully in community life. These barriers can contribute to inequality and social isolation, particularly for those on lower incomes, older people and young people.

Therefore, it is essential to provide inclusive, accessible and well-connected transport options that respond to these challenges. By improving accessibility, enhancing public spaces and reducing barriers to travel, transport can help support vibrant, resilient communities, improve quality of life, and ensure that everyone in Telford & Wrekin can benefit from the borough's opportunities.

Policy IA1: Support sustainable access to employment, education and healthcare

Policy IA2: Broaden travel choices in suburban and rural areas

Policy IA3: Deliver placemaking and regeneration

Policy IA4: Link communities together

Policy IA5: Continue to partner with communities

Policy IA6: Support improved digital connectivity

ISA Assessment

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and Improve air quality	✓	Local	LT	Perm	Med	+	+	+	+
Commentary This policy area could lead to the protection and improvement of air quality by providing people with better public transport and active travel opportunities. In addition, there is a focus on digital connectivity, which will help to reduce the need to travel in the first place.									

Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce the impact on environmental noise from transportation sources	✓	Local	LT	Perm	Med	+	+	+	+
Commentary This policy area could lead to a reduction in noise from transportation by providing people with better public transport and active travel opportunities. In addition, there is a focus on digital connectivity, which will help to reduce the need to travel in the first place.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Reduce carbon emissions from transport and contribute to meeting Telford and Wrekin's goal of carbon neutral by 2030	✓	Local	LT	Perm	Med	+	+	+	+
Commentary This policy area could lead to a reduction in carbon emissions from transportation by providing people with better public transport and active travel opportunities. In addition, there is a focus on digital connectivity, which will help to reduce the need to travel in the first place.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
4. Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Local	LT	Perm	Med	+	+	+	+

Commentary

A focus on digital connectivity will help people to avoid the need to travel for some activities e.g. shopping, some health appointments, working from home – this could include during periods of extreme weather events.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network	✓	Local	LT	Perm	Med	+	+	+	+

Commentary

Some slight beneficial effects may be generated by a general reduction in pollution emissions and noise by the measures such as enhanced public transport, digital connectivity and uptake of active travel modes set out in this policy area.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect and enhance sites designated for their international importance for nature conservation purposes (linked to HRA)	✓	Local	LT	Perm	Med	+	+	+	+

Commentary

Some slight indirect beneficial effects may be generated on sites designated for nature conservation by a general reduction in pollution emissions and noise by the measures such as enhanced public transport, digital connectivity and uptake of active travel modes set out in this policy area. The HRA Stage 1 Screening concluded that policies IA3-IA6 either do not lead to development or other environmental change, that may have an LSE on a European Site, or potentially result in only very minor works in a transport corridor or urban centre. Therefore, they are considered unlikely to result in an LSE on a European Site. However, the HRA found that Policy IA2 could potentially lead to development and an LSE could not be ruled out, therefore this policy was taken forward to Appropriate Assessment. It was concluded that

with appropriate mitigation measures no adverse effect on the integrity of the European Sites identified will result from the TWTP alone through changes in water quality, changes in air quality, changes in surface and groundwater hydrology or recreational pressures.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Protect, enhance and promote geodiversity	N/A	N/A	N/A	N/A	N/A	0	0	0	0

Commentary

An overall reduction in the need to travel e.g. through enhanced digital connectivity may reduce the requirement for new infrastructure and thereby protect geodiversity, though beneficial effects would be very slight / negligible.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance cultural heritage assets and their settings, and the wider historic environment	✓	Local	LT	Perm	Med	+	+	+	+

Commentary

Some slight beneficial effects on heritage assets and their setting may be generated by a general reduction in pollution emissions and noise by the measures such as enhanced public transport and uptake of active travel modes set out in this policy area. There may also be opportunities for enhancement through the focus on placemaking and regeneration.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

9. Conserve and enhance the natural beauty of Telford and Wrekin's protected landscapes and townscapes, protect wider landscapes, seascapes and townscapes and enhance visual amenity	✓	Local	LT	Perm	Med	+	++	++	++
Commentary There is a clear focus in this policy area on working with communities to create safer, more welcoming streets to make local communities stronger and help to strengthen local pride in place. This builds on the Local Cycling and Walking Infrastructure Plan's approach to Core Walking Zones, which looks to improve the pedestrian environment in key centres. It is hoped that whether in a large town or small village, investment in placemaking will create spaces and places that people want to visit and spend time in, which in turn supports social inclusion and local business. Effects will become more pronounced as measures are enacted.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Protect and enhance the water environment	✓	Local	LT	Perm	Med	+	+	+	+
Commentary Some slight beneficial effects may be generated on the water environment by a general reduction in pollution emissions by the measures such as enhanced public transport, digital connectivity and uptake of active travel modes set out in this policy area.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Protect soil resources and avoid land contamination	✓	Local	LT	Perm	Med	+	+	+	+
Commentary Some slight beneficial effects may be generated on soil resources by a general reduction in pollution emissions by the measures such as enhanced public transport, digital connectivity and uptake of active travel modes set out in this policy area. These measures could also help avoid land contamination by reducing the need for new infrastructure and reducing pollution incidents.									

Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote sustainable use of resources and natural assets	✓	Local	LT	Perm	Med	+	+	+	+
Commentary Slight beneficial effects can be anticipated in respect of the use of resources and natural resources through a reduction in overall travel (e.g. by increased digital connectivity).									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Local	LT	Perm	Med	+	++	++	++
Commentary There are a number of elements set out in this policy area which will provide benefits in terms of economic growth and improved access and connectivity to jobs and skills. For example, there is a focus on placemaking which will create spaces and places that people want to visit and spend time in, which in turn supports local business. Travel throughout the plan area will also be enhanced and this will allow people to access commercial or employment opportunities with greater ease. There is also a focus on providing access enhancements to local colleges and educational establishments, as well as employment sites – this will help to improve the skills base of the area. Effects will become greater over time as measures are enacted.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

14. Support the wider coordination of land use and energy planning across Telford and Wrekin	✓	Local	LT	Perm	Med	+	++	++	++
Commentary Placemaking and regeneration is a key focus of this policy area and note is made of the need to work with local communities. This will involve engagement with local residents, businesses and organisations, including people who are often not heard, to ensure needs are better understood. There will be continued Neighbourhood Boards that will continue to play a central part in shaping long-term regeneration, strengthening communities, improving local facilities and giving residents a stronger voice in decisions about their neighbourhood. Effects will become greater over time as measures are enacted.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	✓	Local	LT	Perm	Med	+	++	++	++
Commentary This policy area is concerned with revitalising places, creating more attractive and welcoming streets and centres and improving access to jobs, services and opportunities, particularly for those with limited access to a car. Clear note is made in this policy area of the need to provide and improve public transport accessibility to key services such as education and health. Note is made of the need to continue to work with key partners, including education providers and major employers such as Harper Adams University, to understand local needs and strengthen these connections. Note is made that there will be ongoing engagement with local residents, businesses and organisations, including people who are often not heard, to ensure better understanding of their needs. Collaboration with community representatives, including disability networks, elders' forums, and other typically under-represented groups, to inform the detailed design of accessibility improvements will take place. Note is made of measures such as flexible forms of shared transport which can help residents to save money, though this may not be suitable for all groups – for example disabled individuals may need specialised vehicles. A focus on effective placemaking should improve safety, e.g. by improving the pedestrian environment in town centres. This will benefit all groups, but particularly young children, the elderly and those with certain disabilities. Note is also made that in addition to enhanced active travel routes, crossing will be made safer.									

Digital connectivity will reduce the need to travel and therefore help to reduce the potential for accidents, though this may not be suitable for all groups e.g. the elderly and there may be a cost implication for low income groups.

Note is made in the policy area of how major roads and railways can create barriers to movement (severance). It is noted that better public transport connections, making crossings safer and more convenient and enhancing walking, wheeling and cycle routes will help address this – it is noted focusing on links between places will help people access local centres more easily and stay connected to everyday opportunities.

This policy area outlines how communities will be linked together and notes the challenges of having a dispersed population with barriers to travel. Note is made of measures such as improved bus services, better active travel options, improved safety etc. and improved digital connectivity. Improved placemaking, with better pedestrianisation will also make communities interact with greater ease. These elements could also prove beneficial in terms of reducing social isolation, with particular benefits for some groups such as the elderly and those with certain disabilities.

This policy area should result in an overall reduction in emissions, with benefits for all groups in terms of health – particularly for the young, the elderly and those with certain disabilities.

This policy area will result in improved access to active travel modes. Enhanced pedestrianisation will be a key feature. Cyclists and pedestrians will benefit in particular.

Access to public transport (bus in particular) is a key feature of this policy area and note is also made of travel hubs.

Mitigation / Recommendations

Mitigation Measures:

Recommendations:

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	✓	Local	LT	Perm	Med	+	++	++	++

Commentary

Note is made in this policy area that for some residents, limited access to a car, combined with gaps in transport provision, can make it more difficult to reach essential services, employment or education, or participate fully in community life. These barriers can contribute to inequality and social isolation, particularly for those on lower incomes, older people and young people.

Therefore, it is essential to provide inclusive, accessible and well-connected transport options that respond to these challenges. By improving accessibility, enhancing public spaces and reducing barriers to travel, transport can help support vibrant, resilient communities, improve quality of life, and ensure that everyone in Telford & Wrekin can benefit from the borough's opportunities.

Clear note is made in this policy area of the need to provide and improve public transport accessibility to key services such as education and health. Note is made of the need to continue to work with key partners, including education providers and major employers such as Harper Adams University, to understand local needs and strengthen these connections.

Note is made that there will be ongoing engagement with local residents, businesses and organisations, including people who are often not heard, to ensure better understanding of their needs. Collaboration with community representatives, including disability networks, elders' forums, and other typically under-represented groups, to inform the detailed design of accessibility improvements will take place.

Note is made of measures such as flexible forms of shared transport which can help residents to save money, though this may not be suitable for all groups – for example disabled individuals may need specialised vehicles. Digital connectivity can help to reduce travel costs (by removing the need to travel), though it is not cost free and may not be fully accessible by people who could struggle with such technology.

A focus on effective placemaking should improve safety, e.g. by improving the pedestrian environment in town centres. This will benefit all groups, but particularly young children, the elderly and those with certain disabilities, although some may still need to access town centres via vehicles. . Note is also made that in addition to enhanced active travel routes, crossings will be made safer.

Digital connectivity will reduce the need to travel and therefore help to reduce the potential for accidents, though this may not be suitable for all groups e.g. the elderly or those with certain sensory or language difficulties and there may be a cost implication for low income groups.

Note is made that connectivity in rural areas will be supported through initiatives such as a demand responsive service and opportunities will be explored to expand these. It is noted that these services help residents, students and visitors reach their destinations, and can also be used to get to larger transport hubs like railway stations and conventional bus stops. It is noted that there will be exploration of other flexible forms of shared transport like car sharing. Note is also made of consideration being given to rural mobility hubs.

Note is made in the policy area of how major roads and railways can create barriers to movement (severance). It is noted that better public transport connections, making crossings safer and more convenient and enhancing walking, wheeling and cycle routes will help address this – it is noted focusing on links between places will help people access local centres more easily and stay connected to everyday opportunities. This should help improve equality of opportunity.

This policy area should result in an overall reduction in emissions, with benefits for all groups including those who are young, elderly or have certain disabilities.

Mitigation / Recommendations

Mitigation Measures:

Recommendations:

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
17. Promote fairness and equity in rural connectivity (Rural proofing specific objective)	✓	Local	LT	Perm	Med	+	+	+	+

Commentary

Note is made that connectivity in rural areas will be supported through initiatives such as a demand responsive service and opportunities will be explored to expand these. These services help residents, students and visitors to reach their destinations, and can also be used to get to larger transport hubs like railway stations and conventional bus stops. We will explore other flexible forms of shared transport like car sharing. Note is also made of consideration being given to rural mobility hubs.

Increased digital connectivity to rural areas will enable a better environment for rural businesses. Access will also be increased by improved public transport (including through the use of rural mobility hubs) – allowing people to connect across the area.

Improved connectivity across the plan area will better enable people to connect with nature. Active travel modes will be particularly effective in this regard.

Mitigation / Recommendations

Mitigation Measures:

Recommendations:

Health Impact Assessment

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all	++	++	++	++	++	++	++	++	++	++	This policy area is concerned with revitalising places, creating more attractive and welcoming streets and centres and improving access to jobs, services and opportunities, particularly for those with limited access to a car.

HIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	
											Clear note is made in this policy area of the need to provide and improve public transport accessibility to key services such as education and health. Note is made of the need to continue to work with key partners, including education providers and major employers such as Harper Adams University, to understand local needs and strengthen these connections. Note is made that there will be ongoing engagement with local residents, businesses and organisations, including people who are often not heard, to ensure better understanding of their needs. Collaboration with community representatives, including disability networks, elders’ forums, and other typically under-represented groups, to inform the detailed design of accessibility improvements will take place.

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
2	Indirect impacts - Improve affordability of public transport	+	+	+	+	+	+	+	+	+	+	Note is made of measures such as flexible forms of shared transport which can help residents to save money, though this may not be suitable for all groups – for example disabled individuals may need specialised vehicles.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	++	++	++	++	++	++	++	++	++	A focus on effective placemaking should improve safety, e.g. by improving the pedestrian environment in town centres. This will benefit all groups, but particularly young children, the elderly and those with certain disabilities. Note is also made that in addition to enhanced active travel routes, crossing will be made safer. Digital connectivity will reduce the need to travel and therefore help to reduce the potential for accidents, though this may not be suitable for all groups e.g. the elderly and there may be a cost implication for low income groups.

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
4	Reduce severance	++	++	++	++	++	++	++	++	++	++	Note is made in the policy area of how major roads and railways can create barriers to movement (severance). It is noted that better public transport connections, making crossings safer and more convenient and enhancing walking, wheeling and cycle routes will help address this – it is noted focusing on links between places will help people access local centres more easily and stay connected to everyday opportunities.
5	Improve connections between and within communities	++	++	++	++	++	++	++	++	++	++	This policy area outlines how communities will be linked together and notes the challenges of having a dispersed population with barriers to travel. Note is made of measures such as improved bus services, better active travel options, improved safety etc. and improved digital connectivity. Improved placemaking, with better pedestrianisation will also make communities interact with greater ease. These elements could also prove beneficial in terms of

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
												reducing social isolation, with particular benefits for some groups such as the elderly and those with certain disabilities.
6	Protect health by reducing air, noise, odour and light pollution from transport	+	+	+	+	+	+	+	+	+	+	This policy area should result in an overall reduction in emissions, with benefits for all groups in terms of health – particularly for the young, the elderly and those with certain disabilities.
7	Improve access to active travel modes	++	++	++	++	++	++	++	++	++	++	This policy area will result in improved access to active travel modes. Enhanced pedestrianisation will be a key feature. Cyclists and pedestrians will benefit in particular.
8	Improve access to public transport	++	++	++	++	++	++	++	++	++	++	Access to public transport (bus in particular) is a key feature of this policy area and note is also made of travel hubs.

Equality impact assessment table

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by 'walk, wheel or cycle' (active travel) modes	++	++	++	++	++	++	++	++	++	Note is made in this policy area that for some residents, limited access to a car, combined with gaps in transport provision, can make it more difficult to reach essential services, employment or education, or participate fully in community life. These barriers can contribute to inequality and social isolation, particularly for those on lower incomes, older people and young people. Therefore, it is essential to provide inclusive, accessible and well-connected transport options that respond to these challenges. By improving accessibility, enhancing public spaces and reducing barriers to travel, transport can help support vibrant, resilient communities, improve quality of life, and ensure that everyone in Telford & Wrekin can benefit from the borough's opportunities. Clear note is made in this policy area of the need to provide and improve public

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											transport accessibility to key services such as education and health. Note is made of the need to continue to work with key partners, including education providers and major employers such as Harper Adams University, to understand local needs and strengthen these connections. Note is made that there will be ongoing engagement with local residents, businesses and organisations, including people who are often not heard, to ensure better understanding of their needs. Collaboration with community representatives, including disability networks, elders' forums, and other typically under-represented groups, to inform the detailed design of accessibility improvements will take place.
2	Improve affordability of transport	+	+	+	+	+	+	+	+	+	Note is made of measures such as flexible forms of shared transport which can help residents to save money, though this may not be suitable for all groups – for example disabled individuals may need specialised vehicles. Digital connectivity can help to

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											reduce travel costs (by removing the need to travel), though it is not cost free and may not be fully accessible by people who could struggle with such technology.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	++	++	++	++	++	++	++	++	A focus on effective placemaking should improve safety, e.g. by improving the pedestrian environment in town centres. This will benefit all groups, but particularly young children, the elderly and those with certain disabilities, although some may still need to access town centres via vehicles. . Note is also made that in addition to enhanced active travel routes, crossings will be made safer. Digital connectivity will reduce the need to travel and therefore help to reduce the potential for accidents, though this may not be suitable for all groups e.g. the elderly or those with certain sensory or language difficulties and there may be a cost implication for low income groups.
4	Improve provision of public transport in rural areas or to those areas	+	+	+	+	+	+	+	+	+	Note is made that connectivity in rural areas will be supported through initiatives such as a demand responsive service and

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
	experiencing constraint in public transport provision										opportunities will be explored to expand these. It is noted that these services help residents, students and visitors reach their destinations, and can also be used to get to larger transport hubs like railway stations and conventional bus stops. It is noted that there will be exploration of other flexible forms of shared transport like car sharing. Note is also made of consideration being given to rural mobility hubs.
5	Reduce severance	++	++	++	++	++	++	++	++	++	Note is made in the policy area of how major roads and railways can create barriers to movement (severance). It is noted that better public transport connections, making crossings safer and more convenient and enhancing walking, wheeling and cycle routes will help address this – it is noted focusing on links between places will help people access local centres more easily and stay connected to everyday opportunities. This should help improve equality of opportunity.

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
6	Reduce air, noise, odour and light pollution from transport	+	+	+	+	+	+	+	+	+	This policy area should result in an overall reduction in emissions, with benefits for all groups including those who are young, elderly or have certain disabilities.

Rural Proofing Assessment

Rural Proofing sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Increase access via a range of transport modes for rural communities.	+	+	+	+	+	+	+	+	+	+	Note is made that connectivity in rural areas will be supported through initiatives such as a demand responsive service and opportunities will be explored to expand these. These services help

Rural Proofing sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
												residents, students and visitors to reach their destinations, and can also be used to get to larger transport hubs like railway stations and conventional bus stops. We will explore other flexible forms of shared transport like car sharing. Note is also made of consideration being given to rural mobility hubs.
2	Enable economic growth, and employment diversification in rural areas.	+	+	+	+	+	+	+	+	+	+	Increased digital connectivity to rural areas will enable a better environment for rural businesses. Access will also be increased by improved public transport (including through the use of rural mobility hubs) – allowing people to connect across the area.
3	Connecting people with nature	+	+	+	+	+	+	+	+	+	+	Improved connectivity across the plan area will better enable people to connect with nature. Active travel modes will be particularly effective in this regard.

E.5 Everyone feels safe to travel

We want everyone in Telford & Wrekin to feel safe and confident when travelling, no matter how they choose to get around. While the borough has a strong track record of improving road safety, there is still more to do, with people walking, wheeling, cycling and motorcycling particularly at risk of serious injury.

Safety is about both real risks and how people feel. Concerns about traffic, poor lighting, unsafe crossings or limited cycling facilities can discourage people from choosing healthier and more sustainable ways to travel. For example, perceptions of safety are the main barrier to people cycling, especially for women and children. People may also feel less safe when accessing public transport, including at bus stops and stations. In the UK, 86% of women aged 18-24 have experienced sexual harassment in public spaces, including public transport. Together, this highlights the importance of designing transport environments that feel safe for all people.

We will improve safety for all modes by investing in better-designed streets, safer crossings and well-lit routes, alongside education and awareness programmes. Our ambition is to progress towards Vision Zero – that there would be no serious injuries or fatalities on our roads.

By reducing risks and improving perceptions of safety, we will help more people travel confidently and access the opportunities around them.

Policy IA7: Develop a new road safety strategy and adopt a safe systems approach

Policy IA8: Empower everyone to travel safely on our roads, progressing towards vision zero

Policy IA9: Design for safety

Policy IA10: Improve the experience of personal security, particular for more vulnerable groups

ISA Assessment

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and Improve air quality	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with safety and the perception of safety, with a focus on design and education. As such, this policy area does not contribute to this objective.									

Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce the impact on environmental noise from transportation sources	✓	Local	LT	Perm	Med	+	+	+	+
Commentary Note is made in the policy area that investment will be made in better designed streets, with safer crossings and well-lit routes. Speed limits will be reduced in areas and junctions improved, with traffic calming also introduced. These measures will potentially act to reduce noise from traffic.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Reduce carbon emissions from transport and contribute to meeting Telford and Wrekin's goal of carbon neutral by 2030	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with safety and the perception of safety, with a focus on design and education. As such, this policy area does not contribute to this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

4. Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with safety and the perception of safety, with a focus on design and education. As such, this policy area does not contribute to this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network	✓	Local	LT	Perm	Med	+/-	+/-	+/-	+/-
Commentary Note is made in the policy area that investment will be made in better designed streets, with safer crossings and well-lit routes. Speed limits will be reduced in areas and junctions improved. These measures will potentially benefit biodiversity through reducing disturbance, but it should be noted that increased lighting may have detrimental impacts on some habitats / species.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect and enhance sites designated for their international importance for nature conservation purposes (linked to HRA)	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with safety and the perception of safety, with a focus on design and education. As such, this policy area does not contribute to this objective. The HRA Stage 1 Screening concluded that Policies TT7 – TT10 were screened out. This is due to policies either not leading to development or other environmental change, that may have an LSE on a European Site, or potentially resulting in only									

very minor works in a transport corridor or urban centre. Therefore, they are considered highly unlikely to result in an LSE on a European Site.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Protect, enhance and promote geodiversity	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with safety and the perception of safety, with a focus on design and education. As such, this policy area does not contribute to this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance cultural heritage assets and their settings, and the wider historic environment	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with safety and the perception of safety, with a focus on design and education. As such, this policy area does not contribute to this objective.									
Mitigation / Recommendations Mitigation Measures: Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

9. Conserve and enhance the natural beauty of Telford and Wrekin's protected landscapes and townscapes, protect wider landscapes, seascapes and townscapes and enhance visual amenity	✓	Local	LT	Perm	Med	+	+	+	+
Commentary Note is made in the policy area that investment will be made in better designed streets, with safer crossings and well-lit routes. Speed limits will be reduced in areas and junctions improved. These measures will benefit the townscape.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Protect and enhance the water environment	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with safety and the perception of safety, with a focus on design and education. As such, this policy area does not contribute to this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Protect soil resources and avoid land contamination	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with safety and the perception of safety, with a focus on design and education. As such, this policy area does not contribute to this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			

	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote sustainable use of resources and natural assets	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with safety and the perception of safety, with a focus on design and education. As such, this policy area does not contribute to this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Reg.	LT	Perm	Med	+	+	+	+
Commentary Empowering more people to travel with confidence will provide greater opportunities for a greater number of people to access commercial and other services that they require. This will benefit the economy and provide people with better opportunities to enhance their skills. While not directly related to the economy, training in safe travel will also be provided to a range of groups and this (along with a much greater emphasis on overall safety) will help to protect the workforce and reduce the financial burden to the economy of accidents / health care.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Support the wider coordination of land use and energy planning across Telford and Wrekin	✓	Local	LT	Perm	Med	+	+	+	+
Commentary Design of streets and the transport network is a key element of this policy area and will require coordination across multiple stakeholders.									
Mitigation / Recommendations									

Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	✓	Local	LT	Perm	Med	++	++	+++	++
Commentary Allowing people to travel with greater confidence and in safety, will improve access to more people to the services and facilities that they require. Provision of training and enhancements to safety will open up a greater range of travel modes to more people, potentially allowing for more affordable transport e.g. by active modes such as cycling. All groups should benefit, though not necessarily to the same degree. Safety of the transport network is a key focus of this policy area. Note is made that transport needs to be designed to ensure that it feels safe for all people. This will be particularly important for the young, the elderly and those with certain disabilities. This includes not just reducing the absolute risk, but also the perception of risk as this can deter people from using certain transport modes. A Safe System approach will be adopted for road safety, with safer speeds, safer roads, safe vehicles and effective response key components. This will benefit all groups, including those who can be considered more vulnerable in safety terms. Training and education will be given to some groups such as children and older adults. The Highway Code approach of protecting the vulnerable will be followed in design and design will also be centred on safety and the perception of safety e.g. provision of lighting. Safer and more calm streets will reduce severance for all groups. Allowing people to travel with greater confidence and in safety, will improve connections across the plan area. This will help to reduce social isolation, allowing people to connect better with families and friends. Streets that have a greater focus on traffic calming and junction improvements, as well as increased access to active travel will likely have improved air quality, with benefits for all groups. Improved air quality will be particularly beneficial for the elderly, the young and those with certain health conditions. Training in safe active travel will be provided to a range of groups. The measures outlined in this policy area can be anticipated to improve access to public transport for all by removing some of the stress and concern related to such modes. All groups will benefit. Effects are anticipated to be significant, particularly in the longer term as measures are enacted.									
Mitigation / Recommendations Mitigation Measures: N/A									

Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	✓	Local	LT	Perm	Med	++	++	+++	++
Commentary Allowing people to travel with greater confidence and in safety, will improve access to more people to the services and facilities that they require. Note is made that training will be given to a range of groups such as children and older adults in terms of active travel. Provision of training and enhancements to safety will open up a greater range of travel modes to more people, potentially allowing for more affordable transport e.g. by active modes such as cycling. All groups should benefit, though not necessarily to the same degree. Safety of the transport network is a key focus of this policy area. Note is made that transport needs to be designed to ensure that it feels safe for all people. This will be particularly important for the young, the elderly and those with certain disabilities. This includes not just reducing the absolute risk, but also the perception of risk as this can deter people from using certain transport modes. A Safe System approach will be adopted for road safety, with safer speeds, safer roads, safe vehicles and effective response key components. This will benefit all groups, including those who can be considered more vulnerable in safety terms. Training and education will be given to some groups such as children and older adults. The Highway Code approach of protecting the vulnerable will be followed in design and design will also be centred on safety and the perception of safety e.g. provision of lighting. Access to public transport across the plan area, including rural areas, will be increased through improvements to safety and the provision of education, to help people to travel with confidence. All groups will benefit. Safer and more calm streets will reduce severance for all groups and be particularly beneficial in terms of equitable access for the young, the elderly and those with certain disabilities. Streets that have a greater focus on traffic calming and junction improvements, as well as increased access to active travel will likely have improved air quality, with benefits for all groups.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

17. Promote fairness and equity in rural connectivity (Rural proofing specific objective)	✓	Reg.	LT	Perm	Med	+	+	+	+
Commentary While this policy area is to some extent focused on urban areas, there will be encouragement for people to travel with confidence and in safety. A focus on safety across the plan area will also benefit rural areas and it is noted that training will be given in active modes – this includes horse riding and cycling, which would be suited to rural areas. Increased safety will help protect the rural economy. Giving people the confidence to travel will also allow for greater economic opportunities to be realised. Giving people the confidence to travel will allow for greater connection with nature, particularly by modes such as walking, cycling and horse riding.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									

Health Impact Assessment

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all	++	++	++	++	++	++	++	++	++	++	Allowing people to travel with greater confidence and in safety, will improve access to more people to the services and facilities that they require.

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
2	Indirect impacts - Improve affordability of public transport	++	+	+	++	+++	+	+	++	++	++	Provision of training and enhancements to safety will open up a greater range of travel modes to more people, potentially allowing for more affordable transport e.g. by active modes such as cycling. All groups should benefit, though not necessarily to the same degree.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+++	+++	+++	+++	+++	+++	+++	+++	+++	+++	Safety of the transport network is a key focus of this policy area. Note is made that transport needs to be designed to ensure that it feels safe for all people. This will be particularly important for the young, the elderly and those with certain disabilities. This includes not just reducing the absolute risk, but also the perception of risk as this can deter people from using certain transport modes. A Safe System approach will be adopted for road safety, with safer speeds, safer roads, safe vehicles and effective response key components. This will benefit all groups, including those who can be

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
												considered more vulnerable in safety terms. Training and education will be given to some groups such as children and older adults. The Highway Code approach of protecting the vulnerable will be followed in design and design will also be centred on safety and the perception of safety e.g. provision of lighting.
4	Reduce severance	++	++	+	++	+++	++	+	++	++	++	Safer and more calm streets will reduce severance for all groups.
5	Improve connections between and within communities	++	++	++	++	++	++	++	++	++	++	Allowing people to travel with greater confidence and in safety, will improve connections across the plan area. This will help to reduce social isolation, allowing people to connect better with families and friends.
6	Protect health by reducing air, noise, odour and light pollution from transport	++	++	++	++	++	++	++	++	++	++	Streets that have a greater focus on traffic calming and junction improvements, as well as increased access to active travel will likely have improved air quality, with benefits for all groups. Improved air quality will be particularly beneficial for the elderly,

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
												the young and those with certain health conditions.
7	Improve access to active travel modes	++	+	+	++	+++	+	+	++	++	++	Training in safe active travel will be provided to a range of groups.
8	Improve access to public transport	++	++	++	++	++	++	++	++	++	++	The measures outlined in this policy area can be anticipated to improve access to public transport for all by removing some of the stress and concern related to such modes. All groups will benefit.

Equality impact assessment table

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by 'walk, wheel or cycle' (active travel) modes	++	++	++	++	++	++	++	++	++	Allowing people to travel with greater confidence and in safety, will improve access to more people to the services and facilities that they require. Note is made that training will be given to a range of groups such as children and older adults in terms of active travel.
2	Improve affordability of transport										Provision of training and enhancements to safety will open up a greater range of travel modes to more people, potentially allowing for more affordable transport e.g. by active modes such as cycling. All groups should benefit, though not necessarily to the same degree.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+++	++ +	+++	+++	+++	+++	+++	+++	+++	Safety of the transport network is a key focus of this policy area. Note is made that transport needs to be designed to ensure that it feels safe for all people. This will be particularly important for the young, the elderly and those with certain disabilities. This includes not just reducing the absolute risk, but also the perception of risk as this

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											can deter people from using certain transport modes. A Safe System approach will be adopted for road safety, with safer speeds, safer roads, safe vehicles and effective response key components. This will benefit all groups, including those who can be considered more vulnerable in safety terms. Training and education will be given to some groups such as children and older adults. The Highway Code approach of protecting the vulnerable will be followed in design and design will also be centred on safety and the perception of safety e.g. provision of lighting.
4	Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	++	++	++	++	++	++	++	++	++	Access to public transport across the plan area, including rural areas, will be increased through improvements to safety and the provision of education, to help people to travel with confidence. All groups will benefit.
5	Reduce severance	++	++	++	++	++	++	++	++	++	Safer and more calm streets will reduce severance for all groups and be particularly beneficial in terms of equitable access for

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											the young, the elderly and those with certain disabilities.
6	Reduce air, noise, odour and light pollution from transport	++	++	++	++	++	++	++	++	++	Streets that have a greater focus on traffic calming and junction improvements, as well as increased access to active travel will likely have improved air quality, with benefits for all groups.

Rural Proofing Assessment

Rural Proofing sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Increase access via a range of transport modes for rural communities.	+	+	+	+	+	+	+	+	+	+	While this policy area is to some extent focused on urban areas, there will be encouragement for people to travel with confidence and in safety. A focus on safety across the plan area will also benefit rural areas and it is noted that training will be given in active modes – this includes horse riding and cycling, which would be suited to rural areas.
2	Enable economic growth, and employment diversification in rural areas.	+	+	+	+	+	+	+	+	+	+	Increased safety will help protect the rural economy. Giving people the confidence to travel will also allow for greater economic opportunities to be realised.
3	Connecting people with nature	+	+	+	+	+	+	+	+	+	+	Giving people the confidence to travel will allow for greater connection with nature, particularly by modes such as walking, cycling and horse riding.

E.6 An inclusive and accessible transport network

Through this goal, we are aiming to make the transport network a more inclusive and accessible, to support all user groups to be able to travel to jobs, essential services and opportunities. This is particularly important for those with increased accessibility needs, and those with protected characteristics who may face additional barriers when travelling.

Transport is fundamental to how people access opportunities across Telford & Wrekin. However, for some residents, accessing employment, education, healthcare and community facilities can be challenging. For example, a higher proportion of people living in the borough (21%) say their day-to-day activities are limited a lot or a little by long term health conditions, compared to the national average (18%). Barriers to accessing transport can include physical obstacles, inaccessible infrastructure, or a lack of clear and accessible travel information.

By improving accessibility and reducing barriers, we can help ensure that everyone is able to take advantage of the opportunities available across the borough.

Policy IA11: Improve bus, stop, station and vehicle accessibility

Policy IA12: Continue to support Dial-a-Ride

Policy IA13: Improve railway station facilities and accessibility

Policy IA14: Provide accessible information and ticketing for all

Policy IA15: Ensure taxis and private hire vehicles offer an accessible and safe service

ISA Assessment

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and Improve air quality	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with inclusive and accessible transport. As such, this policy area does not contribute to this objective.									
Mitigation / Recommendations Mitigation Measures: N/A									

Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce the impact on environmental noise from transportation sources	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with inclusive and accessible transport. As such, this policy area does not contribute to this objective.									
Mitigation / Recommendations Mitigation Measures: Recommendations:									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Reduce carbon emissions from transport and contribute to meeting Telford and Wrekin's goal of carbon neutral by 2030	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with inclusive and accessible transport. As such, this policy area does not contribute to this objective.									
Mitigation / Recommendations Mitigation Measures: Recommendations:									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
4. Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with inclusive and accessible transport. As such, this policy area does not contribute to this objective.									

Mitigation / Recommendations Mitigation Measures: Recommendations:									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with inclusive and accessible transport. As such, this policy area does not contribute to this objective.									
Mitigation / Recommendations Mitigation Measures: Recommendations:									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect and enhance sites designated for their international importance for nature conservation purposes (linked to HRA)	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with inclusive and accessible transport. As such, this policy area does not contribute to this objective. The HRA Stage 1 Screening concluded that Policies IA11 – IA15 were screened out. This is due to policies either not leading to development or other environmental change, that may have an LSE on a European Site, or potentially resulting in only very minor works in a transport corridor or urban centre. Therefore, they are considered highly unlikely to result in an LSE on a European Site.									
Mitigation / Recommendations Mitigation Measures: Recommendations:									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

7. Protect, enhance and promote geodiversity						N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with inclusive and accessible transport. As such, this policy area does not contribute to this objective.														
Mitigation / Recommendations Mitigation Measures: Recommendations:														
ISA Objective						Effects					Assessment			
						Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance cultural heritage assets and their settings, and the wider historic environment						✓	Local	LT	Perm	Med	+/-	+/-	+/-	+/-
Commentary This policy area is concerned with inclusive and accessible transport. This may require work to increase accessibility to assets such as train stations, some of which may of heritage value. While the works could enhance the setting of such assets, it is also possible that modern accessibility requirements such as lifts may appear incongruous to the heritage setting, without sensitive design.														
Mitigation / Recommendations Mitigation Measures: Recommendations: Ensure sensitive design of accessibility arrangements in proximity to heritage assets.														
ISA Objective						Effects					Assessment			
						Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Conserve and enhance the natural beauty of Telford and Wrekin's protected landscapes and townscapes, protect wider landscapes, seascapes and townscapes and enhance visual amenity						N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with inclusive and accessible transport. As such, this policy area does not contribute to this objective.														
Mitigation / Recommendations Mitigation Measures: Recommendations:														

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Protect and enhance the water environment	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with inclusive and accessible transport. As such, this policy area does not contribute to this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Protect soil resources and avoid land contamination	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with inclusive and accessible transport. As such, this policy area does not contribute to this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote sustainable use of resources and natural assets	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with inclusive and accessible transport. As such, this policy area does not contribute to this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			

	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Local	LT	Perm	Med	+	+	+	+
Commentary Greater accessibility will allow a greater number and range of people to utilise the transport network with ease and confidence. This will be of benefit to the economy and improve connectivity to jobs and skills.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Support the wider coordination of land use and energy planning across Telford and Wrekin	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area is concerned with inclusive and accessible transport. As such, this policy area does not contribute to this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	✓	Reg.	LT	Perm	Med	+	+	++	+
Commentary Note is made in this policy area about the need to make the transport network more inclusive and accessible, to support all user groups to be able to travel to jobs, essential services and opportunities. This is particularly important for those with increased accessibility needs, and those with protected characteristics who may face additional barriers when travelling. Note is made of the need to make bus stops and rail halts more accessible to those with different needs. New bus vehicles are to meet national accessibility standards, with different ways of accessing information and with driver training.									

Specific provision will be made for those who cannot access conventional public transport due to mobility issues. This includes the use of taxis, which will be beneficial to people without access to a car, including many disabled users. Work will take place with licensing authorities and operators to incentivise or require additional wheelchair-accessible taxis, such as through licensing policy adjustments or providing financial support for vehicle upgrades.

Information will be provided via ways that more people can access. This will be particularly beneficial for those with sensory issues, or language difficulties.

Note is made of supporting inclusive travel through initiatives such as discounted fares for young people, alongside maintaining free travel for older people and those with disabilities in line with national requirements.

Safety will be increased through initiatives such as a voluntary CCTV scheme, helping to ensure passengers feel safe and confident when travelling. Note is also made that all staff such as drivers involved in transport delivery will be trained in passenger safety.

Improved facilities such as step free access, upgraded footbridges, connections to town centres etc. will help to reduce severance for a greater range of people.

Increasing accessibility and inclusivity will allow a greater number of people to travel with greater confidence and as such will improve connections across the plan area. This will help to reduce social isolation, allowing people to connect better with families and friends.

Access to public transport across the plan area will be increased for a greater range of people by the measures outlined in this policy area such as improved bus stops and station improvements. Improved access will be for 'normal' public transport, but also to less conventional public transport for those with mobility issues – this includes schemes such as 'Dial a Ride'.

Mitigation / Recommendations

Mitigation Measures:

Recommendations:

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	✓	Reg.	LT	Perm	Med	+	+	++	+

Commentary

Note is made in this policy area about the need to make the transport network more inclusive and accessible, to support all user groups to be able to travel to jobs, essential services and opportunities. This is particularly important for those with increased accessibility needs, and those with protected characteristics who may face additional barriers when travelling. Note is made of the need to make bus stops and rail

halts more accessible to those with different needs. New bus vehicles are to meet national accessibility standards, with different ways of accessing information and with driver training.

Specific provision will be made for those who cannot access conventional public transport due to mobility issues. This includes the use of taxis, which will be beneficial to people without access to a car, including many disabled users. Work will take place with licensing authorities and operators to incentivise or require additional wheelchair-accessible taxis, such as through licensing policy adjustments or providing financial support for vehicle upgrades.

Information will be provided via ways that more people can access. This will be particularly beneficial for those with sensory issues, or language difficulties.

Note is made of supporting inclusive travel through initiatives such as discounted fares for young people, alongside maintaining free travel for older people and those with disabilities in line with national requirements.

Safety will be increased through initiatives such as our voluntary CCTV scheme, helping to ensure passengers feel safe and confident when travelling. Note is also made that all staff such as drivers involved in transport delivery will be trained in passenger safety.

Access to public transport across the plan area, including rural areas, will be increased for a greater range of people by the measures outlined in this policy area such as improved bus stops and station improvements. Improved access will be for 'normal' public transport, but also to less conventional public transport for those with mobility issues – this includes schemes such as 'Dial a Ride'.

Improved facilities such as step free access, upgraded footbridges, connections to town centres etc. will help to reduce severance for a greater range of people.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
17. Promote fairness and equity in rural connectivity (Rural proofing specific objective)	✓	Reg.	LT	Perm	Med	+	+	+	+

Commentary

Access to public transport across the plan area, including rural areas, will be increased for a greater range of people by the measures outlined in this policy area such as improved bus stops and station improvements. Improved access will be for 'normal' public transport, but also to less conventional public transport for those with mobility issues – this includes schemes such as 'Dial a Ride'.

Giving people greater accessibility and the confidence to travel will allow for greater economic opportunities to be realised across the plan area, including rural areas.

Giving people the confidence to travel will allow for greater connection with nature.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

Health Impact Assessment

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all	++	++	++	++	++	++	++	++	++	++	Note is made in this policy area about the need to make the transport network more inclusive and accessible, to support all user groups to be able to travel to jobs, essential services and opportunities. This is particularly important for those with increased accessibility needs, and those with protected characteristics who may face additional barriers when travelling. Note is made of the need to make bus stops and rail halts more accessible to those with different needs. New bus vehicles are to meet national accessibility

HIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	
											standards, with different ways of accessing information and with driver training. Specific provision will be made for those who cannot access conventional public transport due to mobility issues. This includes the use of taxis, which will be beneficial to people without access to a car, including many disabled users. Work will take place with licensing authorities and operators to incentivise or require additional wheelchair-accessible taxis, such as through licensing policy adjustments or providing financial support for vehicle upgrades. Information will be provided via ways that more people can access. This will be particularly beneficial for those with sensory issues, or language difficulties.

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
2	Indirect impacts - Improve affordability of public transport	+	+	+	+	+	+	+	+	+	+	Note is made of supporting inclusive travel through initiatives such as discounted fares for young people, alongside maintaining free travel for older people and those with disabilities in line with national requirements.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+	+	+	+	+	+	+	+	+	+	Safety will be increased through initiatives such as our voluntary CCTV scheme, helping to ensure passengers feel safe and confident when travelling. Note is also made that all staff such as drivers involved in transport delivery will be trained in passenger safety.
4	Reduce severance	+	+	+	+	+	+	+	+	+	+	Improved facilities such as step free access, upgraded footbridges, connections to town centres etc. will help to reduce severance for a greater range of people.
5	Improve connections between and within communities	++	++	++	++	++	++	++	++	++	++	Increasing accessibility and inclusivity will allow a greater number of people to travel with greater confidence and as such will improve connections across the plan area. This will help to

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
												reduce social isolation, allowing people to connect better with families and friends.
6	Protect health by reducing air, noise, odour and light pollution from transport	0	0	0	0	0	0	0	0	0	0	This policy area is concerned with accessibility and inclusivity and does not contribute to this objective.
7	Improve access to active travel modes	0	0	0	0	0	0	0	0	0	0	This policy area is concerned with accessibility and inclusivity and does not contribute to this objective.
8	Improve access to public transport	++	++	++	++	++	++	++	++	++	++	Access to public transport across the plan area will be increased for a greater range of people by the measures outlined in this policy area such as improved bus stops and station improvements. Improved access will be for 'normal' public transport, but also to less conventional public transport for those with mobility issues – this includes schemes such as 'Dial a Ride'.

Equality impact assessment table

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by 'walk, wheel or cycle' (active travel) modes	++	++	++	++	++	++	++	++	++	Note is made in this policy area about the need to make the transport network more inclusive and accessible, to support all user groups to be able to travel to jobs, essential services and opportunities. This is particularly important for those with increased accessibility needs, and those with protected characteristics who may face additional barriers when travelling. Note is made of the need to make bus stops and rail halts more accessible to those with different needs. New bus vehicles are to meet national accessibility standards, with different ways of accessing information and with driver training. Specific provision will be made for those who cannot access conventional public transport due to mobility issues. This includes the use of taxis, which will be beneficial to people without access to a car, including many disabled users. Work will take place with licensing authorities

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											and operators to incentivise or require additional wheelchair-accessible taxis, such as through licensing policy adjustments or providing financial support for vehicle upgrades. Information will be provided via ways that more people can access. This will be particularly beneficial for those with sensory issues, or language difficulties.
2	Improve affordability of transport	+	+	+	+	+	+	+	+	+	Note is made of supporting inclusive travel through initiatives such as discounted fares for young people, alongside maintaining free travel for older people and those with disabilities in line with national requirements.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+	+	+	+	+	+	+	+	+	Safety will be increased through initiatives such as our voluntary CCTV scheme, helping to ensure passengers feel safe and confident when travelling. Note is also made that all staff such as drivers involved in transport delivery will be trained in passenger safety.
4	Improve provision of public transport in rural	+	+	+	+	+	+	+	+	+	Access to public transport across the plan area, including rural areas, will be

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
	areas or to those areas experiencing constraint in public transport provision										increased for a greater range of people by the measures outlined in this policy area such as improved bus stops and station improvements. Improved access will be for 'normal' public transport, but also to less conventional public transport for those with mobility issues – this includes schemes such as 'Dial a Ride'.
5	Reduce severance	+	+	+	+	+	+	+	+	+	Improved facilities such as step free access, upgraded footbridges, connections to town centres etc. will help to reduce severance for a greater range of people.
6	Reduce air, noise, odour and light pollution from transport	0	0	0	0	0	0	0	0	0	This policy area is concerned with accessibility and inclusivity and does not contribute to this objective.

Rural Proofing Assessment

Rural Proofing sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Increase access via a range of transport modes for rural communities.	+	+	+	+	+	+	+	+	+	+	Access to public transport across the plan area, including rural areas, will be increased for a greater range of people by the measures outlined in this policy area such as improved bus stops and station improvements. Improved access will be for 'normal' public transport, but also to less conventional public transport for those with mobility issues – this includes schemes such as 'Dial a Ride'.
2	Enable economic growth, and employment diversification in rural areas.	+	+	+	+	+	+	+	+	+	+	Giving people greater accessibility and the confidence to travel will allow for greater economic opportunities to be realised across the plan area, including rural areas.
3	Connecting people with nature	+	+	+	+	+	+	+	+	+	+	Giving people the confidence to travel will allow for greater connection with nature.

E.7 Strong cross-border connections

Through this goal, we will enhance and future-proof connections between Telford & Wrekin and neighbouring areas, including Birmingham, Wolverhampton, Shropshire, Staffordshire and Wales. This will ensure that the borough is fully integrated into the wider regional transport network. Strong cross-border connectivity is essential to support sustainable economic growth, enabling businesses and residents to benefit from improved access to employment, skills, investment, and services beyond local boundaries.

Telford & Wrekin is home to a diverse and dynamic economy, with over 6,000 businesses operating across key sectors such as manufacturing, engineering, and technology. By prioritising improvements to road, rail, and public transport connections across administrative borders, we will help ensure that businesses can access wider markets, attract talent, and remain competitive in a regional and national context. We recognise the importance of efficient and reliable freight movement in supporting our local economy, ensuring that goods can move seamlessly across borders to connect businesses with regional and national markets.

For residents, enhanced cross-border connectivity will open up greater opportunities for employment, education, services and leisure. We will work to reduce barriers to travel, making it easier, faster, and more sustainable for people to access opportunities outside the borough.

Policy UP1: Work with neighbouring areas to improve our cross-border connections

Policy UP2: Work with National Highways, Network Rail (and Great British Railways in the future) and train operators to improve our longer distance motorway and rail connections

Policy UP3: Support long distance freight movements

ISA Assessment

ISA Objective	Effects					Assessment							
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm				
1. Protect and Improve air quality	✓	Local	LT	Perm	Low	+	-	+	-	+	-	+	-
Commentary This policy area will result in improved, longer distance, connections. This could have both adverse or beneficial implications for air quality, due to changes in traffic flows and economic conditions, with consequent emissions. It is noted that support is to be given to long distance road and rail movements – the split between these modes may dictate the level of emissions. Note is made of the use of buses and coaches and more effective services / connections may encourage a reduction in use of private vehicles. Note is made though that support will be given to long-term sustainability in the freight industry through supporting the transition to cleaner fuels and growth in rail freight, which													

suggests that emissions from freight will be a key focus and may allow for a greater level of freight to be moved with relatively less emissions. Longer term, as vehicles become electrified, there may be less of an impact.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce the impact on environmental noise from transportation sources	✓	Local	LT	Perm	Low	-	-	-	-

Commentary

This policy area encourages better, long distance, connections including both road freight and rail. This is likely to lead to an increase in noise from transportation, along these route corridors. Effects will depend on the mode, but may be decreased by a focus on rail, as well as a greater uptake of EV's.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Reduce carbon emissions from transport and contribute to meeting Telford and Wrekin's goal of carbon neutral by 2030	✓	Local	LT	Perm	Low	+	-	+	-
						-	-	-	-

Commentary

This policy area will result in improved, longer distance, connections. This could have both adverse or beneficial implications for carbon emissions. It is noted that support is to be given to long distance road and rail movements (including freight) – the split between these modes may dictate the level of emissions. Note is made of the use of buses and coaches and more effective services / connections may encourage a reduction in use of private vehicles. Note is made though that support will be given to long-term sustainability in the freight industry through supporting the transition to cleaner fuels and growth in rail freight, which suggests that emissions from freight will be a key focus and may allow for a greater level of freight to be moved with relatively less emissions. Longer term, as vehicles become electrified, there may be less of an impact.

Mitigation / Recommendations

Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
4. Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Local	LT	Perm	Med	+	+	+	+
Commentary It is anticipated that strengthening long distance, connections by both road and rail would include elements to make these routes more robust and resilient to a changing climate. For example, it is noted that there will be liaison with other bodies to ensure unplanned disruption / closures is managed sensitively and communicated effectively to minimise impacts on communities and businesses.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area does not contribute directly to the aims of this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

6. Protect and enhance sites designated for their international importance for nature conservation purposes (linked to HRA)	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area does not contribute directly to the aims of this objective. The HRA Stage 1 Screening concluded that Policies UP1 – UP3 were screened out. Policies UP1 and UP2 will not lead to development. Whilst UP3 may lead to development, it will be focussed on the M54/A5 corridor in the central-south part of the borough and, therefore, considered unlikely to result in an LSE on a European Site.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Protect, enhance and promote geodiversity	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area does not contribute directly to the aims of this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance cultural heritage assets and their settings, and the wider historic environment	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area does not contribute directly to the aims of this objective.									
Mitigation / Recommendations Mitigation Measures: Recommendations:									
ISA Objective	Effects					Assessment			

	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Conserve and enhance the natural beauty of Telford and Wrekin's protected landscapes and townscapes, protect wider landscapes, seascapes and townscapes and enhance visual amenity	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area does not contribute directly to the aims of this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Protect and enhance the water environment	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area does not contribute directly to the aims of this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Protect soil resources and avoid land contamination	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area does not contribute directly to the aims of this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			

	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote sustainable use of resources and natural assets	✓	Local	LT	Perm	Med	+	+	+	+
Commentary More effective long distance communications are anticipated to allow for quicker and easier movements of people and freight. This would likely result in more efficient use of resources such as fuel.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Local	LT	Perm	Med	+	++	++	++
Commentary Clear note is made in this policy area of the need to future-proof connections between Telford & Wrekin and neighbouring areas, including Birmingham, Wolverhampton, Shropshire, Staffordshire and Wales. It is anticipated that this will ensure that the borough is fully integrated into the wider regional transport network and it is recognised that strong cross-border connectivity is essential to support sustainable economic growth, enabling businesses and residents to benefit from improved access to employment, skills, investment, and services beyond local boundaries. It is noted that by prioritising improvements to road, rail, and public transport connections across administrative borders, it will help ensure that businesses can access wider markets, attract talent, and remain competitive in a regional and national context. Recognition is made in this policy area that efficient and reliable freight movement is important in supporting the local economy, ensuring that goods can move seamlessly across borders to connect businesses with regional and national markets. Strong support is also given to long distance freight movements in this policy area. Benefits are anticipated to increase over time, as connections develop.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Support the wider coordination of land use and energy planning across Telford and Wrekin	✓	Local	LT	Perm	Med	+	+	+	+

Commentary

Note is made in this policy area of the need to work with neighbouring areas to improve connections and work will take place collaboratively with neighbouring authorities and organisations. It is anticipated this would include in the areas of land use and other planning.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	✓	Local	LT	Perm	Med	+	+	+	+

Commentary

More effective long distance connections will improve accessibility, over a greater range, for all groups. This could include for health, leisure and commercial / employment purposes, with consequent indirect benefits on health. For example note is made in the policy area of help to ensure that businesses can access wider markets and attract talent. Access to employment opportunities is recognised as having health and wellbeing benefits.

More effective, robust and resilient long distance connections is likely to allow for better affordability or better value for money of public transport (road based or rail). All groups would benefit, particularly cyclists, pedestrians and commuters.

More effective, robust and resilient long distance connections can be anticipated to be safer – for example working closely with a range of bodies to ensure that disruption, such as planned works or unplanned closures on the strategic road and rail networks, is managed sensitively and communicated effectively to minimise impacts on communities and businesses, will reduce traveller stress and potential for accidents or other incidents. All groups would benefit, particularly cyclists, pedestrians and commuters.

Severance may be increased by faster and busier roads, though improvements to such routes may allow a decrease on existing severance in discrete areas. Overall connections across the community will improve, with better access to more distant areas.

Improving connections between and within communities is a key aspect of this policy area, which will facilitate such benefits across a wider area.

There is a potential that noise or air pollution emissions will increase along strategic routes, with consequent effect on health and wellbeing (with children, the elderly and those with certain health conditions at particular risk of adverse effects). Effects may be reduced by better uptake of public transport or an increased use of EV's.

This policy area is concerned with long distance connections by road and rail.

Note is made in this policy area that work will be undertaken alongside neighbouring areas to improve cross-border connections in relation to road, rail, buses and coaches to allow for residents and businesses to access opportunities in the wider region, and to support visitors travelling to Telford & Wrekin. All groups would benefit, particularly cyclists, pedestrians and commuters.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	✓	Local	LT	Perm	Med	+	+	+	+

Commentary

More effective long distance connections will improve accessibility, over a greater range, for all groups. This could include for health, leisure and commercial / employment purposes, with consequent indirect benefits on health. For example note is made in the policy area of help to ensure that businesses can access wider markets and attract talent.

More effective, robust and resilient long distance connections is likely to allow for better affordability or better value for money of public transport (road based or rail). All groups would benefit.

More effective, robust and resilient long distance connections can be anticipated to be safer – for example working closely with a range of bodies to ensure that disruption, such as planned works or unplanned closures on the strategic road and rail networks, is managed sensitively and communicated effectively to minimise impacts on communities and businesses, will reduce traveller stress and potential for accidents or other incidents. All groups would benefit.

This policy area focuses on long distance connections across a range of modes (public and private on both road and rail). This will improve access for rural communities and help people in those areas access opportunities across the region and beyond. It should be noted that the policy area does emphasise bus and coach travel and while this will benefit all, it is worth noting that some groups such as those with certain disabilities, language issues, diverse sexual orientation and pregnancy can find various challenges with accessing public transport.

Severance may be increased by faster and busier roads, though improvements to such routes may allow a decrease on existing severance in discrete areas. Overall connections across the community will improve, with better access to more distant areas.

There is a potential that noise will increase along strategic routes, with consequent effect on people. The elderly, the very young and those with certain disabilities or health issues, may be particularly affected. Effects may be reduced by better uptake of public transport or an increased use of EV's.

Mitigation / Recommendations

Mitigation Measures: Recommendations:									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
17. Promote fairness and equity in rural connectivity (Rural proofing specific objective)	✓	Local	LT	Perm	Med	+	+	+	+
Commentary This policy area focuses on long distance connections across a range of modes (public and private on both road and rail). This will improve access for rural communities and help people in those areas access opportunities across the region and beyond. It should be noted that the policy area does emphasise bus and coach travel and this would benefit those with not access to a private vehicle (as well as all other groups). A key element of this policy area is to ensure that goods can move reliably between local businesses and wider markets. This will improve the economy of rural areas and potentially help with employment diversification. People will also be able to better access employment opportunities (or opportunities in other sectors) across a wider area. Better long distance connections will allow people to access those parts of the wider region more easily, including those areas where they can better connect with nature.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									

Health Impact Assessment

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all	++	++	++	++	++	++	++	++	++	++	More effective long distance connections will improve accessibility, over a greater range, for all groups. This could include for health, leisure and commercial / employment purposes, with consequent indirect benefits on health. For example note is made in the policy area of help to ensure that businesses can access wider markets and attract talent. Access to employment opportunities is recognised as having health and wellbeing benefits.
2	Indirect impacts - Improve affordability of public transport	+	+	+	+	+	+	+	+	+	+	More effective, robust and resilient long distance connections is likely to allow for better affordability or better value for money of public transport (road based or rail). All groups would benefit, particularly cyclists, pedestrians and commuters.
3	Improve safety of the transport network (including roads) and	+	+	+	+	++	+	+	+	+	+	More effective, robust and resilient long distance connections can be anticipated to be safer – for example

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
	reduce the number of accidents and other incidents											working closely with a range of bodies to ensure that disruption, such as planned works or unplanned closures on the strategic road and rail networks, is managed sensitively and communicated effectively to minimise impacts on communities and businesses, will reduce traveller stress and potential for accidents or other incidents. All groups would benefit, particularly cyclists, pedestrians and commuters.
4	Reduce severance	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	Severance may be increased by faster and busier roads, though improvements to such routes may allow a decrease on existing severance in discrete areas. Overall connections across the community will improve, with better access to more distant areas.
5	Improve connections between and within communities	+++	+++	+++	+++	+++	+++	+++	+++	+++	+++	Improving connections between and within communities is a key aspect of this policy area, which will facilitate such benefits across a wider area.

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
6	Protect health by reducing air, noise, odour and light pollution from transport	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	There is a potential that noise or air pollution emissions will increase along strategic routes, with consequent effect on health and wellbeing (with children, the elderly and those with certain health conditions at particular risk of adverse effects). Effects may be reduced by better uptake of public transport or an increased use of EV's.
7	Improve access to active travel modes	0	0	0	0	0	0	0	0	0	0	This policy area is concerned with long distance connections by road and rail.
8	Improve access to public transport	+	+	+	+	++	+	+	+	+	+	Note is made in this policy area that work will be undertaken alongside neighbouring areas to improve cross-border connections in relation to road, rail, buses and coaches to allow for residents and businesses to access opportunities in the wider region, and to support visitors travelling to Telford & Wrekin. All groups would benefit, particularly cyclists, pedestrians and commuters.

Equality impact assessment table

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by 'walk, wheel or cycle' (active travel) modes	++	++	++	++	++	++	++	++	++	More effective long distance connections will improve accessibility, over a greater range, for all groups. This could include for health, leisure and commercial / employment purposes, with consequent indirect benefits on health. For example note is made in the policy area of help to ensure that businesses can access wider markets and attract talent.
2	Improve affordability of transport	+	+	+	+	+	+	+	+	+	More effective, robust and resilient long distance connections is likely to allow for better affordability or better value for money of public transport (road based or rail). All groups would benefit.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+	+	+	+	+	+	+	+	+	More effective, robust and resilient long distance connections can be anticipated to be safer – for example working closely with a range of bodies to ensure that disruption, such as planned works or unplanned closures on the strategic road and rail networks, is managed sensitively and communicated effectively to minimise

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											impacts on communities and businesses, will reduce traveller stress and potential for accidents or other incidents. All groups would benefit.
4	Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	+	+	+	+	+	+	+	+	+	This policy area focuses on long distance connections across a range of modes (public and private on both road and rail). This will improve access for rural communities and help people in those areas access opportunities across the region and beyond. It should be noted that the policy area does emphasise bus and coach travel and while this will benefit all, it is worth noting that some groups such as those with certain disabilities, language issues, diverse sexual orientation and pregnancy can find various challenges with accessing public transport.
5	Reduce severance	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	Severance may be increased by faster and busier roads, though improvements to such routes may allow a decrease on existing severance in discrete areas. Overall connections across the community will

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											improve, with better access to more distant areas.
6	Reduce air, noise, odour and light pollution from transport	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	There is a potential that noise will increase along strategic routes, with consequent effect on people. The elderly, the very young and those with certain disabilities or health issues, may be particularly affected. Effects may be reduced by better uptake of public transport or an increased use of EV's.

Rural Proofing Assessment

Rural Proofing sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Increase access via a range of transport modes for rural communities.	+	+	+	++	+	+	+	+	+	+	This policy area focuses on long distance connections across a range of modes (public and private on both road and rail). This will improve access for rural communities and help people in those areas access opportunities across the region and beyond. It should be noted that the policy area does emphasise bus and coach travel and this would benefit those with not access to a private vehicle (as well as all other groups).
2	Enable economic growth, and employment diversification in rural areas.	+	+	+	+	+	+	+	+	+	+	A key element of this policy area is to ensure that goods can move reliably between local businesses and wider markets. This will improve the economy of rural areas and potentially help with employment diversification. People will also be able to better access employment opportunities (or opportunities in other sectors) across a wider area.

Rural Proofing sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
3	Connecting people with nature	+	+	+	+	+	+	+	+	+	+	Better long distance connections will allow people to access those parts of the wider region more easily, including those areas where they can better connect with nature.

E.8 Sustainable, mixed-use developments

We will promote sustainable mixed development that creates balanced, vibrant, and resilient communities across Telford & Wrekin. This approach will support the integration of homes, jobs, services, and green spaces, ensuring that development meets the needs of both current and future residents while making efficient use of land and infrastructure.

By encouraging a mix of residential, commercial, and community uses in well-connected locations, we will reduce the need to travel long distances and support more sustainable travel choices, including walking, cycling, and public transport. This will help to ease pressure on the transport network, improve accessibility, and enhance overall quality of life as our borough continues to grow.

Policy UP4: Support the current Local Plan

Policy UP5: Transform the town centre through Station Quarter and Telford Central Reimagined

Policy UP6: Shape future Local Plan development

Policy UP7: Integrate a range of transport options into new development

ISA Assessment

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and Improve air quality	✓	Local	LT	Perm	Med	+	++	++	++
Commentary This policy area is concerned with sustainable mixed use developments that place a strong emphasis on sustainable travel, including active travel modes, as well as elements such as a much enhanced EV charging network, car clubs and similar. Bus, cycling and walking connections will be prioritised, supporting the aim to reduce car dependency and making sure there are multiple travel options available. Such measures would be anticipated to help protect and improve air quality, particularly in town centres or new development areas and at a local level. Effects would be more significant in the medium to longer term.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

2. Reduce the impact on environmental noise from transportation sources	✓	Local	LT	Perm	Med	+	+	+	+
Commentary It can be anticipated that a greater focus on sustainable travel modes, including active travel and a greater uptake of EVs will change the noise environment, particularly in town centres and new development areas for the better (though note that EVs can still have significant noise emissions from contact with the road).									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Reduce carbon emissions from transport and contribute to meeting Telford and Wrekin's goal of carbon neutral by 2030	✓	Local	LT	Perm	Med	+	+	+	+
Commentary This policy area is concerned with sustainable mixed use developments that place a strong emphasis on sustainable travel, including active travel modes, as well as elements such as a much enhanced EV charging network, car clubs and similar. Bus, cycling and walking connections will be prioritised, supporting the aim to reduce car dependency and making sure there are multiple travel options available. Such measures may help to reduce carbon emissions although it is to be noted that this would only be slight as largest potential reductions in carbon emissions tend to be associated with bigger, more strategic routes. Nevertheless, it can be anticipated that the measures outlined in this policy area can be of benefit - they also help raise awareness of the benefits of EVs, get people used to using such vehicles, make them consider alternative modes and so on.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
4. Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Local	LT	Perm	Med	+	+	+	+

Commentary

This policy area will promote a much greater range of routes by various modes, including active travel. This will help to provide options for travel should certain routes become blocked / disrupted by extreme weather events.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network	N/A	N/A	N/A	N/A	N/A	0	0	0	0

Commentary

This policy area does not contribute directly to the aims of this objective.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect and enhance sites designated for their international importance for nature conservation purposes (linked to HRA)	N/A	N/A	N/A	N/A	N/A	0	0	0	0

Commentary

This policy area does not contribute directly to the aims of this objective, although there is a potential that reduced air pollution and noise emissions could benefit some sites. The HRA Stage 1 Screening concluded that Policies UP5 – UP7 were screened out. These policies either do not lead to development or other environmental change, that may have an LSE on a European Site, or in the case of UP5, do potentially result in development, but in a targeted location in an urban centre. Therefore, they are considered unlikely to result in an LSE on a European Site. The HRA found that Policy UP4 could potentially lead to development and an LSE could not be ruled out, therefore this policy was taken forward to Appropriate Assessment. It was concluded that with appropriate mitigation measures no adverse effect on the integrity of the European Sites identified will result from the TWTP alone through changes in water quality, changes in air quality, changes in surface and groundwater hydrology or recreational pressures.

Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Protect, enhance and promote geodiversity	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area does not contribute directly to the aims of this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance cultural heritage assets and their settings, and the wider historic environment	✓	Local	LT	Perm	Med	+	+	+	+
Commentary This policy area is intended to help ease pressure on the transport network and encourage a greater range of travel options, including active modes. This has the potential to reduce congestion in town centres or in particular 'hot spots' and provides opportunities to enhance the setting of heritage assets as well as the wider historic environment. Note is made that the approach will also help access to nature and public spaces and this could also potentially benefit the wider historic environment.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

9. Conserve and enhance the natural beauty of Telford and Wrekin's protected landscapes and townscapes, protect wider landscapes, seascapes and townscapes and enhance visual amenity	✓	Local	LT	Perm	Med	+	++	++	++
Commentary This policy area is concerned with high quality sustainable mixed use development and will act to support the Local Plan. There will be a focus on well-designed street layouts with good quality active and public transport connections and access to nature and public spaces. A key aspect will be to enable development to come forward in the right locations and under the right conditions. While there may be new features in the landscape the measures set out in the policy area would be anticipated to benefit landscapes and townscapes, particularly in the medium to longer terms as better integration of planning and implementation of best practice design standards occurs.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Protect and enhance the water environment	✓	Local	LT	Perm	Med	+	+	+	+
Commentary This policy area is intended to help ease pressure on the transport network and encourage a greater range of travel options, including active modes. This has the potential to reduce congestion and reduce the amount of polluted runoff. An increase in use of active modes would also reduce the potential for accidental spillage of hydrocarbons.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Protect soil resources and avoid land contamination	✓	Local	LT	Perm	Med	+	+	+	+
Commentary It is a noted intention of this policy area that transport requirements at growth sites are identified and addressed, enabling development to come forward in the right locations and under the right conditions and ultimately make efficient use of land and infrastructure. This approach									

should help to protect soil resources. Further land contamination could also be avoided through the focus on more sustainable modes such as active travel – this will reduce the need for more extensive transport schemes.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote sustainable use of resources and natural assets	✓	Local	LT	Perm	Med	+	+	+	+

Commentary

It is the intention that the measures set out in this policy area will reduce the need to travel long distances and support more sustainable travel choices, including walking, cycling, and public transport. It is the intention that design of roads will be such to allow buses to operate safely and efficiently. Walking, wheeling and cycling routes will be the natural choice for travelling to nearby amenities and public transport hubs, while bus and rail services will offer onward connections. This will reduce the use of resources such as hydrocarbons. It is noted that best practice design guidance will be followed – this can also be anticipated to focus on sustainable use of resources.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Local	LT	Perm	Med	+	++	++	++

Commentary

It is the intention that the approach set out in this policy area will support the aims of the Local Plan and result in better integration of homes, jobs, services, and green spaces, with a key element being to support economic growth, improve access to employment and key services, and help attract investment across Telford & Wrekin. By encouraging a mix of residential, commercial, and community uses in well-connected locations, it is intended to reduce the need to travel long distances and support more sustainable travel choices, including walking, cycling, and public transport. It is anticipated that significant benefits in respect of this objective could be realised in the medium to longer term as measures are implemented.

Mitigation / Recommendations

Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Support the wider coordination of land use and energy planning across Telford and Wrekin	✓	Local	LT	Perm	Med	+	++	+++	+++
Commentary This policy area is concerned with promoting sustainable mixed development that creates balanced, vibrant, and resilient communities across Telford & Wrekin. This approach will support the integration of homes, jobs, services, and green spaces, ensuring that development meets the needs of both current and future residents while making efficient use of land and infrastructure. Note is made of specific areas such as Station Quarter and notes to make the most of its location and mix of uses, promotion will be made of sustainable travel by supporting high-quality transport infrastructure and services. This includes direct walking and cycling routes, strong connections to rail and bus services, and provision for car clubs and electric vehicle charging. In addition, it will be ensured that new developments provide EV charging facilities and consider opportunities for car clubs or car sharing schemes. Recognising that national Building Regulations provide only a minimum baseline, it will be expected that new development delivers enhanced levels of active, accessible, conveniently located and future-ready EV charging infrastructure, reflecting local needs. Benefits of this coordinated approach are anticipated to be major, particularly in the longer term as the new plan is developed and implemented in a much more integrated fashion, with full consideration of sustainable travel.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	✓	Local	LT	Perm	Med	+	++	+++	+++
Commentary This policy area will help transport requirements at growth sites are identified and addressed, enabling development to come forward in the right locations and under the right conditions. In particular, bus, cycling and walking connections will be prioritised (benefiting cyclists, pedestrians and commuters in particular), supporting the aim to reduce car dependency and making sure there are multiple travel options available. Note though that while all groups should benefit, not all can do so to the same extent, with children, the elderly, those with certain									

disabilities potentially struggling with active travel – in some instances such groups (including associated groups such as those with caring responsibilities) may still need to rely on private vehicles.

Note is made that streets will be designed to meet inclusive mobility standards so that they are accessible for people of all ages and abilities. This approach is essential to reducing car dependence and contributing to better quality of life.

A greater focus on public transport in general (with an increase in services etc. to a greater range of destinations) along with measures to allow buses to operate safely and efficiently may not improve affordability directly, though they may help provide better value for money by making journeys more reliable. All groups should benefit.

There will be a much greater emphasis on active travel and public transport modes. This will reduce the dependency on private vehicles and allow for a safer transport network. Networks will be designed to best practice guidance and this will also help improve safety. All groups will benefit.

This policy area aims to promote sustainable mixed development that creates balanced, vibrant, and resilient communities across Telford & Wrekin. This approach will support the integration of homes, jobs, services, and green spaces, ensuring that development meets the needs of both current and future residents while making efficient use of land and infrastructure. As such, severance can be anticipated to be reduced, with benefits for all groups.

Connections between and within communities will be strengthened significantly, across a range of modes but with a focus on active and public travel – particularly in those new developments designed to the measures outlined. The approaches in this policy area will benefit all groups.

The clear focus on active travel, public transport and increasing the EV charging network and measures such as car clubs can be anticipated to reduce pollution emissions, with benefits for all groups. Those more vulnerable groups such as children, the elderly and those with certain disabilities will particularly benefit. Active travel options also provide opportunities for a more active lifestyle, with consequent benefits for health.

There is a clear focus on active travel within this policy area, including walking and cycling. Access will improve substantially for all groups, though of course not all may benefit to the same degree. Nevertheless, significant health benefits could be realised.

Improved access to public transport is a key element of this policy area, with significant benefits for all.

Mitigation / Recommendations

Mitigation Measures:

Recommendations:

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

16. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	✓	Local	LT	Perm	Med	+	++	++	++
Commentary Note is made in this policy area that streets will be designed to meet inclusive mobility standards so that they are accessible for people of all ages and abilities. This approach is essential to reducing car dependence and contributing to better quality of life. This policy area is also concerned with ensuring that a range of transport options are integrated into new developments from the outset. This includes following best practice guidance to design road and pavement layouts for walking, wheeling and cycling, provide convenient and secure cycle parking, and design roads to allow buses to operate safely and efficiently. The policy area sets out to support patronage growth on the bus network and expand this network – potentially giving greater travel choice, with more affordable options. A focus on active travel also would allow more affordable options, though not all groups would benefit to the same level. While not directly improving affordability, it is worth noting that the EV charging network will be expanded, including for those living in flats or without a driveway. This would increase the range of options those people would have to access different travel modes and perhaps allow for better choice in terms of cost. There will be a much greater emphasis on active travel and public transport modes. This will reduce the dependency on private vehicles and allow for a safer transport network. Networks will be designed to best practice guidance and this will also help improve safety. All groups will benefit. The policy area sets out a range of transport modes, including active and public transport. While the focus will be on settlements, it does also note key rural settlements. There is still recognition that private cars are required and this would be important to rural areas – increased EV provision and car clubs will be of benefit. Public transport provision is also emphasised. This policy area aims to promote sustainable mixed development that creates balanced, vibrant, and resilient communities across Telford & Wrekin. This approach will support the integration of homes, jobs, services, and green spaces, ensuring that development meets the needs of both current and future residents while making efficient use of land and infrastructure. As such, severance can be anticipated to be reduced, with benefits for all groups. The clear focus on active travel, public transport and increasing the EV charging network and measures such as car clubs can be anticipated to reduce pollution emissions, with benefits for all groups.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: Ensure provision of toilet facilities at travel hubs.									
ISA Objective	Effects					Assessment			

	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
17. Promote fairness and equity in rural connectivity (Rural proofing specific objective)	✓	Local	LT	Perm	Med	+	++	++	++
Commentary The policy area sets out a range of transport modes, including active and public transport. While the focus will be on settlements, it does also note key rural settlements. There is still recognition that private cars are required and this would be important to rural areas – increased EV provision and car clubs will be of benefit. Public transport provision is also emphasised. It is noted that this policy area will act to support the Local Plan and benefit economic growth, improve access to employment and key services and provide opportunities for growth in key rural settlements. Note is made of the need to support the integration of homes, jobs services and green spaces. The policy area also notes an approach that puts the transport needs of people and communities first and will prioritise access to employment, amenities and services, nature, and public spaces. Active travel routes offer better opportunities to connect people with nature. Benefits are anticipated for all groups.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									

Health Impact Assessment

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all	+	+	+	++	+++	++	+	++	++	++	This policy area will help transport requirements at growth sites are identified and addressed, enabling development to come forward in the

HIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	
											right locations and under the right conditions. In particular, bus, cycling and walking connections will be prioritised (benefiting cyclists, pedestrians and commuters in particular), supporting the aim to reduce car dependency and making sure there are multiple travel options available. Note though that while all groups should benefit, not all can do so to the same extent, with children, the elderly, those with certain disabilities potentially struggling with active travel – in some instances such groups (including associated groups such as those with caring responsibilities) may still need to rely on private vehicles. Note is made that streets will be designed to meet inclusive mobility standards so that they are accessible for people of all ages and abilities. This approach is essential to reducing car dependence and contributing to better quality of life.

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
2	Indirect impacts - Improve affordability of public transport	+	+	+	+	+	+	+	+	+	+	A greater focus on public transport in general (with an increase in services etc. to a greater range of destinations) along with measures to allow buses to operate safely and efficiently may not improve affordability directly, though they may help provide better value for money by making journeys more reliable. All groups should benefit.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+	+	+	+	+	+	+	+	+	+	There will be a much greater emphasis on active travel and public transport modes. This will reduce the dependency on private vehicles and allow for a safer transport network. Networks will be designed to best practice guidance and this will also help improve safety. All groups will benefit.
4	Reduce severance	++	++	++	++	++	++	++	++	++	++	This policy area aims to promote sustainable mixed development that creates balanced, vibrant, and resilient communities across Telford & Wrekin. This approach will support the integration of homes, jobs,

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
												services, and green spaces, ensuring that development meets the needs of both current and future residents while making efficient use of land and infrastructure. As such, severance can be anticipated to be reduced, with benefits for all groups.
5	Improve connections between and within communities	++	++	++	++	++	++	++	++	++	++	Connections between and within communities will be strengthened significantly, across a range of modes but with a focus on active and public travel – particularly in those new developments designed to the measures outlined. The approaches in this policy area will benefit all groups.
6	Protect health by reducing air, noise, odour and light pollution from transport	++	++	++	++	++	++	++	++	++	++	The clear focus on active travel, public transport and increasing the EV charging network and measures such as car clubs can be anticipated to reduce pollution emissions, with benefits for all groups. Those more vulnerable groups such as children, the elderly and those with certain disabilities will particularly benefit.

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
												Active travel options also provide opportunities for a more active lifestyle, with consequent benefits for health.
7	Improve access to active travel modes	++	++	++	+++	+++	++	+++	+++	+++	+++	There is a clear focus on active travel within this policy area, including walking and cycling. Access will improve substantially for all groups, though of course not all may benefit to the same degree. Nevertheless, significant health benefits could be realised.
8	Improve access to public transport	+++	+++	+++	+++	+++	+++	+++	+++	+++	+++	Improved access to public transport is a key element of this policy area, with significant benefits for all.

Equality impact assessment table

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by 'walk, wheel or cycle' (active travel) modes	++	++	++	++	++	++	++	++	++	Note is made in this policy area that streets will be designed to meet inclusive mobility standards so that they are accessible for people of all ages and abilities. This approach is essential to reducing car dependence and contributing to better quality of life. This policy area is also concerned with ensuring that a range of transport options are integrated into new developments from the outset. This includes following best practice guidance to design road and pavement layouts for walking, wheeling and cycling, provide convenient and secure cycle parking, and design roads to allow buses to operate safely and efficiently. Best practice guidance should also be followed in terms of ensuring facilities cater for all – this could include for example toilet facilities at travel hubs, which would benefit all, but particularly the elderly, those with young children and those with certain disabilities.

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											Recommendation: Ensure toilet facilities are provided at travel hubs where possible.
2	Improve affordability of transport	+	+	+	+	+	+	+	+	+	The policy area sets out to support patronage growth on the bus network and expand this network – potentially giving greater travel choice, with more affordable options. A focus on active travel also would allow more affordable options, though not all groups would benefit to the same level. While not directly improving affordability, it is worth noting that the EV charging network will be expanded, including for those living in flats or without a driveway. This would increase the range of options those people would have to access different travel modes and perhaps allow for better choice in terms of cost.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+	+	+	+	+	+	+	+	+	There will be a much greater emphasis on active travel and public transport modes. This will reduce the dependency on private vehicles and allow for a safer transport network. Networks will be designed to best

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											practice guidance and this will also help improve safety. All groups will benefit.
4	Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision										The policy area sets out a range of transport modes, including active and public transport. While the focus will be on settlements, it does also note key rural settlements. There is still recognition that private cars are required and this would be important to rural areas – increased EV provision and car clubs will be of benefit. Public transport provision is also emphasised.
5	Reduce severance	++	++	++	++	++	++	++	++	++	This policy area aims to promote sustainable mixed development that creates balanced, vibrant, and resilient communities across Telford & Wrekin. This approach will support the integration of homes, jobs, services, and green spaces, ensuring that development meets the needs of both current and future residents while making efficient use of land and infrastructure. As such, severance can be anticipated to be reduced, with benefits for all groups.

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
6	Reduce air, noise, odour and light pollution from transport	+	+	+	+	+	+	+	+	+	The clear focus on active travel, public transport and increasing the EV charging network and measures such as car clubs can be anticipated to reduce pollution emissions, with benefits for all groups.

Rural Proofing Assessment

Rural Proofing sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Increase access via a range of transport	+	+	+	+	+	+	+	+	+	+	The policy area sets out a range of transport modes, including active and public transport. While the focus will be on settlements, it does also note key

Rural Proofing sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
	modes for rural communities.											rural settlements. There is still recognition that private cars are required and this would be important to rural areas – increased EV provision and car clubs will be of benefit. Public transport provision is also emphasised.
2	Enable economic growth, and employment diversification in rural areas.	++	++	++	++	++	++	++	++	++	++	It is noted that this policy area will act to support the Local Plan and benefit economic growth, improve access to employment and key services and provide opportunities for growth in key rural settlements.
3	Connecting people with nature	++	++	++	++	++	++	++	++	++	++	Note is made of the need to support the integration of homes, jobs services and green spaces. The policy area also notes an approach that puts the transport needs of people and communities first and will prioritise access to employment, amenities and services, nature, and public spaces. Active travel routes offer better opportunities to connect people with nature. Benefits are anticipated for all groups.

E.9 A greater share of greener journeys

We recognise the urgent need to respond to the Climate Emergency and the role that the transport sector plays in greenhouse gas emissions. Telford & Wrekin Council committed to making council controlled operations and activities carbon neutral by 2030, and to engage with residents, business, public sector organisations and partners towards the aspiration of a carbon neutral borough as a whole by 2030. For transport, this means helping more people choose greener ways to travel. This would reduce greenhouse gas emissions, while also improving air quality and reducing congestion across the borough, which is particularly important as our population continues to grow.

Through this goal, our ambition is to increase the share of journeys made by greener, low-emission modes, such as walking, wheeling, cycling, bus and rail, and supporting the transition to electric cars, buses and freight. We recognise that different measures are suited to different types of journeys. Walking, wheeling and cycling are most effective for shorter trips, while bus services can support short to medium-distance journeys, and rail plays an important role in longer-distance connectivity. These modes are likely to play a more significant role for travel in and around urban areas.

Addressing longer trips is important. While they make up a relatively small proportion of total journeys, longer journeys account for the majority of emissions. For example, Midlands Connect estimates that trips over 10 miles long account for over 65% of road vehicle emissions within Telford & Wrekin.

For more rural travel, shared transport and the transition to electric vehicles will be particularly important.

To enable this transition, we will make greener journeys easier and more attractive options. We will expand access to public electric vehicle charging infrastructure, ensuring it is reliable and accessible across the borough. We will also support residents and businesses in making greener travel choices. In doing so, we will help drive progress towards our climate objectives, and support the development of more vibrant, healthy and resilient communities.

This goal addresses encouraging the transition to zero emissions vehicles and changes to travel demand. This complements redressing the balance, which seeks to improve conditions for walking, wheeling, cycling and public transport, and fit for the future, which focuses on planning and delivering infrastructure sustainably. Together, these goals and policies represent a comprehensive, holistic approach to decarbonising and improving the sustainability of transport in Telford & Wrekin.

Policy UP8: Incentivise sustainable travel

Policy UP9: Implement smarter parking strategies that meet evolving needs

Policy UP10: Roll out more EV charging facilities

Policy UP11: Support businesses and organisations to transition to electric fleets

Policy UP12: Support the transition to electric buses

Policy UP13: Support sustainable local and last-mile freight movements

ISA Assessment

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and Improve air quality	✓	Local	LT	Perm	Med	+	++	++	++
Commentary This policy area sets out a range of measures relating to ‘greener journeys’ that will act to protect and improve air quality. This policy area has an ambition to increase the share of journeys made by greener, low-emission modes, such as walking, wheeling, cycling, bus and rail, and supporting the transition to electric cars, buses and freight. Support will be given to public transport and encouragement of the uptake of EVs. Measures will be applied across the plan area to meet the needs of different areas and journey types – for example for more rural travel, it is noted shared transport and EVs will be particularly effective, while consideration is also given to ‘last mile’ freight movement. It is anticipated that benefits will be significant, particularly in the medium to long term as measures are enacted.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce the impact on environmental noise from transportation sources	✓	Local	LT	Perm	Med	+/-	+/-	+/-	+/-
Commentary A focus in this policy area on ‘greener journeys’ of active travel, increasing the fleet of electric vehicles (including heavier vehicles like buses) and other public transport will likely help to reduce overall noise footprint from the transport network, although there may still be ‘hot spots’, or potentially increased noise in respect of certain elements such as rail.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			

	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Reduce carbon emissions from transport and contribute to meeting Telford and Wrekin's goal of carbon neutral by 2030	✓	Local	LT	Perm	Med	+	+	+	+
Commentary Recognition is made in this policy area of the need to respond to the Climate Emergency and act to meet carbon targets. The ambition is to increase the share of journeys made by greener, low-emission modes, such as walking, wheeling, cycling, bus and rail, and supporting the transition to electric cars, buses and freight. It is recognised that different measures are suited to different types of journeys. Walking, wheeling and cycling are most effective for shorter trips, while bus services can support short to medium-distance journeys, and rail plays an important role in longer-distance connectivity. Encouragement will be given to the transition to zero emissions vehicles and changes to travel demand. It is also noted that opportunities to reduce operating costs such as by expanding renewable energy generation will be taken. Slight beneficial effects are anticipated as the nature of these modes means that the actual quantification of effect might be marginal.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
4. Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Local	LT	Perm	Med	+	+	+	+
Commentary A focus on the provision of active travel routes would provide for a wider range of alternative travel options / routes should other routes be disrupted in extreme weather events e.g. due to flooding.									
Mitigation / Recommendations Mitigation Measures: Recommendations:									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

5. Enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network	✓	Local	LT	Perm	Med	+	+	+	+
Commentary A reduction in air pollutants and noise emissions due to an uptake in EVs or an increase in active travel modes and other measures outlined in this policy area could provide benefits to biodiversity.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect and enhance sites designated for their international importance for nature conservation purposes (linked to HRA)	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area does not contribute directly to the aims of this objective, although there is a potential that reduced air pollution and noise emissions could benefit some sites. The HRA Stage 1 Screening concluded that Policies UP8 – UP13 were screened out. This is due to policies either not leading to development or other environmental change, that may have an LSE on a European Site, or potentially resulting in only very minor works in a transport corridor or urban centre. Therefore, they are considered highly unlikely to result in an LSE on a European Site.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Protect, enhance and promote geodiversity	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area does not contribute directly to the aims of this objective.									
Mitigation / Recommendations									

Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance cultural heritage assets and their settings, and the wider historic environment	✓	Local	LT	Perm	Med	+/-	+/-	+/-	+/-
Commentary This policy area is intended to encourage a greater range of travel options, including active modes, as well as an uptake in EVs etc. This has the potential to reduce noise and air emissions and provides opportunities to enhance the setting of heritage assets as well as the wider historic environment. Note is also made of reduced congestion at key locations, which would include areas of significant heritage interest e.g. Ironbridge. There may though be increased noise at some locations, or the need for new infrastructure.									
Mitigation / Recommendations Mitigation Measures: Recommendations:									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Conserve and enhance the natural beauty of Telford and Wrekin's protected landscapes and townscapes, protect wider landscapes, seascapes and townscapes and enhance visual amenity	✓	Local	LT	Perm	Med	+/-	+/-	+/-	+/-
Commentary A greater uptake of more sustainable modes could have both beneficial and adverse effects on landscapes and townscapes. Beneficial effects could be through reduced congestion, including at key destinations. However, there will be a requirement for new infrastructure, including active travel routes and EV charging points, or local distribution points. These could have implications for landscapes and the visual amenity of streetscapes.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: Ensure design of infrastructure is in keeping with local visual amenity.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

10. Protect and enhance the water environment	✓	Local	LT	Perm	Med	+	+	+	+
Commentary A greater uptake of public transport, active modes and EVs could reduce threats from hydrocarbon pollution to local watercourses. A general reduction in congestion can help to reduce the risk of accidents.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Protect soil resources and avoid land contamination	✓	Local	LT	Perm	Med	+/-	+	+	+
Commentary Soil resources could be protected and land contamination could be avoided through the focus on more sustainable modes such as active travel – this will reduce the need for more extensive transport schemes, though some loss may occur from the construction of such infrastructure.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote sustainable use of resources and natural assets	✓	Local	LT	Perm	Med	+/-	+	+	+
Commentary The focus on more sustainable modes such as active travel and use of EVs will reduce the use of resources such as hydrocarbons. However, there would be an initial use of resources and natural assets during the construction phase.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			

	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Local	LT	Perm	Med	+	++	++	++
Commentary Support will be given to businesses in making the transition to more sustainable forms of transport, including operators of bus fleets. Support will also be given to the make goods / freight delivery more sustainable and support local traders. An overall reduction in congestion will also make transport of goods more efficient and allow customers to access businesses with greater ease. Such a shift may also help attract inward investment by making the plan area and easier and more appealing place to do business in. Effects are anticipated to become more significant as measures are introduced.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Support the wider coordination of land use and energy planning across Telford and Wrekin	✓	Local	LT	Perm	Med	+	+	+	+
Commentary A key element of this policy area is the roll out of an enhanced EV charging network and this will require coordination across a number of partner organisations – note is made of working with developers and the private sector. Guidance has been developed to set out expectations in non-residential areas like supermarkets and business parks.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	✓	Local	LT	Perm	Med	+	++	++	++

Commentary

This policy area will provide a greater range of people with a greater range of choice of transport modes, including via public transport, as well as active travel. Active travel can provide opportunities to improve health, but not all groups will be able to avail to the same extent (the very young, elderly and those with certain disabilities being of note).

Greater provision of EV charging infrastructure at facilities will help to reduce range anxiety.

Note is made in this policy area regarding incentives to make public transport, park and ride and active travel options more attractive and affordable, such as discounted introductory tickets for bus, rail and park and ride services, as well as reduced fare initiatives during school holidays and major events. Initiatives such as 50p fares on Travel Telford services have proven popular, helping to ease travel costs while increasing bus use and encouraging a shift towards more sustainable modes.

In addition, support will be given for the transition to electric vehicles through innovative measures such as electric car sharing schemes, giving residents flexible access to EVs without the need for ownership and supporting wider uptake of low-emission travel.

This policy area should reduce general congestion, with consequent improvements in road safety. However, there could be new challenges – for example EVs are much quieter and can be a challenge to hear for some. On the whole, pedestrians, cyclists and commuters will benefit in particular.

Greater provision of EV charging infrastructure at facilities will help to reduce range anxiety and help to reduce severance, particularly on longer routes. New active travel routes and increased public transport will also help to reduce severance. A reduction in congestion would help to reduce severance in respect of crossing roads. Benefits would be experienced by all groups.

New active travel options, enhanced / more affordable bus and rail services, greater EV charging networks will all act to improve connections between and within communities, with benefits for all.

Overall reduced congestion and an uptake in active travel and more sustainable transport options (public transport, EVs etc.) should result in reduced air and noise emissions, with beneficial effects on health. The young, the elderly and those with certain health conditions should benefit in particular.

Improving access to active travel modes is a key element of this policy area and all groups will benefit, though potentially not all to the same degree (the young, elderly and those with certain disabilities).

Elements such as such as discounted introductory tickets for bus, rail and park and ride services will help to improve access to public transport.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective

Effects

Assessment

	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	✓	Local	LT	Perm	Med	+	+	+	+
Commentary Note is made that new charge points will be designed with accessibility in mind with suitable bay layouts, clear signage and ease of use for drivers with disabilities. Effectively designed and managed parking can play an important role in supporting the local economy by ensuring that key services, local centres and visitor destinations remain accessible, particularly for those with mobility impairments. Note is made in this policy area regarding incentives to make public transport, park and ride and active travel options more attractive and affordable, such as discounted introductory tickets for bus, rail and park and ride services, as well as reduced fare initiatives during school holidays and major events. Initiatives such as 50p fares on Travel Telford services have proven popular, helping to ease travel costs while increasing bus use and encouraging a shift towards more sustainable modes. In addition, support will be given for the transition to electric vehicles through innovative measures such as electric car sharing schemes, giving residents flexible access to EVs without the need for ownership and supporting wider uptake of low-emission travel. Note is made that parking charges will be reviewed to ensure they remain fair and proportionate – this is of vital importance to many groups who may have low or reduced incomes such as the young, those on benefits, the elderly, those not in work due to conditions such as maternity and so on. This policy area should reduce general congestion, with consequent improvements in road safety. It also promotes more affordable bus and rail travel which are very safe forms of travel, though some groups may not be able to access such modes as easily as others, or may feel vulnerable doing so, for reasons linked to age, gender, disability, ethnicity, sexual orientation and conditions such as pregnancy. Note is made in this policy area of the need for shared transport and the transition to electric vehicles are of particular importance in rural areas. However, enhanced / more affordable public transport options will also be of note in order to increase access across all areas, including those rural communities. Greater provision of EV charging infrastructure at facilities will help to reduce range anxiety and help to reduce severance, particularly on longer routes. New active travel routes and increased public transport will also help to reduce severance. A reduction in congestion would help to reduce severance in respect of crossing roads. Overall reduced congestion and an uptake in active travel and more sustainable transport options (public transport, EVs etc.) should result in reduced air and noise emissions.									
Mitigation / Recommendations Mitigation Measures: N/A									

Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
17. Promote fairness and equity in rural connectivity (Rural proofing specific objective)	✓	Local	LT	Perm	Med	+	+	+	+
Commentary Note is made in this policy area of the need for shared transport and the transition to electric vehicles are of particular importance in rural areas. However, enhanced / more affordable public transport options will also be of note in order to increase access across all areas, including those rural communities. Support will be provided to businesses in respect of the uptake of EVs and rural businesses will also be able to benefit from this. More sustainable travel options will link more people to more places. Active modes in particular allow connection with nature.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									

Health Impact Assessment

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all	+	+	+	++	+++	++	++	++	++	++	This policy area will provide a greater range of people with a greater range of choice of transport modes, including via public transport, as well

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
												as active travel. Active travel can provide opportunities to improve health, but not all groups will be able to avail to the same extent (the very young, elderly and those with certain disabilities being of note). Greater provision of EV charging infrastructure at facilities will help to reduce range anxiety.
2	Indirect impacts - Improve affordability of public transport	++	++	++	+++	++	++	++	++	++	++	Note is made in this policy area regarding incentives to make public transport, park and ride and active travel options more attractive and affordable, such as discounted introductory tickets for bus, rail and park and ride services, as well as reduced fare initiatives during school holidays and major events. Initiatives such as 50p fares on Travel Telford services have proven popular, helping to ease travel costs while increasing bus use and encouraging a shift towards more sustainable modes.

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
												In addition, support will be given for the transition to electric vehicles through innovative measures such as electric car sharing schemes, giving residents flexible access to EVs without the need for ownership and supporting wider uptake of low-emission travel.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+/-	+/-	+/-	+	++	+	+	+	+	+	This policy area should reduce general congestion, with consequent improvements in road safety. However, there could be new challenges – for example EVs are much quieter and can be a challenge to hear for some. On the whole, pedestrians, cyclists and commuters will benefit in particular.
4	Reduce severance	+	+	+	+	+	+	+	+	+	+	Greater provision of EV charging infrastructure at facilities will help to reduce range anxiety and help to reduce severance, particularly on longer routes. New active travel routes and increased public transport will also help to reduce severance. A reduction in congestion would help to

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
												reduce severance in respect of crossing roads. Benefits would be experienced by all groups.
5	Improve connections between and within communities	++	++	++	++	++	++	++	++	++	++	New active travel options, enhanced / more affordable bus and rail services, greater EV charging networks will all act to improve connections between and within communities, with benefits for all.
6	Protect health by reducing air, noise, odour and light pollution from transport	++	++	++	++	++	++	++	++	++	++	Overall reduced congestion and an uptake in active travel and more sustainable transport options (public transport, EVs etc.) should result in reduced air and noise emissions, with beneficial effects on health. The young, the elderly and those with certain health conditions should benefit in particular.
7	Improve access to active travel modes	++	++	++	++	++	++	++	++	++	++	Improving access to active travel modes is a key element of this policy area and all groups will benefit, though potentially not all to the same degree (the young, elderly and those with certain disabilities).

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
8	Improve access to public transport	++	++	++	++	++	++	++	++	++	++	Elements such as such as discounted introductory tickets for bus, rail and park and ride services will help to improve access to public transport.

Equality impact assessment table

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by 'walk, wheel or cycle' (active travel) modes										Note is made that new charge points will be designed with accessibility in mind with suitable bay layouts, clear signage and ease of use for drivers with disabilities. Effectively designed and managed parking can play an important role in supporting the local economy by ensuring that key services, local centres and visitor

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											destinations remain accessible, particularly for those with mobility impairments.
2	Improve affordability of transport	++	++	++	++	++	++	++	++	++	Note is made in this policy area regarding incentives to make public transport, park and ride and active travel options more attractive and affordable, such as discounted introductory tickets for bus, rail and park and ride services, as well as reduced fare initiatives during school holidays and major events. Initiatives such as 50p fares on Travel Telford services have proven popular, helping to ease travel costs while increasing bus use and encouraging a shift towards more sustainable modes. In addition, support will be given for the transition to electric vehicles through innovative measures such as electric car sharing schemes, giving residents flexible access to EVs without the need for ownership and supporting wider uptake of low-emission travel.

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											Note is made that parking charges will be reviewed to ensure they remain fair and proportionate – this is of vital importance to many groups who may have low or reduced incomes such as the young, those on benefits, the elderly, those not in work due to conditions such as maternity and so on.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+	+	+	+	+	+	+	+	+	This policy area should reduce general congestion, with consequent improvements in road safety. It also promotes more affordable bus and rail travel which are very safe forms of travel, though some groups may not be able to access such modes as easily as others, or may feel vulnerable doing so, for reasons linked to age, gender, disability, ethnicity, sexual orientation and conditions such as pregnancy.
4	Improve provision of public transport in rural areas or to those areas experiencing constraint	+	+	+	+	+	+	+	+	+	Note is made in this policy area of the need for shared transport and the transition to electric vehicles are of particular importance in rural areas. However, enhanced / more affordable public

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
	in public transport provision										transport options will also be of note in order to increase access across all areas, including those rural communities.
5	Reduce severance	+	+	+	+	+	+	+	+	+	Greater provision of EV charging infrastructure at facilities will help to reduce range anxiety and help to reduce severance, particularly on longer routes. New active travel routes and increased public transport will also help to reduce severance. A reduction in congestion would help to reduce severance in respect of crossing roads.
6	Reduce air, noise, odour and light pollution from transport	+	+	+	+	+	+	+	+	+	Overall reduced congestion and an uptake in active travel and more sustainable transport options (public transport, EVs etc.) should result in reduced air and noise emissions.

Rural Proofing Assessment

Rural Proofing sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Increase access via a range of transport modes for rural communities.	+	+	+	+	+	+	+	+	+	+	Note is made in this policy area of the need for shared transport and the transition to electric vehicles are of particular importance in rural areas. However, enhanced / more affordable public transport options will also be of note in order to increase access across all areas, including those rural communities.
2	Enable economic growth, and employment diversification in rural areas.	+	+	+	+	+	+	+	+	+	+	Support will be provided to businesses in respect of the uptake of EVs and rural businesses will also be able to benefit from this.
3	Connecting people with nature	+	+	+	+	+	+	+	+	+	+	More sustainable travel options will link more people to more places. Active modes in particular allow connection with nature.

E.10 Reliable and well-maintained networks

We want everyone to be able to rely on the transport network to get where they need to go, safely and on time. Reliable journeys are essential for everyday life, whether travelling to work, education, healthcare or other activities.

To achieve this, we will ensure our transport infrastructure is well maintained and fit for purpose, helping to reduce disruption and support safe travel across all modes. We will also take a proactive approach to managing the network, using data and technology to respond quickly to changing conditions and improve journey reliability. By maintaining and operating our networks effectively, and planning ahead for future needs, we will support a more dependable transport system that works for residents, businesses and visitors.

By strengthening how we use data, we can better understand travel patterns and identify where improvements are needed. This will help us plan and deliver future schemes more effectively, creating a transport network that continues to improve and adapt to the borough's needs.

Policy FF1: Maintain and manage our transport assets

Policy FF2: Keep our transport network running smoothly

ISA Assessment

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and Improve air quality	✓	Local	LT	Perm	Med	+	+	+	+
Commentary This policy area sets out to improve reliability, reduce delays, maintain high standards of safety, and manage risks effectively. It is also the intention that the transport network will operate efficiently, reliably and in line with changing travel needs. This will include bus service enhancements and the proactive management of congestion. It can be anticipated that such measures will help vehicles to operate more efficiently and this will help act to protect and improve air quality, particularly at the local scale. Proactive maintenance will result in less need for large scale construction activities as assets will have longer life spans – this should reduce emissions. Note however, that there will still be adverse emissions due to tyre and brake degradation, though these would be reduced via elements such as bus service improvements noted in this policy area.									
Mitigation / Recommendations Mitigation Measures: N/A. Recommendations: No recommendations made.									

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce the impact on environmental noise from transportation sources	✓	Local	LT	Perm	Med	+	+	+	+
Commentary A well maintained and efficient network (along with proactive approaches to traffic management) will help to reduce congestion and allow transport vehicles to operate at their most efficient speeds. This should ensure that noise levels are reduced Proactive maintenance will result in less need for large scale construction activities as assets will have longer life spans – this should reduce noise emissions, although these will still be experienced at a local level.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Reduce carbon emissions from transport and contribute to meeting Telford and Wrekin’s goal of carbon neutral by 2030	✓	Local	LT	Perm	Med	+	+	+	+
Commentary This policy area sets out to improve reliability, reduce delays, maintain high standards of safety, and manage risks effectively. It is also the intention that the transport network will operate efficiently, reliably and in line with changing travel needs. This will include bus service enhancements and the proactive management of congestion. It can be anticipated that such measures will help to reduce carbon emissions. Proactive maintenance will result in less need for large scale construction activities as assets will have longer life spans – this should reduce emissions.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

4. Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Local	LT	Perm	Med	++	++	++	++
Commentary Proactive maintenance that ensures the transport network is fit for purpose should help to address the effects of climate change and reduce the risk of flooding e.g. through maintenance of drainage networks. Note is made that issues (including changing conditions) will be responded to quickly. Benefits will be mostly experienced at the local level but cumulatively could be widespread.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network	✓	Local	LT	Perm	Low	+	+	+	+
Commentary This policy area does not contribute to the achievement of this objective directly, though some beneficial effects on biodiversity could be anticipated through a reduction in pollution and noise emissions. Proactive maintenance, as well as a more efficient transport network, may also avoid the need for new infrastructure and as such help to avoid the need to build in areas where there could be an adverse effect on biodiversity. It can also provide opportunities to remove invasive species.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect and enhance sites designated for their international importance for nature conservation purposes (linked to HRA)	✓	Local	LT	Perm	Low	+	+	+	+

Commentary

This policy area does not contribute to the achievement of this objective directly, though some beneficial effects on biodiversity could be anticipated through a reduction in pollution and noise emissions. Proactive maintenance, as well as a more efficient transport network, may also avoid the need for new infrastructure and as such help to avoid the need to build in areas where there could be an adverse effect on sites designated for nature conservation purposes. The HRA Stage 1 Screening concluded that Policies FF1 – FF2 were screened out. This is due to policies either not leading to development or other environmental change, that may have an LSE on a European Site, or potentially resulting in only very minor works in a transport corridor or urban centre. Therefore, they are considered highly unlikely to result in an LSE on a European Site.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Protect, enhance and promote geodiversity	✓	Local	LT	Perm	Low	+	+	+	+

Commentary

This policy area does not contribute to the achievement of this objective directly. Proactive maintenance, as well as a more efficient transport network, may avoid the need for new infrastructure and as such help to avoid the need to build in areas where there could be an adverse effect on geodiversity (including any sites designated for geodiversity).

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance cultural heritage assets and their settings, and the wider historic environment	✓	Local	LT	Perm	Low	+	+	+	+

Commentary

Note is made in this policy area of proactive maintenance on the transport network and this would include elements such as bridges. Many bridges (and other transport infrastructure) can be importance components of the heritage of local areas and as such these would be maintained in good condition. Maintenance can also help prevent flooding and therefore act to protect assets (heritage or otherwise).

Beneficial effects would be at a local level. An efficient transport network may avoid the need for new infrastructure and as such help to avoid the need to build in areas where there could be an adverse effect on the historic environment.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Conserve and enhance the natural beauty of Telford and Wrekin's protected landscapes and townscapes, protect wider landscapes, seascapes and townscapes and enhance visual amenity	✓	Local	LT	Perm	Low	+	+	+	+

Commentary

Note is made in this policy area of proactive maintenance on the transport network and this can help to maintain the visual attractiveness of these elements e.g. allow for removal of graffiti etc. Transport infrastructure can be importance components of the visual environment of local areas and as such these would be maintained in good condition e.g. note is made in the policy area of signs. Reduction in congestion can also help to improve the visual aspect of local areas. Beneficial effects would be at a local level. An efficient transport network may avoid the need for new infrastructure and as such help to avoid the need to build in areas where there could be an adverse effect on the visual environment (landscapes and townscapes).

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Protect and enhance the water environment	✓	Local	LT	Perm	Med	+	+	+	+

Commentary

Note is made in this policy area of proactive maintenance on the transport network and this can help to protect the water environment, e.g. through effective maintenance of gully pots to remove sediment loads in a controlled manner. A more efficient transport network will also reduce the amount of vehicles in congestion and allow them to operate more effectively and may reduce the need for new transport infrastructure. This will reduce pollution emissions, though there will still be tyre and brake degradation, which is an important component of road runoff, though these would be reduced via elements such as bus service improvements noted in this policy area.

Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Protect soil resources and avoid land contamination	✓	Local	LT	Perm	Med	+	+	+	+
Commentary This policy area does not contribute to the achievement of this objective directly. Proactive maintenance, as well as a more efficient transport network, may avoid the need for new infrastructure and as such help to avoid the need to build in areas where there could be an adverse effect on soil resources. Proactive maintenance would also provide opportunities to remediate areas of contamination, or remove invasive species.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote sustainable use of resources and natural assets	✓	Local	LT	Perm	High	++	++	++	++
Commentary Proactive maintenance of the transport network can help to ensure that the lifespan of assets are extended. Note is made that this will be via the use of elements such as smarter technologies and coordinating works with partners. This represents the sustainable use of resources e.g. it will ensure that existing assets are used to their full extent and reduce the need for new infrastructure to be constructed and can be anticipated to lead to significant beneficial effects in respect of this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

13. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Local	LT	Perm	High	++	++	++	++
Commentary Efficient and well maintained transport networks will ensure effective journeys for all. As noted in the policy area, reliable journeys are essential for everyday life, whether travelling to work, education, healthcare or other activities. Use of smarter technologies and effective coordination with other bodies can increase efficiencies and benefit local economies. This can be anticipated to have significant beneficial effects in respect of this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Support the wider coordination of land use and energy planning across Telford and Wrekin	✓	Local	LT	Perm	Low	+	+	+	+
Commentary Note is made in the policy area of the need to coordinate works with partners and utilities companies. Beneficial effects are likely, though anticipated to be slight.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	✓	Reg.	LT	Perm	Med	++	++	++	++
Commentary The aim of this policy area is for well-maintained transport networks that facilitate efficient and safe access to those essential services such as healthcare, education or other activities. It is anticipated that all groups would benefit.									

It is anticipated that this policy area would lead to a more efficient transport network, which would reduce costs associated with congestion (fuel use etc.). It would also reduce costs associated with a poorly maintained network e.g. damage to tyres. More effective and efficient bus services could potentially allow for more stable fares, though there are a multitude of factors in such issues.

This policy area makes clear note that while priorities will likely vary over time, but they are always underpinned by a duty to improve reliability, reduce delays, maintain high standards of safety, and manage risks effectively. Reduced congestion can also improve overall safety, with benefits for vulnerable groups such as the elderly and children (as it will reduce severance etc.). Well maintained infrastructure such as footpaths will reduce the likelihood of accidents e.g. benefitting those with certain disabilities, the elderly and young children. Cyclists would also benefit from well-maintained infrastructure. Traveller stress would be reduced by elements such as well-maintained signage – this can also help visitors to the area.

Reduced congestion will help to reduce severance and a more efficient transport network will allow for effective accessibility to key community assets. Benefits will be experienced by all groups.

A more efficient transport network (including enhanced bus services) will allow for effective accessibility to key community assets and improve connections within and between communities. Benefits will be experienced by all groups, but can be particularly beneficial for older groups as it can help reduce social isolation.

Reliable and well maintained networks, as well as elements such as enhanced bus services will reduce the number of vehicles on the road, will increase efficiency and reduce the need for construction. This will likely reduce air and noise emissions. Benefits would be experienced by all groups but particularly the young, those with certain disabilities and the elderly.

Note is made in the policy area that the aim is for transport infrastructure that is well maintained and fit for purpose, helping to reduce disruption and support safe travel across all modes. It is anticipated this would include active travel modes and should benefit all groups, though note that some groups such as the very young, the elderly and those with certain disabilities may not benefit to the same extent as others.

Note is made that bus services will be enhanced. A more efficient and well maintained network would also allow for bus journeys to be safer, more efficient and reliable and all groups should benefit.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	✓	Reg.	LT	Perm	Med	+	+	+	+

Commentary

The aim of this policy area is to ensure there is a reliable and well maintained transport network. Note is made of the need to reduce disruption and support safe travel across all modes (anticipated to include active travel) It recognises that reliable journeys are essential for everyday life, whether travelling to work, education, healthcare or other activities. Bus services are anticipated to be enhanced due to this policy area. It is anticipated that all groups would benefit, though note that some groups such as those with certain disabilities may not be able to fully avail of active travel modes.

It is anticipated that this policy area would lead to a more efficient transport network, which would reduce costs associated with congestion (fuel use etc.). It would also reduce costs associated with a poorly maintained network e.g. damage to tyres. More effective and efficient bus services could potentially allow for more stable fares, though there are a multitude of factors in such issues.

This policy area makes clear note that while priorities will likely vary over time, but they are always underpinned by a duty to improve reliability, reduce delays, maintain high standards of safety, and manage risks effectively. Reduced congestion can also improve overall safety. Well maintained infrastructure such as footpaths will reduce the likelihood of accidents e.g. benefitting those with certain disabilities, the elderly and young children. Cyclists would also benefit from well-maintained infrastructure. Traveller stress (including those note familiar with the area) would be reduced by elements such as well-maintained signage.

Note is made in this policy area that the aim is to ensure transport infrastructure is well maintained and fit for purpose, helping to reduce disruption and support safe travel across all modes. It is also noted that the aim is to support a more dependable transport system that works for residents, businesses and visitors and adapts to the boroughs needs. Note is also made of enhanced bus services. It is anticipated that these elements will increase effectiveness of transport (all modes) across the plan area, including those more rural areas. All groups will benefit.

Reduced congestion will help to reduce severance and a more efficient transport network will allow for effective accessibility to key community assets. Benefits will be experienced by all groups.

Reliable and well maintained networks, as well as elements such as enhanced bus services will reduce the number of vehicles on the road, will increase efficiency and reduce the need for construction. This will likely reduce air and noise emissions. Benefits would be experienced by all groups but particularly the young, those with certain disabilities and the elderly.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
17. Promote fairness and equity in rural connectivity (Rural proofing specific objective)	✓	Reg.	LT	Perm	Med	+	+	+	+

Commentary

Note is made in this policy area that the aim is to ensure transport infrastructure is well maintained and fit for purpose, helping to reduce disruption and support safe travel across all modes. It is also noted that the aim is to support a more dependable transport system that works for residents, businesses and visitors and adapts to the boroughs needs. Note is also made of enhanced bus services. It is anticipated that these elements will increase effectiveness of transport (all modes) across the plan area, including those more rural areas. All groups will benefit.

Increased transport efficiency should allow for economic growth and allow for better and more reliable access to employment and training opportunities, including in rural areas.

More reliable and effective transport networks will increase accessibility to all areas of the plan area, allowing people to better connect with nature. Well maintained and attractive active modes would be of particular note – though not all groups would be able to fully utilise these e.g. the young, elderly and those with certain disabilities.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

Health Impact Assessment

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all	++	++	++	++	++	++	++	++	++	++	The aim of this policy area is for well-maintained transport networks that facilitate efficient and safe access to those essential services such as healthcare, education or other

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
												activities. It is anticipated that all groups would benefit.
2	Indirect impacts - Improve affordability of public transport	+	+	+	++	+	+	+	+	+	+	It is anticipated that this policy area would lead to a more efficient transport network, which would reduce costs associated with congestion (fuel use etc.). It would also reduce costs associated with a poorly maintained network e.g. damage to tyres. More effective and efficient bus services could potentially allow for more stable fares, though there are a multitude of factors in such issues.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	++	++	+	+	++	+	+	+	++	This policy area makes clear note that while priorities will likely vary over time, but they are always underpinned by a duty to improve reliability, reduce delays, maintain high standards of safety, and manage risks effectively. Reduced congestion can also improve overall safety, with benefits for vulnerable groups such as the elderly and children (as it will reduce severance etc.). Well

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
												maintained infrastructure such as footpaths will reduce the likelihood of accidents e.g. benefitting those with certain disabilities, the elderly and young children. Cyclists would also benefit from well-maintained infrastructure. Traveller stress would be reduced by elements such as well-maintained signage.
4	Reduce severance	++	++	++	++	++	++	++	++	++	++	Reduced congestion will help to reduce severance and a more efficient transport network will allow for effective accessibility to key community assets. Benefits will be experienced by all groups.
5	Improve connections between and within communities	++	++	++	++	++	++	++	++	++	++	A more efficient transport network (including enhanced bus services) will allow for effective accessibility to key community assets and improve connections within and between communities. Benefits will be experienced by all groups.
6	Protect health by reducing air, noise,	++	++	++	+	+	+	+	+	+	+	Reliable and well maintained networks, as well as elements such as enhanced bus services will reduce

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
	odour and light pollution from transport											the number of vehicles on the road, will increase efficiency and reduce the need for construction. This will likely reduce air and noise emissions. Benefits would be experienced by all groups but particularly the young, those with certain disabilities and the elderly.
7	Improve access to active travel modes	+	+	+	++	++	++	++	++	++	++	Note is made in the policy area that the aim is for transport infrastructure that is well maintained and fit for purpose, helping to reduce disruption and support safe travel across all modes. It is anticipated this would include active travel modes and should benefit all groups, though note that some groups such as the very young, the elderly and those with certain disabilities may not benefit to the same extent as others.
8	Improve access to public transport	++	++	++	++	++	++	++	++	++	++	Note is made that bus services will be enhanced. A more efficient and well maintained network would also allow for bus journeys to be safer, more

HIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	
											efficient and reliable and all groups should benefit.

Equality impact assessment table

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by 'walk, wheel or cycle' (active travel) modes	++	++		++	++	++	++	++	++	The aim of this policy area is to ensure there is a reliable and well maintained transport network. Note is made of the need to reduce disruption and support safe travel across all modes (anticipated to include active travel) It recognises that reliable journeys are essential for everyday life, whether travelling to work, education, healthcare or other activities. Bus services are anticipated to be enhanced due to this

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											policy area. It is anticipated that all groups would benefit, though note that some groups such as those with certain disabilities may not be able to fully avail of active travel modes.
2	Improve affordability of transport	+	+	+	+	+	+	+	+	+	It is anticipated that this policy area would lead to a more efficient transport network, which would reduce costs associated with congestion (fuel use etc.). It would also reduce costs associated with a poorly maintained network e.g. damage to tyres. More effective and efficient bus services could potentially allow for more stable fares, though there are a multitude of factors in such issues.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	++	++	+	+	+	+	+	+	This policy area makes clear note that while priorities will likely vary over time, but they are always underpinned by a duty to improve reliability, reduce delays, maintain high standards of safety, and manage risks effectively. Reduced congestion can also improve overall safety. Well maintained infrastructure such as footpaths will reduce the likelihood of accidents e.g. benefitting

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											those with certain disabilities, the elderly and young children. Cyclists would also benefit from well-maintained infrastructure. Traveller stress would be reduced by elements such as well-maintained signage.
4	Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	+	+	+	+	+	+	+	+	+	Note is made in this policy area that the aim is to ensure transport infrastructure is well maintained and fit for purpose, helping to reduce disruption and support safe travel across all modes. It is also noted that the aim is to support a more dependable transport system that works for residents, businesses and visitors and adapts to the boroughs needs. Note is also made of enhanced bus services. It is anticipated that these elements will increase effectiveness of transport (all modes) across the plan area, including those more rural areas. All groups will benefit.
5	Reduce severance	++	++	++	++	++	++	++	++	++	Reduced congestion will help to reduce severance and a more efficient transport network will allow for effective accessibility to key community assets. Benefits will be experienced by all groups.

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
6	Reduce air, noise, odour and light pollution from transport	++	++	++	++	+	+	+	+	+	Reliable and well maintained networks, as well as elements such as enhanced bus services will reduce the number of vehicles on the road, will increase efficiency and reduce the need for construction. This will likely reduce air and noise emissions. Benefits would be experienced by all groups but particularly the young, those with certain disabilities and the elderly.

Rural Proofing Assessment

Rural Proofing sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Increase access via a range of transport modes for rural communities.	++	++	++	++	++	++	++	++	++	++	Note is made in this policy area that the aim is to ensure transport infrastructure is well maintained and fit for purpose, helping to reduce disruption and support safe travel across all modes. It is also noted that the aim is to support a more dependable transport system that works for residents, businesses and visitors and adapts to the boroughs needs. Note is also made of enhanced bus services. It is anticipated that these elements will increase effectiveness of transport (all modes) across the plan area, including those more rural areas. All groups will benefit.
2	Enable economic growth, and employment diversification in rural areas.	+	+	+	+	+	+	+	+	+	+	Increased transport efficiency should allow for economic growth and allow for better and more reliable access to employment and training opportunities, including in rural areas.
3	Connecting people with nature	+	+	+	+	+	+	+	+	+	+	More reliable and effective transport networks will increase accessibility to all

Rural Proofing sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
												areas of the plan area, allowing people to better connect with nature. Well maintained and attractive active modes would be of particular note – though not all groups would be able to fully utilise these e.g. the young, elderly and those with certain disabilities.

E.11 Adaptable and resilient networks

Our goal is for Telford & Wrekin's transport network to be resilient and adaptable, ready to respond to changing conditions now and in the future. This includes the impacts of climate change, such as more frequent extreme weather, as well as wider changes in how people travel, driven by new technologies and evolving lifestyles.

We will design and manage our networks to cope with these challenges, ensuring they continue to operate safely and reliably during disruption. This includes building in resilience to flooding and temperature extremes, and maintaining infrastructure so it performs well over time.

We will also embrace innovation, including new and emerging forms of transport, to provide people with more flexible and convenient travel choices. Alongside this, we will use data to better understand how people travel, enabling us to plan ahead, respond to change and deliver improvements where they are most needed. By staying flexible and forward-looking, we will create a transport network that can adapt to future needs and opportunities. We will maintain our people-centred approach, ensuring that all residents can benefit including those less confident with technology, so no one is left behind as the network evolves.

Adapting to the effects of climate change and embracing innovation strengthens everyday reliability and safety, linking to our ambition for reliable networks where everyone feels safe to travel.

Policy FF3: Build in resilience to climate change and extreme weather

Policy FF4: Embrace new transport data and technologies

ISA Assessment

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and Improve air quality	✓	Local	LT	Perm	Low	+	+	+	+
Commentary This policy are does not contribute directly to the aims of this objective. There may be some slight beneficial effects such as through the planting of trees for shade and shelter which could help to improve air quality in some very local areas e.g. by helping to reduce dust dispersion. Innovative transport solutions could also help improve air quality, should net zero vehicles be enabled, though this is unclear.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce the impact on environmental noise from transportation sources	✓	Local	LT	Perm	Low	+	+	+	+
Commentary This policy area does not contribute directly to the aims of this objective. There may be some beneficial effects from the use of innovative transport solutions, such as EV's having a lower noise signature, though this is unclear.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: Make it clearer that the use of LZEV will be promoted / encouraged (Note this is set out in another Policy area).									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Reduce carbon emissions from transport and contribute to meeting Telford and Wrekin's goal of carbon neutral by 2030	✓	Local	LT	Perm	Low	+	+	+	+
Commentary Note is made in this policy area of the use of low carbon solutions, in terms of the design of infrastructure. The policy area also notes elements such as SuDS would could reduce the need for pumping and allows for planting of species (along with the need for planting to provide shade and act to stop wind) that can help with carbon sequestration (although this would have very limited effect). Note is also made of the use of better data via AI and similar technology. While this can help to increase network efficiency (and therefore help to reduce carbon emissions), the carbon intensity of data centres should not be discounted (although outside the scope of this assessment). On the whole though, effects should be beneficial.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

4. Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓✓	Local	LT	Perm	Med	++	+++	+++	+++
Commentary Adaptation to a changing climate is a key focus of this policy area and effects are anticipated to be significantly beneficial. Clear note is made of the need to design and manage networks to cope with these challenges, ensuring they continue to operate safely and reliably during disruption. This includes building in resilience to flooding and temperature extremes, and maintaining infrastructure so it performs well over time. Policy FF3 sets out that it will be ensured that transport networks are designed and managed to be resilient to the impacts of climate change and extreme weather. It is also noted that there will be work with partners to reduce flood risk through measures such as green and blue infrastructure, Natural Flood Management and Sustainable Drainage Systems (SuDS), improving both resilience and water quality. Where possible, avoidance will be made of areas at highest risk of flooding, and where this is not feasible, appropriate mitigation and compensation will be put in place. Note is made that networks will be proactively maintained, including managing drainage systems to ensure they continue to function effectively during heavy rainfall. Note is also made that infrastructure and services will be designed to better withstand temperature extremes, including through appropriate materials, planting for shade and shelter. Effects will be more significant in the medium to longer term as more infrastructure is designed and implemented with climate adaptation as a clear focus.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network	✓	Local	LT	Perm	Med	+	++	++	++
Commentary Clear note is made in this policy area that use will be made of Natural Flood Management (including green and blue infrastructure) and elements such as SuDS. This will allow opportunities to enhance biodiversity (including BNG) and promote delivery of the Nature Recovery Network. The need for planting is also noted, therefore providing opportunities for biodiversity enhancement. Effects would likely become more significant through time, as design and implementation increases.									

Mitigation / Recommendations Mitigation Measures: N/A Recommendations: Make note that planting should be with native species of local provenance.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect and enhance sites designated for their international importance for nature conservation purposes (linked to HRA)	✓	Local	LT	Perm	Low	+	+	+	+
Commentary This policy area does not contribute directly to the aims of this objective. However, designated areas could benefit indirectly through measures such as use of Natural Flood Management, use of SuDS and planting. For example, such measures could increase habitat in the wider area or feeding opportunity for species which rely on such designated areas. A reduction in flood risk due to transport infrastructure could also help to indirectly protect designated areas. Similarly, improvements in water quality due to the use of SuDS can protect sites with a hydrological connection. Effects would be at a local scale. The HRA Stage 1 Screening concluded that Policies FF3 – FF4 were screened out. This is due to policies either not leading to development or other environmental change, that may have an LSE on a European Site, or potentially resulting in only very minor works in a transport corridor or urban centre. Therefore, they are considered highly unlikely to result in an LSE on a European Site.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Protect, enhance and promote geodiversity	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area does not contribute directly to the aims of this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			

	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance cultural heritage assets and their settings, and the wider historic environment	✓	Local	LT	Perm	Low	+	+	+	+
Commentary This policy area does not contribute directly to the aims of this objective. However, Natural Flood Management and the use of SuDS may provide protection to the wider historic environment. For example, it can help to prevent damage through flooding or can help to maintain more natural soil moisture levels (therefore protecting waterlogged archaeology). SuDS and elements such as planting for shade / shelter, may also provide opportunities to enhance heritage assets.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Conserve and enhance the natural beauty of Telford and Wrekin's protected landscapes and townscapes, protect wider landscapes, seascapes and townscapes and enhance visual amenity	✓	Local	LT	Perm	Med	+	+	+	+
Commentary Natural Flood Management, the use of SuDS and planting may provide opportunities to enhance landscapes or townscapes. Townscapes and general visual amenity can also be better protected from the effects of flooding and the subsequent need to repair / clean up.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Protect and enhance the water environment	✓	Local	LT	Perm	Med	+	++	++	++
Commentary Natural Flood Management, along with the use of SuDS will help to protect the water environment. This will be through reducing runoff from infrastructure, as well as helping to deal with any pollutants. It is anticipated that innovative transport solutions could also help improve the water environment, should net zero vehicles be enabled. This would reduce the risk of spillage of hydrocarbons should there be an accident,									

though it is to be noted that EVs tend to produce greater levels of tyre and brake wear (although SuDS can be effective in removing such detritus from the water flow). It is anticipated that effects would likely become more significant through time, as design and implementation increases.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Protect soil resources and avoid land contamination	✓	Local	LT	Perm	Med	+	+	+	+
Commentary Natural Flood Management, along with the use of SuDS will help to protect soil resources and avoid land contamination – for example, prevention of flooding, in addition to protecting soils from flood damage, will also prevent the dispersion of road runoff and associated detritus. Planting for shade can also help protect soils from wind erosion, particularly during prolonged dry periods.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote sustainable use of resources and natural assets	✓	Local	LT	Perm	Med	+	+	+	+
Commentary A more efficient (an innovative) transport network would reduce fuel use and as such help protect resources. New technologies may also allow for more sustainable use of resources and natural assets in design and construction.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: Make it clearer that innovative technologies and approaches will be used in design, construction and operation of transport schemes.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

13. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Local	LT	Perm	Low	+	++	++	++
Commentary Note is made in the policy area of building on Telford & Wrekin's industry strengths, by leading in the development and deployment of innovative transport solutions – supporting cutting-edge research, piloting new technologies, and fostering partnerships that position the region at the forefront of future mobility. A more resilient transport network will also allow for more robust connectivity, that can withstand extreme events. This will help maintain economic output, with effects more significant in the medium to longer term as robustness increases.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Support the wider coordination of land use and energy planning across Telford and Wrekin	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area does not contribute directly to the aims of this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	✓	Local	LT	Perm	Low	+	+	+	+
Commentary This policy area will result in more resilient and adaptable transport networks which will allow for accessibility to the services and facilities that people require in a greater range of conditions, including extreme weather events. All groups will benefit. Greater innovation and new forms of transport may allow for greater range of options for people with limited access to public transport or who are unable to drive, thereby increasing accessibility for all groups.									

Greater innovation, including new and emerging forms of transport, will result in more flexible and convenient travel choices, though some of these may come at a financial cost. Note is made though that consideration will be given to impacts on all groups within society, with new schemes assessed for accessibility, digital inclusion and public acceptance.

A more resilient transport network should also increase safety, including during extreme weather events e.g. by quickly removing excess water from carriageways. All groups will benefit. Note that some new innovative transport methods may have safety concerns – particularly in the early adoption period, though it is noted that monitoring will take place and adaptations made if required.

New innovative transport methods will help to reduce severance by providing a greater range of people with transport options. All groups will benefit, though note that some e.g. those with certain disabilities or the elderly may struggle to adopt, particularly in early phases.

Connections between and within communities will be improved by a more resilient network resulting in less travel disruption. Connections will also benefit from a greater range of travel choices. All groups will benefit, though some may not be able to avail to as great a degree as others.

New innovative transport options are likely to be electric based (or at least will utilise the latest technology in their design) and as such air, noise and odour emissions should be less of an issue – this though cannot be confirmed at present. All groups would benefit.

New innovative transport techniques are likely to involve some element of active travel in certain circumstances. All groups would likely benefit, though some such as the elderly or those with certain disabilities may not be able to avail to the greatest extent possible.

Note is made that there will be AI-powered traffic lights equipped with bus priority technology to give bus passengers smoother and quicker journeys. Note is also made of those with limited access to public transport and provision will be made for them. All groups will benefit.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	✓	Local	LT	Perm	Low	+	+	+	+

Commentary

This policy area will result in more resilient and adaptable transport networks which will allow for accessibility to the services and facilities that people require in a greater range of conditions, including extreme weather events. All groups will benefit.

New transport innovation is likely to include active modes.

Greater innovation, including new and emerging forms of transport, will result in more flexible and convenient travel choices, though some of these may come at a financial cost, which could have adverse implications for some groups. Note is made though that consideration will be given to impacts on all groups within society, with new schemes assessed for accessibility, digital inclusion and public acceptance.

A more resilient transport network should also increase safety, including during extreme weather events e.g. by quickly removing excess water from carriageways. All groups will benefit. Note that some new innovative transport methods may have safety concerns – particularly in the early adoption period, though it is noted that monitoring will take place and adaptations made if required.

New innovative transport options should increase rural connectivity, with provision also being made for those with limited access to public transport or who are unable to drive. All groups will benefit.

New innovative transport methods will help to reduce severance by providing a greater range of people with transport options. All groups will benefit, though note that some e.g. those with certain disabilities or the elderly may struggle to adopt, particularly in early phases. This should though have benefits in respect of social isolation.

New innovative transport options are likely to be electric based (or at least will utilise the latest technology in their design) and as such air, noise and odour emissions should be less of an issue – this though cannot be confirmed at present. All groups would benefit.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
17. Promote fairness and equity in rural connectivity (Rural proofing specific objective)	✓	Local	LT	Perm	Low	+	+	+	+

Commentary

New innovative transport options should increase rural connectivity, with provision also being made for those with limited access to public transport or who are unable to drive. All groups will benefit.

More robust and resilient rural connectivity will allow people to access the rural economy more effectively. This should allow easier access to market, or allow for greater economic diversification in rural areas. A more resilient transport network will help maintain such connectivity in extreme weather events and minimise disruption.

New innovative transport options should increase rural connectivity, allowing greater numbers of people to connect with nature.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

Health Impact Assessment

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all	++	++	++	++	++	++	++	++	++	++	This policy area will result in more resilient and adaptable transport networks which will allow for accessibility to the services and facilities that people require in a greater range of conditions, including extreme weather events. All groups will benefit. Greater innovation and new forms of transport may allow for greater range of options for people with limited access to public transport or who are unable to drive, thereby increasing accessibility for all groups.
2	Indirect impacts - Improve affordability of public transport	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	Greater innovation, including new and emerging forms of transport, will result in more flexible and convenient travel choices, though some of these may come at a financial cost. Note is made though that consideration will be given to impacts on all groups

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
												within society, with new schemes assessed for accessibility, digital inclusion and public acceptance.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	A more resilient transport network should also increase safety, including during extreme weather events e.g. by quickly removing excess water from carriageways. All groups will benefit. Note that some new innovative transport methods may have safety concerns – particularly in the early adoption period, though it is noted that monitoring will take place and adaptations made if required.
4	Reduce severance	+	+	+	+	+	+	+	+	+	+	New innovative transport methods will help to reduce severance by providing a greater range of people with transport options. All groups will benefit, though note that some e.g. those with certain disabilities or the elderly may struggle to adopt, particularly in early phases.

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
5	Improve connections between and within communities	+	+	+	+	++	++	++	++	++	++	Connections between and within communities will be improved by a more resilient network resulting in less travel disruption. Connections will also benefit from a greater range of travel choices. All groups will benefit, though some may not be able to avail to as great a degree as others.
6	Protect health by reducing air, noise, odour and light pollution from transport	+	+	+	+	+	+	+	+	+	+	New innovative transport options are likely to be electric based (or at least will utilise the latest technology in their design) and as such air, noise and odour emissions should be less of an issue – this though cannot be confirmed at present. All groups would benefit.
7	Improve access to active travel modes	+	+	+	+	+	+	+	+	+	+	New innovative transport techniques are likely to involve some element of active travel in certain circumstances. All groups would likely benefit, though some such as the elderly or those with certain disabilities may not be able to avail to the greatest extent possible.

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
8	Improve access to public transport	+	+	+	+	+	+	+	+	+	+	Note is made that there will be AI-powered traffic lights equipped with bus priority technology to give bus passengers smoother and quicker journeys. Note is also made of those with limited access to public transport and provision will be made for them. All groups will benefit.

Equality impact assessment table

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by 'walk,	++	++	++	++	++	++	++	++	++	This policy area will result in more resilient and adaptable transport networks which will allow for accessibility to the services and facilities that people require in a

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
	wheel or cycle' (active travel) modes										greater range of conditions, including extreme weather events. All groups will benefit. New transport innovation is likely to include active modes.
2	Improve affordability of transport	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	Greater innovation, including new and emerging forms of transport, will result in more flexible and convenient travel choices, though some of these may come at a financial cost. Note is made though that consideration will be given to impacts on all groups within society, with new schemes assessed for accessibility, digital inclusion and public acceptance.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	A more resilient transport network should also increase safety, including during extreme weather events e.g. by quickly removing excess water from carriageways. All groups will benefit. Note that some new innovative transport methods may have safety concerns – particularly in the early adoption period, though it is noted that

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											monitoring will take place and adaptations made if required.
4	Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	+	+	+	+	+	+	+	+	+	New innovative transport options should increase rural connectivity, with provision also being made for those with limited access to public transport or who are unable to drive. All groups will benefit.
5	Reduce severance	+	+	+	+	+	+	+	+	+	New innovative transport methods will help to reduce severance by providing a greater range of people with transport options. All groups will benefit, though note that some e.g. those with certain disabilities or the elderly may struggle to adopt, particularly in early phases.
6	Reduce air, noise, odour and light pollution from transport	+	+	+	+	+	+	+	+	+	New innovative transport options are likely to be electric based (or at least will utilise the latest technology in their design) and as such air, noise and odour emissions should be less of an issue – this though cannot be confirmed at present. All groups would benefit.

Rural Proofing Assessment

Rural Proofing sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Increase access via a range of transport modes for rural communities.	+	+	+	++	+	+	+	+	+	+	New innovative transport options should increase rural connectivity, with provision also being made for those with limited access to public transport or who are unable to drive. All groups will benefit.
2	Enable economic growth, and employment diversification in rural areas.	+	+	+	++	+	+	+	+	+	+	More robust and resilient rural connectivity will allow people to access the rural economy more effectively. This should allow easier access to market, or allow for greater economic diversification in rural areas. A more resilient transport network will help maintain such connectivity in extreme weather events and minimise disruption.
3	Connecting people with nature	+	+	+	++	+	+	+	+	+	+	New innovative transport options should increase rural connectivity, allowing greater numbers of people to connect with nature.

E.12 Sustainably and inclusively designed networks

We want our transport networks to be planned and delivered in a way that supports the environment, strengthens communities and contributes to a thriving local economy. Transport can have both positive and negative impacts, so it is important that sustainability is considered at every stage.

We will work closely with partners to ensure our policies and schemes protect and enhance Telford & Wrekin's natural, built and historic environments. This includes identifying the right level of assessment for each project and meeting relevant statutory requirements.

Our approach will seek to deliver environmental improvement wherever possible, including enhancing biodiversity, reducing pollution and creating more attractive, resilient places. We will also look for opportunities to link with wider strategies, ensuring that transport investment delivers wider benefits for people, places and nature. This complements our redressing the balance and managing growth policies, contributing to a holistic approach to sustainability.

Further information on our approach to sustainability can be found in the TWTP Integrated Sustainability Appraisal (ISA) and Carbon Assessment.

Policy FF5: Seek opportunities to bring enhancement through transport schemes

Policy FF6: Protect areas that are recognised for their importance to conservation and biodiversity

Policy FF7: Protect Telford & Wrekin's landscape, townscape and historic environments

Policy FF8: Protect air and water environments from transport pollution

Policy FF9: Reduce whole-life carbon

Policy FF10: Protect natural resources and promote circular economy principles

Policy FF11: Proactively consider health and equalities impacts

ISA Assessment

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and Improve air quality	✓	Local	LT	Perm	Med	+	++	++	++

Commentary

This policy area clearly notes the protection of air quality is an important part of the design and operation of transport schemes. Note is made of the need to meet relevant air quality legislation and guidance. There will also be the promotion of more sustainable travel choices, such as walking, wheeling, cycling, public transport and low emission vehicles, to reduce ongoing emissions from transport. Where appropriate, there will be an increase in tree and vegetation cover using native species to help improve air quality and enhance the local environment, although benefits of such measures would typically be at the local scale. Benefits are anticipated to become more significant as more measures are enacted and there is a greater uptake of LZEVS, though note that such vehicles tend to have heavier weight and can result in greater levels of tyre and brake degradation that can impact air quality.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce the impact on environmental noise from transportation sources	✓	Local	LT	Perm	Med	+	+	+	+

Commentary

An increase in the use of LZEVS is likely to result in reduction in noise emissions from the road network. Note is also made that transport schemes are to be designed and operated in a way that protects human health – impacts from noise is an important component of this.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: Provide clearer reference to the need to reduce noise emissions.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Reduce carbon emissions from transport and contribute to meeting Telford and Wrekin's goal of carbon neutral by 2030	✓	Local	LT	Perm	Med	+	+	+	+

Commentary

Note is made in Policy FF9 of the need to reduce whole life carbon. Note is made of work to minimise the carbon impact of transport schemes across their full lifecycle, from design and construction through to operation, maintenance and eventual replacement. Note is also made that this includes reducing emissions from materials, construction activities and ongoing energy use and a proactive approach to managing carbon at every stage will be undertaken. This includes using existing assets where possible, only constructing new infrastructure where

needed, using low-carbon materials, improving energy efficiency and incorporating nature-based solutions where appropriate. Support will be given to the use of low-carbon and renewable energy, generating where possible. Effects are anticipated to be slight beneficial.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
4. Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Local	LT	Perm	Med	+	+	+	+

Commentary

Note is made in this policy area of measures such as the use of green infrastructure, which will help increased adaptation and resilience to a changing climate and which would likely help to reduce the risk of flooding. Similarly, areas of peat and BMV land will be avoided where possible. Note is made of the integration of green-blue infrastructure and support given to the objectives of the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network	✓	Local	LT	Perm	Med	+	++	++	++

Commentary

Note is made in this policy area that where possible efforts will be made to seek to achieve net improvements to the local environment, taking opportunities to protect and enhance natural assets. This includes linking transport schemes with wider initiatives, such as Biodiversity Action Plans and Local Nature Recovery Strategies. Environmental considerations will be embedded throughout design, construction and operation, identifying opportunities to enhance green infrastructure and support biodiversity. This could be at a range of scales - for example, it is noted

that through the Bus Service Improvement Plan, green roofs are being installed on upgraded bus shelters across the borough. It is anticipated that significant benefits would be realised over time as new measures are implemented.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect and enhance sites designated for their international importance for nature conservation purposes (linked to HRA)	✓	Local	LT	Perm	Med	+	+	++	+

Commentary

Note is made in the policy area that it will be ensured that transport schemes are designed and delivered in a way that protects and enhances areas which are important for conservation and biodiversity. This includes avoiding impacts on sensitive locations wherever possible and applying best practice in wildlife-friendly design, alongside appropriate mitigation and compensation where impacts cannot be avoided. Particular consideration will be given to irreplaceable habitats, priority habitats and species, peat, and Best and Most Versatile agricultural land, as well as functionally linked land and important geodiversity sites. Sensitive lighting will be used where appropriate, balanced with safety requirements.

Opportunities will also be sought to create and enhance habitats, strengthen ecological networks and support biodiversity net gain, including through improvements to green infrastructure and the Public Rights of Way network, which may indirectly benefit designated sites.

The HRA Stage 1 Screening concluded that Policies FF5 – FF11 were screened out. This goal includes a number of protective policies and none of the policies will lead to development. This includes Policy FF6 that protects areas important to conservation and biodiversity and commits to HRA where required. These policies are considered highly unlikely to result in an LSE on a European Site.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: Specific mention of the need for HRA to be undertaken should be made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Protect, enhance and promote geodiversity	✓	Local	LT	Perm	Med	+	+	+	+

Commentary Note is made in this policy area of particular consideration would be given to designated sites, including those important geodiversity sites.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance cultural heritage assets and their settings, and the wider historic environment	✓	Local	LT	Perm	Med	+	+	+	+
Commentary Note is made in this policy area of the need to ensure that transport schemes are designed and delivered in a way that protects and enhances Telford & Wrekin's historic environments. It is noted that this includes avoiding impacts on sensitive areas wherever possible and ensuring that designs respect local character and setting, in both urban and rural environments. Consideration will be made of local vernacular architecture and opportunities sought to enhance townscapes through high-quality, well-integrated design. Appropriate guidance will be followed where schemes are located within designated areas, including National Landscapes and Conservation Areas. Note is also made to protect the historic environment by designing schemes that respond positively to heritage assets and their settings, and by considering archaeological potential at an early stage where development may affect previously undiscovered remains.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Conserve and enhance the natural beauty of Telford and Wrekin's protected landscapes and townscapes, protect wider landscapes, seascapes and townscapes and enhance visual amenity	✓	Local	LT	Perm	Med	+	++	++	++

Commentary

Note is made in this policy area of the need to ensure that transport schemes are designed and delivered in a way that protects and enhances Telford & Wrekin's landscapes and townscapes.

It is noted that this includes avoiding impacts on sensitive areas wherever possible and ensuring that designs respect local character and setting, in both urban and rural environments. Consideration will be made of local vernacular architecture and opportunities sought to enhance townscapes through high-quality, well-integrated design. Appropriate guidance will be followed where schemes are located within designated areas, including National Landscapes and Conservation Areas. Note is also made of the need to work with partners to enhance the natural, built and historic environments. It is anticipated that benefits would be more significant in the longer term as more schemes come online and landscaping etc. matures.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: Make more specific reference to landscape design and take opportunities to ensure street signage and lighting is reflective of the townscape, particularly in historic centres.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Protect and enhance the water environment	✓	Local	LT	Perm	Med	+	+	+	+

Commentary

Note is made in the policy area of the need to protect water environments by preventing pollution during construction and operation, and by considering risks to all types of water bodies, including groundwater. Where possible, integration will be made of green-blue infrastructure and support made to meet the objectives of the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Protect soil resources and avoid land contamination	✓	Local	LT	Perm	Med	+	+	+	+

Commentary

Note is made in this policy area that particular consideration will be given to peat and Best and Most Versatile agricultural land. This will act to protect soil resources. Opportunities for enhancement to soil resources may also be afforded through the development of green infrastructure.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote sustainable use of resources and natural assets	✓	Local	LT	Perm	Med	+	+	++	+

Commentary

Sustainable use of resources are promoted through this policy area via the need to ensure that transport schemes are designed and managed in a way that uses natural resources efficiently and reduces waste. Note is made of the need to support a more circular approach by encouraging the reuse and recycling of materials and improving resource efficiency throughout the lifecycle of transport infrastructure. This includes considering how materials are sourced, used and maintained, and reducing waste wherever possible. It is considered that benefits will increase in the longer term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	N/A	N/A	N/A	N/A	N/A	0	0	0	0

Commentary

This policy area does not contribute directly to the aims of this objective.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
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	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Support the wider coordination of land use and energy planning across Telford and Wrekin	N/A	N/A	N/A	N/A	N/A	0	0	0	0
Commentary This policy area does not contribute directly to the aims of this objective.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	✓	Local	LT	Perm	Med	++	++	++	++
Commentary Note is made in this policy area that as schemes are brought forward for design and planning, proactive consideration will be made of health. This will include the undertaking of Health Impact Assessment as needed to evaluate potential impacts on individuals or groups, guiding the design and delivery process. Use will be made of the latest inclusive design standards, including DfT guidance to mitigate adverse effects and maximise benefits. It is anticipated all groups will significantly benefit from such an approach, in terms of access to the services and facilities they require. Note is also made that opportunities to link with wider strategies will be taken, ensuring that transport investment delivers wider benefits for people. Note is also made of the need to improve the Public Rights of Way network, with likely benefits in terms of health and wellbeing. Proactive consideration of health in scheme design and delivery, including adherence to latest guidance and undertaking of health impact assessment will improve the safety of schemes for all groups. Proactive consideration of health in scheme design and delivery, including adherence to latest guidance and undertaking of health impact assessment will ensure the issue of severance is addressed, with benefits for all groups. Proactive consideration of health in scheme design and delivery, including adherence to latest guidance and undertaking of health impact assessment will ensure that connections within and between communities is a key focus, with benefits for all groups. Proactive consideration of health in scheme design and delivery, including adherence to latest guidance and undertaking of health impact assessment will ensure that issues such as air, noise and odour emissions are addressed. Specific note is made in the policy area of the									

need to protect air quality and reduce pollution. Vulnerable groups such as children, the elderly and those with certain disabilities may benefit in particular through detailed consideration of such issues.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	✓	Local	LT	Perm	Med	+	++	++	++

Commentary

Note is made in this policy area that as schemes are brought forward for design and planning, proactive consideration will be made of equalities, including for those groups with protected characteristics set out in the Equality Act 2010. This will include the undertaking of Equality Impact Assessment as needed to evaluate potential impacts on individuals or groups, guiding the design and delivery process. Use will be made of the latest inclusive design standards, including DfT guidance to mitigate adverse effects and maximise benefits. It is anticipated all groups will significantly benefit from such an approach, in terms of access to the services and facilities they require. Note is also made that opportunities to link with wider strategies will be taken, ensuring that transport investment delivers wider benefits for people. Specific note is made regarding ensuring fair and equitable access to services facilities and amenities for all members of society.

Proactive consideration of health in scheme design and delivery, including adherence to latest guidance and undertaking of health impact assessment will improve the safety of schemes for all groups.

It is anticipated that the commitment made to consider equitable access for all in society would include for those in more rural areas and this would be beneficial to those people.

Proactive consideration of health in scheme design and delivery, including adherence to latest guidance and undertaking of health impact assessment will ensure the issue of severance is addressed, with benefits for all groups.

Proactive consideration of the effects on people in scheme design and delivery, including adherence to latest guidance and undertaking of equalities impact assessment will ensure that issues such as air, noise and odour emissions are addressed. Specific note is made in the policy area of the need to protect air quality and reduce pollution.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
17. Promote fairness and equity in rural connectivity (Rural proofing specific objective)	✓	Local	LT	Perm	Med	+	+	+	+
Commentary While not specifically noted, it is anticipated that the commitment made to consider equitable access for all in society would include for those in more rural areas with a consequence that the range of transport options in rural areas would likely increase. It is considered that a focus on consideration of health effects and undertaking of specific health impact assessments would include consideration of issues such as access to Open Space, PRow and similar. This would allow greater access to nature (or protect existing access) and benefit all groups.									
Mitigation / Recommendations Mitigation Measures: N/A Recommendations: No recommendations made.									

Health Impact Assessment

HIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	
1	Improve accessibility to health and leisure services and facilities and amenities for all	+++	+++	+++	+++	+++	+++	+++	+++	+++	Note is made in this policy area that as schemes are brought forward for design and planning, proactive consideration will be made of health. This will include the undertaking of Health Impact Assessment as

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
												needed to evaluate potential impacts on individuals or groups, guiding the design and delivery process. Use will be made of the latest inclusive design standards, including DfT guidance to mitigate adverse effects and maximise benefits. It is anticipated all groups will significantly benefit from such an approach, in terms of access to the services and facilities they require. Note is also made that opportunities to link with wider strategies will be taken, ensuring that transport investment delivers wider benefits for people.
2	Indirect impacts - Improve affordability of public transport	0	0	0	0	0	0	0	0	0	0	This policy area does not contribute to this objective.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+++	+++	+++	+++	+++	+++	+++	+++	+++	+++	Proactive consideration of health in scheme design and delivery, including adherence to latest guidance and undertaking of health impact assessment will improve the safety of schemes for all groups.

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
4	Reduce severance	+	+	+	+	+	+	+	+	+	+	Proactive consideration of health in scheme design and delivery, including adherence to latest guidance and undertaking of health impact assessment will ensure the issue of severance is addressed, with benefits for all groups.
5	Improve connections between and within communities	+	+	+	+	+	+	+	+	+	+	Proactive consideration of health in scheme design and delivery, including adherence to latest guidance and undertaking of health impact assessment will ensure that connections within and between communities is a key focus, with benefits for all groups.
6	Protect health by reducing air, noise, odour and light pollution from transport	++	++	++	++	++	++	++	++	++	++	Proactive consideration of health in scheme design and delivery, including adherence to latest guidance and undertaking of health impact assessment will ensure that issues such as air, noise and odour emissions are addressed. Specific note is made in the policy area of the need to protect air quality and reduce pollution. Vulnerable groups such as

HIA sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Rural residents with no private vehicle	Those with caring responsibilities	Residents	Employees	Assessment summary	
												children, the elderly and those with certain disabilities may benefit in particular through detailed consideration of such issues.
7	Improve access to active travel modes	+	+	+	+	+	+	+	+	+	+	Note is made of the need to improve the Public Rights of Way network, with likely benefits in terms of health and wellbeing across all groups.
8	Improve access to public transport	0	0	0	0	0	0	0	0	0	0	This policy area does not contribute to this objective.

Equality impact assessment table

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by 'walk, wheel or cycle' (active travel) modes	+++	++ +	+++	+++	+++	+++	+++	+++	+++	Note is made in this policy area that as schemes are brought forward for design and planning, proactive consideration will be made of equalities, including for those groups with protected characteristics set out in the Equality Act 2010. This will include the undertaking of Equality Impact Assessment as needed to evaluate potential impacts on individuals or groups, guiding the design and delivery process. Use will be made of the latest inclusive design standards, including DfT guidance to mitigate adverse effects and maximise benefits. It is anticipated all groups will significantly benefit from such an approach, in terms of access to the services and facilities they require. Note is also made that opportunities to link with wider strategies will be taken, ensuring that transport investment delivers wider benefits for people. Specific note is made regarding ensuring fair and equitable access to

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											services facilities and amenities for all members of society.
2	Improve affordability of transport	0	0	0	0	0	0	0	0	0	This policy area does not contribute to this objective.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	++	++	++	++	++	++	++	++	Proactive consideration of health in scheme design and delivery, including adherence to latest guidance and undertaking of health impact assessment will improve the safety of schemes for all groups.
4	Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	+	+	+	+	+	+	+	+	+	It is anticipated that the commitment made to consider equitable access for all in society would include for those in more rural areas and this would be beneficial to those people.
5	Reduce severance	+	+	+	+	+	+	+	+	+	Proactive consideration of health in scheme design and delivery, including adherence to latest guidance and undertaking of health impact assessment will ensure the issue of severance is addressed, with benefits for all groups.

EqIA sub-objective		Scale of Effect									Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
6	Reduce air, noise, odour and light pollution from transport	++	++	++	++	++	++	++	++	++	Proactive consideration of the effects on people in scheme design and delivery, including adherence to latest guidance and undertaking of equalities impact assessment will ensure that issues such as air, noise and odour emissions are addressed. Specific note is made in the policy area of the need to protect air quality and reduce pollution.

Rural Proofing Assessment

Rural Proofing sub-objective		Scale of Effect										Description of effect / Recommendations for mitigation or enhancement
		Age	Gender	Disability	Those with low income or no access to private vehicle	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Increase access via a range of transport modes for rural communities.	+	+	+	+	+	+	+	+	+	+	While not specifically noted, it is anticipated that the commitment made to consider equitable access for all in society would include for those in more rural areas with a consequence that the range of transport options in rural areas would likely increase.
2	Enable economic growth, and employment diversification in rural areas.	0	0	0	0	0	0	0	0	0	0	This policy area does not contribute to this objective.
3	Connecting people with nature	+	+	+	+	+	+	+	+	+	+	It is considered that a focus on consideration of health effects and undertaking of specific health impact assessments would include consideration of issues such as access to Open Space, PRoW and similar. This would allow greater access to nature (or protect existing access) and benefit all groups.

**Protect
Care and Invest
to create a
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