

Telford & Wrekin Transport Plan

Integrated Sustainability Appraisal 2027-2041

Draft for consultation



Contents

1. Introduction.....	6
1.1 Purpose of this Document.....	6
1.2 Background and need for LTP.....	6
2. Approach to the ISA	8
2.1 Introduction	8
2.2 Sustainability Appraisal / Strategic Environmental Assessment.....	9
2.3 Health Impact Assessment.....	9
2.4 Equality Impact Assessment	10
2.5 Rural Proofing Assessment.....	10
2.6 Habitat Regulation Assessment	11
3. Scope of the ISA	13
3.1 Geographical and temporal scope of the TWTP.....	13
3.2 Technical Scope.....	14
ISA / SEA	14
HIA	15
EqIA.....	16
Rural Proofing Assessment	16
4. ISA Methodology	17
4.1 Assessment Methodology	17
Sustainability Assessment / Strategic Environmental Assessment	21
5. Review of relevant legislation and other plans and programmes	27
5.1 Introduction	27
5.2 Methodology.....	27
5.3 Themes	27
6. Baseline Information and key sustainability issues.....	32
6.1 Introduction	32
6.2 Methodology.....	32
6.3 Data Analysis	33
Environmental Data	33
Economic Data	33
Social Data (including Health, Equalities, Safety and Rural)	33
6.4 Data Limitations.....	34
6.5 Key Sustainability issues, implications and opportunities.....	34
Air Quality and Noise.....	34
Greenhouse gas emissions and a changing climate	36

Biodiversity, Fauna and Flora and Geodiversity	37
Water Resources & Water Quality	39
Adaptation to a changing climate and flooding	40
Land use, soil and contaminated land	42
Cultural Heritage.....	43
Landscape and townscapes	44
Waste Management and Resource efficiency	45
Economy, Employment and Skills	46
Patterns of land use and transport	47
Population and Health	48
Population and Equalities	49
6.6 Population and health.....	51
6.7 Population and equalities	57
6.8 Rural populations	59
Spatial pattern of Rural and Urban areas	60
Method of travel to work - Urban and Rural split	60
Prevalence of Deprivation – Urban / Rural Split	60
7. ISA Framework.....	62
7.1 Introduction	62
7.2 Assessment framework	62
8. Assessment of Reasonable Alternatives	76
8.1 Introduction	76
8.2 Defining reasonable alternatives	76
8.3 Assessing the reasonable alternatives	77
Objectives relating to air, carbon and noise emissions from transport.....	77
Objective relating to adaptation to a changing climate	78
Objectives relating to biodiversity and designated sites, including for geodiversity	79
Objectives relating to landscape, townscape and the setting of the historic environmentProtect and enhance cultural heritage assets and their settings, and the wider historic environment.....	81
Objectives relating to the water environment, soil resource and contamination	82
Objectives relating to the sustainable use of resources and natural assets	83
Objectives relating to land use, economic growth and access to jobs and skills	83
Objectives relating to health, equalities and fairness in rural connectivity	85
8.4 Conclusions to considerations of reasonable alternatives	86
9. Compatibility between TWTP objectives and ISA objectives	88
9.1 Introduction	88
10. Assessment of TWTP policy	90
10.1 Introduction	90

10.2	Assessment overview.....	90
10.3	Assessment of TWTP Goals and Policies	92
10.4	Guiding Principle: Transforming travel choices	94
10.5	Guiding Principle: Transforming travel choices – key findings	98
10.6	Guiding Principle: Improving accessibility	99
10.7	Guiding Principle: Improving accessibility – key findings.....	103
10.8	Guiding Principle: Unlocking potential	103
10.9	Guiding Principle: Unlocking Potential – key findings.....	108
10.10	Guiding Principle: Fit for the Future	109
10.11	Guiding Principle: Fit for the Future - key findings	114
10.12	ISA recommendations made.....	115
11.	Assessment of Interventions.....	117
11.1	Introduction	117
11.2	Non-locational Assessment Findings	120
	Assessment overview.....	120
	Employment Centre Connectivity Package	123
	T&W LEVI Project.....	123
	Traffic Signals Improvement Scheme.....	124
	Safety Schemes	124
	Electric Bus	124
	Maintenance Works.....	124
	Bus Improvements.....	125
11.3	Locational Assessment Findings.....	126
	Assessment Overview	126
	Telford Central - Ramp Access	131
	Railway Station Upgrades	131
	Hollinswood Interchange Improvements.....	131
	Apley Roundabout.....	132
	Haybridge Roundabout.....	132
	A518 Corridor Improvement Scheme	133
	A442 Northern Arc Capacity Improvement Scheme - Trench Lock Interchange	133
	A442 Northern Arc Capacity Improvement Scheme - Hadley Park Roundabout and Yew Tree Junction.....	134
	A5 Watling Street Corridor Improvements	134
	LCWIP schemes.....	134
	Ironbridge Park & Ride	135
	Note on the potential impact of the TWTP on carbon	135
12.	Mitigation	137
12.1	Introduction	137

12.2	Mitigation approaches applied through ISA.....	137
13.	Cumulative, synergistic and indirect effects	142
13.1	Introduction	142
13.2	Likely cumulative effects	142
13.3	In plan cumulative effects	142
13.4	In combination cumulative effects with other plans and projects	145
14.	Monitoring	154
14.1	Introduction	154
14.2	Proposed monitoring programme	154
15.	Summary and conclusions	161
	Alternatives.....	162
	Policy assessment.....	162

1. Introduction

1.1 Purpose of this Document

This is the Integrated Sustainability Appraisal (ISA) Report of the Telford & Wrekin Council's new Local Transport Plan (LTP), which has been prepared in respect of fulfilling the requirements of Sustainability Appraisal / Strategic Environmental Assessment (SA/SEA), Health Impact Assessment (HIA), Equality Impact Assessment (EqIA) and Rural Proofing Assessment (RPA). In addition, Habitats Regulation Assessment (HRA) has been undertaken as a parallel process to the ISA and is reported separately. The ISA Report identifies the likely sustainability effects of implementing the plan and reports on the process of developing the plan from a sustainability perspective. While an ISA is not a legal requirement, it has been adopted to combine the different statutory assessments into a single coherent process. This process aims to reduce duplication, provide a holistic sustainability evidence base and improve transparency.

An overview of the plan is presented in the following section.

1.2 Background and need for LTP

The **Telford & Wrekin Transport Plan** (TWTP) is Telford & Wrekin Council's fourth LTP, covering the period from 2027 to 2041. Much has changed since the last iteration of the LTP, which was produced in 2011: in Telford & Wrekin, in the Midlands, and in the nation. Telford & Wrekin Council has a duty to produce this statutory document under the Transport Act 2000, and it forms a vital part of the local policy landscape. For example, alignment with the new Local Plan¹ is particularly important – there is substantial growth planned across the borough so there is a need to ensure that transport improvements are delivered to accommodate the growing population and employment.

The TWTP covers all forms of travel including public transport, car and motorcycle-based travel, and non-motorised users which includes walkers, wheelers (those on scooters etc.), cyclists and equestrians. Freight transport by road and rail is also considered.

The TWTP is a suite of documents which will guide transport investment up to 2041. This includes the overarching **Transport Vision & Strategy** which provides the long-term vision, guiding principles, goals and policies for maintaining and improving transport in the borough. Alongside the Transport Vision & Strategy, the **Transport Delivery Plans** will set out the transport schemes and strategies that Telford & Wrekin Council will deliver, in order to achieve the vision for transport in the plan area. These will be aligned with national government's integrated funding settlements and are expected to cover five-year periods.

Individual topic-based strategies will be developed to address specific areas of transport provision, such as the Bus Service Improvement Plan and the Local Cycling and Walking Infrastructure Plan, as well as Public EV charging infrastructure strategy. In addition, there are a number of other Council strategies which are of relevance, including the Air Quality Strategy.

It is also worth noting that new Local Transport Plan guidance² was published in April 2026 and which will inform the next steps of policy development. Since preparation of the TWTP was already underway, it may not be possible to fully meet all the requirements, but this will

¹ The new Local Plan is currently (as of May 2026) in the examination phase of its development

² See <https://www.gov.uk/government/publications/local-transport-plans/local-transport-plans>

form basis for the plan. The National Planning Policy Framework (NPPF)³ is also of relevance, as the TWTP will need to support vision-led planning approaches going forwards. The TWTP will be kept under review and refreshed as and when required to respond to an evolving transport planning context.



Figure 1: The suite of documents which make up the TWTP

At present, it is hoped to adopt the TWTP in advance of local elections in May 2027, with an indicative timeframe of adoption in January 2027. On this basis it is anticipated public consultation will be undertaken during the period Aug-Sep 2026.

³ See <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

2. Approach to the ISA

2.1 Introduction

The NPPF identifies three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for transport plans such as the TWTP to perform a number of roles (adapted from the NPPF):

- **economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that the right type of transport is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- **social role** – supporting strong, vibrant and healthy communities, by providing the transport required to meet the needs of present and future generations; and by creating a high-quality transport system, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- **environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The ISA is aimed at ensuring the early integration of sustainability considerations into the development of the TWTP. As such it will be an iterative assessment process informing the TWTP as it develops, to ensure that potential significant effects arising from the TWTP are identified, assessed, mitigated and communicated to plan-makers.

It is also a fundamental requirement that the ISA ensures that Telford & Wrekin meet all legislative requirements, to address:

- Strategic Environmental Assessment (SEA) in accordance with the 2004/ 1633, "2004 Regulations" as amended).
- Habitats Regulation Assessment (HRA) required under Regulation 63 (and Regulation 105 with respect to land use plans) of The Conservation of Habitats and Species Regulations 2017 (as amended) (SI No. 2017/1012).
- Equality Impact Assessment (EqIA), as required by section 149 of the Equality Act 2010, as amended.
- Health Impact Assessment – while there is no statutory requirement, it is considered good practice and in keeping with promoting healthy and safe communities as per the National Planning Policy Framework.
- Rural Proofing Assessment – while there is no statutory requirement, it is considered good practice and in keeping with promoting fair and equitable policy outcomes in rural areas as set out in the Department for Environment Food & Rural Affairs guidance "Rural Proofing: Practical guidance to assess impacts of policies on rural areas" (2022) and the commitments outlined in The Government's Approach to Rural Proofing (2025).

The ISA will be an iterative assessment process informing the TWTP as it develops, to ensure that potential significant effects arising from the TWTP are identified, assessed, mitigation opportunities identified and communicated to plan-makers.

2.2 Sustainability Appraisal / Strategic Environmental Assessment

Due to the potential for the TWTP to lead to schemes which will require an Environmental Impact Assessment, it is a statutory requirement that SEA is undertaken under the European Directive 2001/42/EC 'on the assessment of certain plans and programmes on the environment' (the 'SEA Directive'). The SEA Directive came into force in the UK through the Environmental Assessment of Plans and Programmes Regulations 2004 (the "SEA Regulations"). While the United Kingdom has now left the EU, the SEA Regulations still apply to a wide range of plans and programmes, including transport plans, and modifications to them.

The overarching objective of the SEA Directive is:

"To provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans... with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans... which are likely to have significant effects on the environment." (Article 1)

The main requirements introduced by the SEA Regulations are that:

- The findings of the SEA are published in an Environmental Report (ER), which sets out the significant effects of the draft plan.
- Consultation is undertaken on the plan and the ER.
- The results of consultation are taken into account in decision-making relating to the adoption of the plan.
- Information on how the results of the SEA have been taken into account is made available to the public.

Although the requirements to carry out SA and SEA are distinct, DCLG (Department for Communities and Local Government, proposed that both can be satisfied through a single appraisal process. It has produced guidance (see Chapter 4 Methodology) to ensure SAs meet the requirements of the SEA Directive whilst widening the Directive's approach to include economic and social issues as well as environmental ones.

In this ISA process, the ISA Report incorporates the SEA requirement for an Environmental Report.

2.3 Health Impact Assessment

While there is no statutory requirement to undertake a HIA in relation to the TWTP, it was recognised that it provides a useful way to support efforts to improve health of individuals and communities and help address health inequalities. In short, it was recognised that the TWTP policies and proposals have the potential to impact on factors influencing the health of communities and individuals such as noise and air quality, access to key services and facilities, as well as the design of transport infrastructure. Undertaking an HIA ensured that potential impacts of the TWTP on health and health inequalities have been considered as advised in National Planning Policy Framework (NPPF).

The incorporation of HIA is also in keeping with good practice. It is also the case that the Department for Transport (DfT) Transport Analysis guidance indicates that consideration of 'Human Health' is a legal requirement in a SEA and that an HIA is an integral part of an SEA to identify and inform health issues in Plans.

2.4 Equality Impact Assessment

An EqlA has been undertaken as it fulfils the statutory duties of public bodies to ensure the promotion of equalities under the Equality Act 2010 and subsequent Public Sector Equality Duty.

The purpose of an EqlA is to ensure plans and programmes do not discriminate against any individual or community and where possible promotes equality. An EqlA considers impacts on a variety of groups, mainly focussing upon the 'protected characteristic groups' (PCGs) established under the Act, namely:

- **Age** – this refers to persons defined by either a particular age or a range of ages;
- **Disability** – a disabled person is defined as someone who has a physical or mental impairment that has a substantial and long-term adverse effect on his or her ability to carry out day-to-day activities;
- **Gender** - an individual's actual or perceived sex, gender identity, self-image, appearance, behaviour, or expression, whether or not that gender identity, self-image, appearance, behaviour or expression is different from that traditionally associated with the sex assigned at birth;
- **Gender reassignment** - this refers to people who are proposing to undergo, are undergoing, or have undergone a process for the purpose of reassigning their gender identity;
- **Marriage** - marriage can be between a man and a woman or between two people of the same sex;
- **Civil Partnership** - Civil partnership can be between a man and a woman or between two people of the same sex. Civil partners must not be treated less favourably than married couples;
- **Pregnancy and maternity** - pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth;
- **Religion or belief** - religion means any religion a person follows. Belief means any religious or philosophical belief, and includes those people who have no formal religion or belief;
- **Race** - the Equality Act 2010 defines race as encompassing colour, nationality (including citizenship) and ethnic or national origins; and
- **Sexual Orientation** - a person's sexual orientation relates to their emotional, physical and/or sexual attraction and the expression of that attraction.

The Act also makes explicit the concept of 'dual discrimination', where someone may be discriminated against or treated unfairly on the basis of a combination of two of the protected characteristics.

DfT Transport Analysis guidance 2009 requires an evidence-led EqlA to be completed to help inform the development of the transport plan, ensuring it addresses any equality issues identified and takes account any impacts the plan may have on the local communities.

Although not defined in the Equality Act, it is also the case that the issue of 'low income' and the implications of this were considered in the assessment.

The EqlA process is fully reported in this ISA Report.

2.5 Rural Proofing Assessment

In addition to the above assessments this appraisal will also look to 'rural proof' the TWTP. The official Rural-Urban Classification for England defines settlements with populations of

10,000 or more as 'urban', and 'rural' areas as everywhere else. This definition covers everything from rural towns (including those that are located near large urban centres and which are primarily commuter towns, as well as traditional market towns that still serve as an important hub for the wider area), to villages, hamlets and isolated dwellings; it also covers all types of open countryside.

Rural proofing recognises that rural areas have some significant barriers to economic growth and quality of life improvements which urban areas do not have. These barriers may, for example, include a lack of access to goods and services, more limited public transport services, or fuel poverty exacerbated by more costly fuels. This is particularly relevant for the Telford & Wrekin Council Area, which includes a mix of urban centres and surrounding rural communities.

Government guidance states that the aim of rural proofing is to: "Make sure that the needs and interests of rural people, communities and businesses in England are properly considered". This ensures that the action required to ensure fair outcomes from policy/plan delivery across rural and urban areas is determined and addressed in the plan/policy making process.

2.6 Habitat Regulation Assessment

Habitats Regulation Assessment (HRA) is required by Regulation 63 of The Conservation Habitats and Species Regulations 2017 (as amended)⁴ (the 'Habitats Regulations') for all plans and projects which may have likely significant effects on a European site and are not directly connected with or necessary to the management of the European site. Regulation 105 of the Habitats Regulations relates specifically to land use plans and requires the plan-making authority to make an appropriate assessment of the implications for European sites, before the plan is given effect. The NE TWTP itself is not directly connected with, or necessary to, the nature conservation management of any European sites.

European Sites refer to sites protected in the UK under the Habitats Regulations. These include Special Protection Areas (SPAs) and Special Areas of Conservation (SACs), originally created under the European Commission Birds Directive and Habitats Directive, respectively. In addition, in accordance with UK policy⁵, listed and proposed Wetlands of International Importance are included, which form part of a global network of protected sites created under the Ramsar Convention (also referred to as Ramsar sites), as well as sites identified, or required, as compensatory measures for adverse effects on habitats sites, potential SPAs, possible SACs and listed or proposed Ramsar sites⁶. All of the above sites will be referred to as 'international sites'

The stages of the HRA process are:

- **Stage 1 - Screening:** To assess whether a plan or project either alone or in combination with other plans and projects is likely to have a significant effect on a European Site.
- **Stage 2 - Appropriate Assessment:** To determine whether, in view of a European Site's conservation objectives, the project or plan (either alone or in combination with other projects and plans) would have an adverse effect (or risk of this) on the integrity of

⁴ SI No. 2017/1012. Includes amendment by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 (SI 2019/579).

⁵ Ministry of Housing, Communities & Local Government (2023) National Planning Policy Framework. Paragraph 187.

⁶ SCIs are sites that were adopted by the European Commission before the end of the Transition Period following the UK's exit from the EU, but not yet formally designated by the government of each country. There is one SCI in the UK, located in Scotland.

the site with respect to the conservation objectives. If adverse impacts are anticipated, potential mitigation measures to alleviate impacts should be proposed and assessed.

- **Stage 3 – Derogations (allow exceptions):** Where a project or plan is assessed as having an adverse residual impact (or risk of this) on the integrity of a European Site, it may qualify for a derogation. Three legal tests must be applied in the following order:
 1. There are no feasible alternative solutions that would be less damaging or avoid damage to the site.
 2. The proposal needs to be carried out for imperative reasons of overriding public interest.
 3. The necessary compensatory measures can be secured.

It is normal to identify international sites within a plan area, up to 15 km from the plan area and up to 30 km for SACs with bats as a qualifying feature, to capture all possible effects from implementation of the plan. The international sites identified in the search areas are detailed in the table below. No SPAs, SACs or Ramsar sites have been identified within the TWTP area.

Table 1: International Sites for Nature Conservation within and adjacent to the Plan area

Location	SAC	SPA	Ramsar sites
Within the TWTP Area	There are no SACs located within the Plan Area Boundary	There are no SPAs located within the Plan Area Boundary	There are no Ramsar sites located within the Plan Area Boundary
Within 15km of the TWTP Area	There is one SAC located within 15km of the Plan Area Boundary: • Motte Meadows	There are no SPAs located within 15km of the Plan Area Boundary	There is one Ramsar located within 15km of the Plan Area Boundary: • Midland Meres & Mosses <i>(Note that Midland Meres & Mosses Ramsar is made up of seven parcels)</i>
Within 30km of the TWTP Area for bat SACs	There are no SACs within 30km of the Telford & Wrekin Council Area with bats as a qualifying feature	N/A	N/A

As noted, HRA is a parallel and separate process to ISA and informs the ISA regarding effects on international sites. The HRA of the TWTP is being undertaken separately from the ISA and the key output will be the HRA Stage 1 Screening Report. It is important to note that if the HRA Screening Report determines that there is likely to be a significant effect on international sites, then it will be necessary to undertake a Stage 2 Appropriate Assessment (as required by the Habitats Regulations), which will examine the impacts of the TWTP against the conservation objectives of the international sites.

3. Scope of the ISA

3.1 Geographical and temporal scope of the TWTP

Telford & Wrekin Councils current Local Transport Plan (LTP3) covers the period from 2011-2026 and is therefore due to be updated. This TWTP will cover the 2027-2041 period.

The plan area comprises the single local authority of Telford & Wrekin Council. This area is centred on several distinct former market towns and villages:

- **Wellington**: a historic market town forming the administrative and cultural hub.
- **Dawley**: the original nucleus of the New Town, with existing residential areas and pit-workings.
- **Oakengates**: provided pre-existing infrastructure and early industrial heritage.
- **Madeley**: key for its early urban development and industrial activity.
- **Ironbridge and Coalbrookdale**: preserved industrial landmarks, forming a basis for tourism and heritage conservation.
- **Smaller villages and hamlets**: such as Donnington and Malinslee, many of which were partially restructured, relocated, or integrated into new housing estates.
- **New Town neighbourhoods**: such as Woodside, Brookside, Sutton Hill and Hollinswood, developed in the late 1960s and early 1970s as part of the New Town designation to provide modern housing for a growing population.

Outside of Telford, **Newport** is the next largest urban centre, with a population of 14,180 and is a traditional market town.

Telford and Wrekin became a unitary authority on the 1st of April 1998, when it took over the transport functions from Shropshire County Council in the former Wrekin District Council Area. The borough covers 112 square miles, which is roughly equivalent to the size of Birmingham.

It is also important to recognise that the implementation of the TWTP may also have effects outside of the Plan Area. The neighbouring District and County Councils adjacent to the Plan Area are as follows:

- Shropshire
- Staffordshire
- South Staffordshire



Figure 2: Overview of Telford and Wrekin borough

3.2 Technical Scope

The ISA has a very wide remit and considers the following topics associated with the various assessment processes it covers.

ISA / SEA

The SEA Directive and the SEA regulations require that the likely significant effects on the environment are assessed, considering the following factors and interrelationship between them:

- Biodiversity.
- Population.
- Human health (covering noise issues among other effects on local communities and public health).
- Fauna and flora.

- Soil;
- Water.
- Air.
- Noise.
- Climatic factors.
- Material assets (covering infrastructure, waste and other assets),
- Cultural heritage including architectural and archaeological heritage.
- Landscape.

ISA guidance requires the consideration of socio-economic factors alongside the environmental factors identified above.

HIA

Department of Health guidance recommends that the assessment of transport plans should consider the following topics:

- Transport to work, shops, schools and healthcare.
- Walking and cycling.
- Community severance.
- Frequency and severity of crashes.
- Collisions causing injury and fatal accidents.
- Air pollution, noise.
- Ageing population and increasing disability.

From a HIA perspective, in addition to the wider population as a whole (considered as residents / visitors and employees), there are vulnerable social groups that need special consideration in transport planning with regards to their health. These groups are likely to experience transport-related exclusion and / or be subject to negative externalities of transport and are as follows:

- Children and adolescents– who as non-drivers are reliant on others for motorised transport and who suffer the greatest impacts of transport policy on their health, particularly children in low-income families.
- Vulnerable travellers, including cyclists, pedestrians and commuters – this would include consideration of those who are more likely not to own a car in some communities and find it harder to travel to shops, employment, healthcare and other services.
- Older people – who may feel vulnerable using public transport, who often need to seek health services and who are particularly vulnerable to road crash related injuries. Their continuing independence at home is often dependent upon reliable transport options.
- Disabled and people with other health problems – who may not be able to access many forms of transport or need special arrangements to access those. They are more likely to find it difficult to walk and may also be disadvantaged by the cost of transport.
- Low-income groups – who are likely to walk further because they cannot afford public transport or to own a car and whose lack of transport options may limit life opportunities. They suffer the most from injuries, noise pollution and air pollution.

An overview of the baseline for Telford & Wrekin as a whole, along with the review of relevant Plans and Policies has shown that all of the above groups are present within Telford & Wrekin and are likely to utilise the transport network.

EqlA

The EqlA process focuses on the consideration of the potential TWTP effects on nine protected characteristic groups (PCGs) identified in the Equality Act 2010 that are relevant to the transport agenda:

- Age.
- Disability.
- Sex / Gender.
- Gender reassignment.
- Marriage and Civil Partnerships.
- Pregnancy and maternity.
- Race.
- Religion or belief.
- Sexual orientation.

A degree of overlap between the HIA vulnerable social groups and the EqlA protected characteristics has been acknowledged by both HIA and EqlA processes. Consistency between the two assessments has been ensured, where appropriate, particularly in terms of assumptions, analysing techniques and findings.

An overview of the baseline for Telford & Wrekin as a whole, along with the review of relevant Plans and Policies has shown that all of the above groups are present within Telford & Wrekin and are likely to utilise the transport network.

Rural Proofing Assessment

It is noted that nearly 1 in 5 people in England live in rural areas, contributing significantly to the economy. Rural areas often face fuel poverty, poor connectivity, and limited access to services. Without rural proofing, TWTPs risk exacerbating inequalities and failing to meet sustainability goals. The Rural Proofing component then specifically evaluates how proposed transport policies will affect rural communities and whether adjustments are needed to:

- Ensure equitable access to transport services
- Reflect higher costs of service delivery in sparsely populated areas
- Support economic and social inclusion
- Address environmental impacts unique to rural settings

4. ISA Methodology

The ISA has been used as a tool for improving the sustainability performance of TWTP. Specifically, this has been achieved through allowing sustainability objectives to be considered throughout the plan's formulation process.

As has already been stated, the ISA process fully integrates a range of assessment processes: SA/SEA, HIA, EqIA, and RPA. HRA has been undertaken in parallel to the ISA and its results incorporated into the ISA as appropriate. Table 2 demonstrates how the integration has been planned and achieved throughout all the preparation stages of the ISA and TWTP.

4.1 Assessment Methodology

The methodology adopted in this ISA is broadly based on or informed by five published guidance documents:

1. Transport Analysis Guidance (TAG) 2.11 Strategic Environmental Assessment for Transport Plans and Programmes, Department for Transport, 'In Draft' Guidance (April 2009);
2. A Practical Guide to the Strategic Environmental Assessment Directive, by the Office of the Deputy Prime Minister (ODPM), the Scottish Executive, the Welsh Assembly Government and the Northern Ireland Department of the Environment (September 2005);
3. Sustainability Appraisal of Regional Spatial Strategies and Local Development Guidance for Regional Planning Bodies and Local Planning Authorities, ODPM (November 2005);
4. Strategic Environmental Assessment and Sustainability Appraisal Planning Practice Guidance (updated July 2020); and
5. National Planning Policy Framework, Department for Communities and Local Government (2021).

The table below relates TWTP preparation activities with the ISA and HRA processes showing activities for each workstreams and key deliverables aligned with each of the four ISA preparation stages:

- Setting the context and objectives, establishing the baseline and deciding on the scope.
- Developing, refining and appraising strategic options and assessing effects of draft TWTP.
- Prepare ISA Report.
- Consulting on ISA Report, Assess Significant Changes and Post Adoption Statement.

It should be noted that Integrated Sustainability Appraisal / Strategic Environmental Assessment (ISA/SEA) process is the umbrella process under which the HIA, EqIA and Rural Proofing assessment will be undertaken and that the key output of the SA/SEA, EqIA, HIA and Rural Proofing assessment processes will be the ISA Report. The key output of the HRA will be the HRA Screening Report.

This Scoping Report details the results of Stage A of the ISA process:

- Review plans / programmes – see Section 5 and Appendix B;
- Review baseline data and likely future trends – see Section 6 and Appendices C;
- Review sustainability issues – see Section 6.5; and
- Review objectives and decision-making questions (ISA Framework) – see Section 7.

Table 2: TWTP preparation activities with the ISA and HRA process

Transport Planning stage	ISA stage	SEA tasks	Habitats Regulation Assessment tasks	Health Impact Assessment tasks	Equalities Impact Assessment tasks	Rural Proofing Assessment tasks
Determining the scope of the LTP Refresh clarifying goals; specifying the problems or challenges the authority wants to solve	A. Setting the context and objectives, establishing the baseline and deciding on the scope	- Review and confirm plans/programmes and strategies at a National, Regional and Local Level - Review and confirm Sustainability themes - Review and update Baseline data and likely future trends - Review and confirm Key sustainability issues – update these if required - Review objectives and decision-making questions (SA/SEA Framework) – update these if required - Prepare ISA Scoping Report to consult with relevant consultees - Review consultation responses and update scoping information for ISA Report	- Confirm identification of all international sites within and up to 15km around the Strategy area, and 30km for SACs with bats as a qualifying feature - Confirm details of all international sites - Liaise with ISA/SEA team to ensure ISA/SEA Framework covers international sites appropriately - Input into ISA Scoping Report - Review consultation responses as part of ISA/SEA for any aspects of note in relation to HRA	- Confirm and identify Health related plans/programmes and strategies (as part of SA/SEA) - Review and confirm health-related themes (as part of SA/SEA) - Gather data relating to health (as part of SA/SEA). - Review and confirm health specific issues (as part of SA/SEA) - Ensure inclusion of Health specific objectives in ISA/SEA Framework - Input into ISA Scoping Report - Review consultation responses and update scoping information for ISA Report	- Review and confirm plans/programmes and strategies - Review and confirm equality-related themes - Review and update Baseline evidence - Review and confirm equalities specific issues - Ensure inclusion of Equalities specific objectives in ISA/SEA Framework - Input into ISA Scoping Report - Review consultation responses and update scoping information for ISA Report	- Review and confirm plans/programmes and strategies - Review and confirm rural needs related themes - Review and update Baseline evidence - Review and confirm rural specific issues - Ensure inclusion of rural needs specific objectives in ISA/SEA Framework - Input into ISA Scoping Report - Review consultation responses and update scoping information for ISA Report
Generating options for the LTP to resolve these challenges;	B. Developing, refining and appraising strategic options	Review and confirm Assessment of Plan objectives against the updated ISA/SEA Framework	Review proposals and considerations of likely impacts	Review and confirmation of Plan objectives and strategic options be	Review and confirmation of Plan objectives and strategic options be	Review and confirmation of Plan objectives and strategic options be

Transport Planning stage	ISA stage	SEA tasks	Habitats Regulation Assessment tasks	Health Impact Assessment tasks	Equalities Impact Assessment tasks	Rural Proofing Assessment tasks
appraising the options and predicting their effects		- Review and confirm Appraisal of Plan strategic options - Review and confirm Evaluation / selection of Plan preferred options.	Identification and consideration of other plans and projects	undertaken within ISA/SEA	undertaken within ISA/SEA	undertaken within ISA/SEA
Selecting preferred options for the LTP and deciding priorities	C. Assessing the effects of the draft LTP	- Predict and assess effects of new or revised options taken forward. Confirm findings in relation to previously assessed schemes. - Review and confirm proposed mitigation measures – if required, new mitigation measures to be developed - Develop monitoring programme	- HRA review of proposals in draft Strategic Transport Plan (screening and appropriate assessment) - Review and confirm and if required, propose mitigation measures - Monitoring as part of ISA/SEA	- Predict and assess effects of new or revised preferred options to be undertaken within ISA/SEA. - Review and confirm and if required, propose mitigation measures within ISA/SEA - Monitoring as part of SA/SEA	- Predict and assess effects of new or revised preferred options to be undertaken within ISA/SEA. - Review and confirm and if required, propose mitigation measures within ISA/SEA - Monitoring as part of SA/SEA	- Predict and assess effects of new or revised preferred options to be undertaken within ISA/SEA. - Review and confirm and if required, propose mitigation measures within ISA/SEA - Monitoring as part of SA/SEA
Production of the draft LTP	C. Prepare ISA Report	Prepare ISA Report	Prepare HRA Report	HIA fully documented in ISA Report (no separate output but HIA component properly identified)	EqIA fully documented in ISA Report (no separate output but EqIA component properly identified)	Rural Proofing fully documented in ISA Report (no separate output but Rural Proofing component properly identified)
Consultation on draft LTP (Telford & Wrekin Council to undertake)	D. Consulting on ISA Report	Consulting on ISA Report	HRA Report sent to Natural England for comment/ agreement on findings	HIA Consultation included in ISA Report consultation	EqIA Consultation included in ISA Report consultation	Rural Proofing Consultation included in ISA Report consultation
Production of final Local Transport Plan	D. Assess significant changes	Assess significant changes	Assess significant changes	HIA assessment of significant changes undertaken as part of	EqIA assessment of significant changes undertaken as part of	Rural Proofing assessment of significant changes

Transport Planning stage	ISA stage	SEA tasks	Habitats Regulation Assessment tasks	Health Impact Assessment tasks	Equalities Impact Assessment tasks	Rural Proofing Assessment tasks
				ISA/SEA	ISA/SEA	undertaken as part of ISA/SEA
Adoption of Local Transport Plan	D. Post Adoption Statement	Post Adoption Statement	Prepare updated HRA Report	Relevant results reported in Post Adoption Statement	Relevant results reported in Post Adoption Statement	Relevant results reported in Post Adoption Statement

Sustainability Assessment / Strategic Environmental Assessment

Stage A - Setting the Context and Establishing the Baseline

Other Relevant Legislation, Plans and Programmes

The TWTP will both influence and be influenced by other plans, policies and programmes (PPPs) produced by local and combined authorities, by statutory agencies and other bodies with plan making responsibilities. Legislation is a further driver that sets the framework for the TWTP, both directly and indirectly. Relevant legislation, plans and programmes have been identified and considered to inform the preparation of this ISA Report (see Chapter 5).

Baseline information and Key Sustainability Issues

To predict accurately how potential TWTP proposals will affect the current baseline, it is first important to understand its current state and then examine the likely evolution of the environment without the implementation of the plan. Baseline information provides the basis for understanding existing local environmental, economic and social issues, in particular in respect of health and equality, and alternative ways of dealing with them; formulating objectives to address these issues and predicting and monitoring sustainability effects.

Key sustainability issues in general, and those pertaining to health and equality in particular, across the EMCCA region have been identified as a result of the analysis of the baseline data and the review of other plans and programmes. The identification of these issues helped focus the ISA processes on the aspects that really matter. Implications to TWTP development and opportunities for how the TWTP could assist in addressing these issues were also identified.

Information on key baseline and sustainability issues is presented in Chapter 6 of this report.

Developing the ISA Framework

A set of ISA Objectives has been developed, against which the policies and proposals in TWTP could be assessed.

For each objective, assessment aid questions were set out to form the ISA framework. The assessment aid questions provided a clarification of the intended interpretation of each objective to support direction of change sought through the implementation of TWTP. The questions have guided the TWTP assessment process.

The ISA Objectives and assessment aid questions were refined through the consultation on the Scoping Report and are presented in Chapter 7 of this report.

Stage B – Developing alternatives

Testing TWTP Objectives against the ISA Objectives

A compatibility assessment of TWTP objectives in its initial stages of preparation against the ISA objectives was carried out, as part of the iterative process to assess the sustainability of TWTP objectives. This assessment ensured that consideration of the ISA Objectives informed the development and refinement of the TWTP Objectives and provided a suitable framework for developing alternatives (see Chapter 8 of this report).

Developing, refining and appraising Strategic Alternatives

Consideration of alternative strategies for TWTP is an integral part of the plan development. Strategic alternatives were identified by Telford & Wrekin Council and have been assessed as part of the ISA process.

This task comprised the prediction of changes arising from the TWTP's alternative strategies. While carrying out this evaluation, each alternative was considered in the context of whether it would have a likely significant effect in relation to each of the ISA objectives. The results are presented in Chapter 8 of this report.

Assessing the effects of the draft TWTP

Assessing the significance of predicted effects is essentially a matter of judgement. There are a number of factors that will determine the significance of an effect, e.g. its scale and permanence and the nature and sensitivity of the receptor. It is very important that judgements of significance are systematically documented, in terms of the particular characteristics of the effect which are deemed to make it significant and whether and what uncertainty and assumptions are associated with the judgement. The assessment of significance also includes information on how the effect may be avoided or its severity reduced.

In the current practice of IA (influenced by SEA), the broad-brush qualitative prediction and evaluation of effects can be often based on a qualitative scale in easily understood terms. In general, this assessment has adopted the scale shown in Table 3 to assess the significance of effects of the schemes and proposals in the TWTP.

Table 3: Criteria for assessing significance of effect

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

Moderate and strong beneficial and adverse effects (and combination of this type of effect) have been considered of significance, whereas no effect and slight beneficial and adverse effects (and combination of this type of effect) have been considered non-significant.

Assessments have been undertaken for proposals contained in the Draft TWTP. The results are discussed in Chapter 10 and 11.

As part of the assessment of the Draft TWTP, a number of mitigation measures (recommendations) are set out in Chapter 12. Telford & Wrekin Council have given careful consideration to these recommendations and has addressed these as appropriate in the preparation of the Draft TWTP for public consultation.

The term mitigation encompasses any approach that is aimed at preventing, reducing or offsetting significant adverse environmental effects that have been identified. A range of measures applying one or more of these approaches has been considered in mitigating any significant adverse effects predicted as a result of implementing the TWTP. In addition, measures aimed at enhancing positive effects have also been considered. All such measures are generally referred to as mitigation measures.

However, the emphasis of the assessments has been in the first instance on proactive avoidance of adverse effects. Only once alternative options or approaches to avoiding an effect have been examined, then ways of reducing the scale/importance of the effect have been examined and proposed.

Mitigation can take a wide range of forms, including:

- Refining intervention measures in order to improve the likelihood of positive effects and to minimise adverse effects.
- Technical measures (such as setting guidelines) to be applied during the implementation stage.
- Identifying issues to be addressed in project environmental impact assessments for certain projects or types of projects.
- Proposals for changing other plans and programmes.

The assessment also considered cumulative, indirect (secondary) and synergistic effects of the Draft TWTP as outlined in the following section.

Secondary and Cumulative Effects Assessment

Annex I of the SEA Directive requires that the assessment of effects include secondary, cumulative and synergistic effects.

Secondary or indirect effects are effects that are not a direct result of the plan but occur away from the original effect or as a result of the complex pathway e.g. a development that changes a water table and thus affects the ecology of a nearby wetland. These effects are not cumulative and have been identified and assessed primarily through the examination of the relationship between various objectives during the Assessment of Effects.

Cumulative effects arise where several proposals individually may or may not have a significant effect, but in-combination have a significant effect due to spatial crowding or temporal overlap between plans, proposals and actions and repeated removal or addition of resources due to proposals and actions. Cumulative effects can be:

- Additive - the simple sum of all the effects.
- Neutralising - where effects counteract each other to reduce the overall effect.
- Synergistic - is the effect of two or more effects acting together which is greater than the simple sum of the effects when acting alone. For instance, a wildlife habitat can become progressively fragmented with limited effects on a particular species until the last fragmentation makes the areas too small to support the species at all.

Many sustainability problems result from cumulative effects. These effects are very hard to deal with on a project by project basis through Environmental Impact Assessment. It is at the strategic level that they are most effectively identified and addressed.

Cumulative effects assessment is a systematic procedure for identifying and evaluating the significance of effects from multiple activities. The analysis of the causes, pathways and consequences of these effects is an essential part of the process.

Cumulative (including additive, neutralising and synergistic) effects have been considered throughout the entire ISA process, as described below:

- Identification of key sustainability (including detailed health and equality) issues as part of the review of relevant strategies, plans and programmes and baseline data analysis.
- Establishing the nature of likely cumulative effects, causes and receptors.
- Identifying key receptors (e.g. specific wildlife habitats) in the process of collecting baseline information and information on how these have changed with time, and how they are likely to change without the implementation of the TWTP.
- Particularly sensitive, in decline or near to their threshold (where such information is available) or with slow recovery receptors have been identified through the analysis of environmental issues and problems.
- The development of ISA objectives and assessment aid questions has been influenced by cumulative effects identified through the process above and ISA objectives that consider cumulative effects have been identified.
- Cumulative effects of TWTP proposals have been assessed.

The results are presented in Chapter 13 of this report.

Monitoring the effects of the TWTP implementation

Monitoring involves measuring indicators which will enable the establishment of a causal link between the implementation of the plan and the likely significant effect (positive or negative) being monitored. It thus helps to ensure that any adverse effects which arise during implementation, whether or not they were foreseen, can be identified and that action can be taken by the Telford & Wrekin Council, or partner bodies, to deal with them.

A monitoring programme has been prepared showing, for each significant effect, what data should be monitored, the source of the data, the frequency of monitoring, as well as when and what actions should be considered if problems are identified from the monitoring.

The results are presented in Chapter 14 of this report.

Stage C – Preparing the ISA Report

This ISA Report has been prepared to accompany the draft TWTP on consultation.

Stage D - Consulting on the Draft Revised TWTP and ISA Report

Assessing significant changes

The ISA Report will be published for formal consultation with the Draft TWTP. The results of the formal public consultation exercise may well result in changes to the Draft TWTP and these will have implications for the ISA Report. In addition, the consultation exercise may result in direct changes to the contents of the ISA Report. These will be reported in the Post Adoption Statement.

Post Adoption Statement

Following completion of the public consultation and preparation of the Final TWTP document, a statement (separate document) will be prepared setting out the following:

- How sustainability considerations have been integrated into the plan, for example any changes to or deletions from the plan in response to the information in the ISA Report.
- How the ISA Report has been taken into account.
- How the opinions and consultation responses have been considered and addressed. The summary should be sufficiently detailed to show how the plan was changed to take account of issues raised, or why no changes were made.
- The reasons for choosing the plan as adopted in the light of other reasonable alternatives dealt with.
- The measures that are to be taken to monitor the significant environmental effects of implementation of the TWTP.

Health Impact Assessment

In order to ensure that potential impacts of the TWTP on health and health inequalities have been considered and to fulfil the requirements of health legislation, a Health Impact Assessment (HIA) has been undertaken in a fully integrated fashion with the SA/SEA process as set out in Table 2. The need for HIA arises from the recognition that the TWTP proposals may impact on the factors influencing the health of communities and individuals, including such factors as noise and air quality, accessibility to key services and facilities and the design of transport infrastructure.

Approach to HIA

The HIA objectives that have been considered have been developed in the light of HIA guidance and identified health issues, as well as the consultation that has taken place. The approach to the HIA has ensured that all relevant topics have been considered throughout the assessment process from establishing the baseline and building up the area's population profile in terms of health, identifying the key issues, developing the ISA Framework, assessing the TWTP, mitigation and monitoring.

The HIA has identified actions that can enhance positive effects and reduce or eliminate negative effects of the TWTP, with respect to health and health inequalities.

HIA consultation

Consultation to inform the HIA has been undertaken as part of the overall ISA/SEA process. Consultation responses have been analysed to inform the HIA (see reporting and consultation as part of the ISA process).

Equality Impact Assessment

In order to ensure that potential impacts of the TWTP on equality have been considered and to fulfil legislative requirements, an Equality Impact Assessment (EqIA) has been undertaken in a fully integrated manner with the ISA/SEA process.

Approach to EqIA

The EqIA objectives that have been considered have been developed in the light of EqIA guidance and identified equalities issues, as well as the consultation that has taken place. The approach to the EqIA has ensured that all relevant topics have been considered throughout the assessment process from establishing the baseline and building up the

area's population profile in terms of equalities, identifying the key issues, developing the ISA Framework, assessing the TWTP, mitigation and monitoring.

EqIA consultation

Consultation to inform the EqIA has been undertaken as part of the overall ISA/SEA process. Consultation responses have been analysed to inform the EqIA (see reporting and consultation as part of the ISA process).

Rural Proofing Assessment

In addition to the above assessments this appraisal will also look to “rural proof” the TWTP. The official Rural-Urban Classification for England defines settlements with populations of 10,000 or more as ‘urban’, and ‘rural’ areas as everywhere else. This definition covers everything from rural towns (including those that are located near large urban centres, and which are primarily commuter towns, as well as traditional market towns that still serve as an important hub for the wider area), to villages, hamlets and isolated dwellings; it also covers all types of open countryside.

Rural proofing recognises that rural areas have some significant barriers to economic growth and quality of life improvements which urban areas do not have. These barriers may, for example, include a lack of access to goods and services, more limited public transport services, or fuel poverty exacerbated by more costly fuels.

Government guidance states that the aim of rural proofing is to: “Make sure that the needs and interests of rural people, communities and businesses in England are properly considered”. This ensures that the action required to ensure fair outcomes from policy/plan delivery across rural and urban areas is determined and addressed in the plan/policy making process.

5. Review of relevant legislation and other plans and programmes

5.1 Introduction

The TWTP will both influence and be influenced by other plans, policies and programmes (PPPs) produced by local authorities, statutory agencies (at a national, regional and local level) and other bodies with plan making responsibilities. Legislation is a further driver that sets the framework for the TWTP, both directly and indirectly.

This interaction is reflected by the requirement of the SEA Regulations (2004) that information be provided on:

"The degree to which the plan or programme influences other plans and programmes including those in a hierarchy" (Schedule 1);

"Its relationship with other relevant plans and programmes" (Schedule 2);

and

"The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation." (Schedule 2)

5.2 Methodology

Both the TWTP and the ISA Report should be set in the context of international, national, regional and local objectives along with environmental, strategic planning, transport, health, social, economic and equality policies.

Relevant plans and programmes include those at different levels (international, national, regional and local) which influence the Transport Plan, or those in other sectors which contribute, together with the Transport Plan, to sustainability conditions of the area to which they apply.

Appendix B lists the documents reviewed to identify environmental, social (health and equality) and economic themes. A series of key generic themes which have emerged from the review are presented below.

5.3 Themes

The review of PPPs revealed a large number of common themes in terms of their objectives relating to sustainability within the context of transport planning. These are listed below

Air Quality

- Reduce emissions of NO₂.
- Reduce emissions from road transport in particular.
- Reduce emissions from other forms of transport.
- Increase use of low emission / zero emission at point of use vehicles.

- Reduce emissions of PM₁₀ and PM_{2.5}.

Greenhouse gas (GHG) Emissions

- Reduce GHG emissions, particularly CO₂.
- Maximise the use of renewable energy.
- Increase energy efficiency and make use of new technology.
- Minimise use of fossil fuels.
- Contribute to the achievement of Net Zero Carbon.

Adaptation to a Changing Climate and Flooding

- Prepare for extreme weather events and sea level rise.
- Minimise the risk and impact of flooding.
- Avoid development in floodplains when possible.
- Help meet objectives of Flood Risk Management Plans allowing for climate change.
- Help ensure active travel routes are not subject to weather extremes (for example heat or wind).

Biodiversity, Fauna and Flora

- Protection of sites designated for nature conservation purposes.
- Protect and enhance endangered or important species and habitats.
- Contribute to the delivery of biodiversity strategies and plans.
- Increase important habitat.
- Protect, maintain and where possible enhance natural habitat networks and green infrastructure, to avoid fragmentation and isolation of networks.
- Achievement of 10% Biodiversity Net Gain.

Cultural Heritage

- Conserve and protect heritage assets (designated and undesignated) and those of cultural note, including archaeology and historic landscapes as well as the settings of heritage assets.
- Improve access to heritage assets, including buildings and landscapes of value where appropriate.
- Sympathetic design and use of vernacular architecture when appropriate to enhance the local character and 'sense of place'.

Water Resources

- Protect and improve the quality of ground and surface water.
- Help to meet objectives of the Water Framework Directive (WFD).
- Make use of Sustainable Drainage Systems (SuDS).

Land use, Soil, Contaminated Land and Geodiversity

- Prioritise development on 'brownfield' and 'greyfield' sites.
- Seek to reclaim derelict and contaminated land.
- Protect farmland and soils, particularly those of the highest value.

Landscapes and Townscapes

- Protect and enhance landscape, particularly those recognised of national importance, and townscape character and local distinctiveness.
- Protect tranquillity from the impacts of noise and light pollution.

Natural Resources and Waste

- Ensure efficient resource use and minimise resource footprint.
- Use secondary and recycled materials.
- Consider opportunities to maximise on-site re-use of materials.
- Employ waste reduction methods to minimise construction and maintenance waste.
- Reduce the amount of waste disposed of at landfill.
- Promote circular economy.
- Avoid the sterilisation of mineral resources.

Economic Themes

- Improve physical accessibility to jobs through the location of employment sites and transport links close to areas of high unemployment.
- Widen the number and range of accessible employment opportunities and support growth in employment and labour productivity.
- Make the Telford and Wrekin region more attractive for inward investment.
- Improve rail and road journey reliability for business users.
- Support local businesses.
- Support enhancement of local economy and overall prosperity.
- Support development of the skills base.

Health Themes

- Tackle poor health by improving the health of everyone, and the health of the worst off in particular.
- Reduce health inequalities among different groups in the community (e.g. young children, pregnant women, black and minority ethnic people; older people, disabled persons; low income households).
- Support the public to make healthier and more informed choices with regard to their health and adopt physically active lifestyles.
- Address pockets of deprivation, including those in rural areas.
- Provide physical access for people with disabilities.
- Provide or improve access to local health and social care services.
- Provide opportunities for increased exercise, thus reducing obesity, particularly in children, and illnesses such as coronary heart disease.
- Provide for an ageing population.
- Promote healthy lifestyles through exercise, active travel, including walking, wheeling⁷ and cycling, and access to good quality and affordable food, which can assist in reducing both physical and mental illnesses.

Equality Themes

- Recognise people's different needs, situations and goals and remove the barriers that limit what people can do and can be.
- Create sustainable communities which are active, inclusive, safe, tolerant and cohesive.

⁷ Wheeling includes wheeled mobilities such as manual self- or assistant-propelled wheelchairs, including wheelchairs with power attachments or all-terrain attachments (such as the "[Freewheel](#)"), powered wheelchairs, mobility scooters (three and four-wheeled) and [rollators](#)

- Create sustainable communities which are fair for everyone - including those in other communities, now and in the future.
- Improve economic, social and environmental conditions particularly in the most deprived areas.
- Ensure fair access to and distribution of resources across the community, including rural areas.
- Assess and address the impacts upon diverse communities including cultural, racial, economic, generational, social (including disabilities) and religious mixes.
- Create a sense of belonging and wellbeing for all members of the community.
- Provide physical access for people with disabilities.
- Minimise isolation for vulnerable people.
- Protect human rights (e.g. the right to liberty and security of person) and fundamental freedoms (e.g. a right to freedom of thought, conscience and religion, freedom of expression, etc.).
- Prohibit discrimination, harassment and victimisation on such grounds as sex, race, language and religion.
- Promote equality of opportunity in the way services are planned, promoted and delivered.
- Treat everyone with dignity and respect.

Rural Proofing Themes

- The sustainable growth and expansion of all types of business in rural areas.
- The development and diversification of agricultural and other land-based rural businesses.
- Sustainable rural tourism and leisure developments which respect the character of the countryside.
- The retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.
- Protecting the rural environment and enhancing natural capital assets.

Cross cutting

- Support the UK Government's 25 Year Plan to improve the Environment 2018 goals and key actions as follows:
 - Using and managing land sustainably, including embedding an "environmental net gain" principle into development.
 - Recovering nature and enhancing the beauty of landscapes.
 - Connecting people to the environment to improve health and wellbeing.
 - Increase resource efficiency and reducing pollution.
 - Securing clean, healthy and productive and biologically diverse seas and oceans.
 - Protecting and improving the global environment.
- Support Environment Act 2021 stipulations:
 - Targets for four priority areas: (a) air quality; (b) water; (c) biodiversity; (d) resource efficiency and waste reduction to be set.
 - Two priority areas: air quality (PM2.5 air quality target) and biodiversity (species abundance target) and important new target to reverse the decline in species abundance by the end of 2030.

- Environmental improvement plan for significantly improving the natural environment for a period no shorter than 15 years.
- 10% biodiversity net gain required for new development.
- Prevent waste/reduce the amount of a product that becomes waste and increase re-use, redistribution, recovery and recycling.
- The Telford & Wrekin Council Plan 2024/25 – 2026/27 – Telford & Wrekin Council's plan sets out their vision to “protect, care and invest to create a better borough”. This is delivered through five key priorities:
 - Ensuring every child, young person and adult lives well in their community.
 - Supporting a thriving economy so everyone can benefit from jobs and opportunities.
 - Making all neighbourhoods great places to live.
 - Protecting the natural environment and tackling the climate emergency.
 - Being a community-focused, innovative council delivering efficient and high-quality services.
- Vision 2032 – Telford & Wrekin's 10-Year Plan – This plan sets out the long-term ambition to create a more inclusive borough where all residents can prosper. This is supported through key objectives:
 - Promoting inclusive growth and reducing inequalities across the borough.
 - Supporting sustainable economic development and inward investment.
 - Improving quality of life and opportunities for all residents.
 - Strengthening communities and partnership working.
- The Telford & Wrekin Local Plan (Review, to ~2040) – The Local Plan sets out the spatial vision and framework for future growth and development in the borough. This is achieved through:
 - Delivering sustainable development in appropriate locations.
 - Providing new housing and supporting community infrastructure.
 - Supporting economic growth and employment opportunities.
 - Protecting environmental assets, including green spaces and biodiversity.
 - Addressing climate change through mitigation and adaptation measures.
- Telford & Wrekin Local Plan – Vision, Priorities and Profile – This document defines the long-term spatial vision for the borough, supported by the following priorities:
 - Tackling climate change and progressing towards carbon neutrality.
 - Protecting and enhancing the natural and built environment.
 - Delivering sustainable, well-connected communities.
 - Supporting inward investment and economic regeneration.
 - Improving health, wellbeing, and reducing inequalities
- Telford Growth Strategy (2025 Refresh) – This strategy supports economic development and infrastructure planning across the borough through:
 - Promoting inward investment and business growth.
 - Identifying key growth and development opportunities.
 - Improving transport connectivity and accessibility.
 - Supporting sustainable and balanced patterns of development.

6. Baseline Information and key sustainability issues

6.1 Introduction

In order to assess the potential sustainability effects of the TWTP on Telford and Wrekin, it is necessary to establish a baseline against which predicted effects can be assessed, and then to identify issues and trends that are related to each of the environmental, social and economic interests that may be affected by, or affect, the proposed plan. This is in keeping with the SEA Regulations which states that the Environmental Report (i.e. in this instance, the ISA report) should provide information on:

"The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme" and "The environmental characteristics of areas likely to be significantly affected" (Schedule 2)

and

"Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC on the conservation of wild birds and the Habitats Directive " (Schedule 2).

Therefore, baseline information plays a fundamental role throughout the stages of the ISA as it provides the evidence base from which to predict and monitor effects of the TWTP. As such, it is first important to understand its current state and then examine the likely evolution of the environment without the implementation of the plan.

6.2 Methodology

Existing baseline information provides the basis for the prediction and monitoring of the effects of the implementation of TWTP and helps identify sustainability issues and alternative ways of dealing with them (implications and opportunities).

It should be noted that the ISA process does not require the collection of primary data, but relies on the analysis of existing information. As such, where data gaps exist this is highlighted in this report.

As ISA is an iterative process, subsequent stages in its preparation and assessment might identify other issues and priorities that require the sourcing of additional data and/or information and identification of monitoring strategies. This makes the ISA process flexible, adaptable and responsive to changes in the baseline conditions and enables trends to be analysed over time.

Indicators have been selected for their ability to provide objective data that will, over time, offer an insight into general trends taking place. Throughout the assessment process the following issues will need to be addressed:

- What is the current situation, including trends over time?
- How far is the current situation from known thresholds, objectives or targets?
- Are particularly sensitive or important elements of the environment, economy or society affected?

- Are the problems of a large or small scale, reversible or irreversible, permanent or temporary, direct or indirect?
- How difficult would it be to prevent, reduce or compensate for any negative effect?
- Have there been, or will there be, any significant cumulative or synergistic effects over time?

The most efficient way to collate relevant baseline data is through the use of indicators whenever possible (see below). This ensures that the data collation is both focused and effective. The identification of relevant data has taken place alongside the review of other relevant legislation, plans, policies and programmes (Chapter 5 and Appendix B), the identification of sustainability issues (this section) and developing the ISA framework (Chapter 7).

6.3 Data Analysis

Environmental Data

- CO₂ emissions
- Climate change
- Local air quality
- Noise / Light pollution ('Tranquillity')
- Biodiversity, fauna and flora (including designated sites)
- Landscape and townscape
- National Character Areas
- Heritage assets
- Green space
- Soil / land classification
- Water quality
- Flooding
- Waste and resources

Economic Data

- Employment
- Long term trends in GVA
- Long term trends in population
- Economic sectors, including those related to rural output
- Performance gap and sub-regional performance
- Identification of economic centres

Social Data (including Health, Equalities, Safety and Rural)

- Population and diversity
- General health statistics
- Accessibility
- Road safety and accidents
- Physical activity in children and adults
- Equality target groups
- Multiple deprivation

The baseline data provides an overview of the sustainability characteristics of Telford and Wrekin. This overview, together with contextual information, is presented in Appendix C. The analysis of the baseline has highlighted a number of key issues in the Telford and Wrekin region. These, together with implications and opportunities arising for the TWTP, have been summarised in Chapter 6.5.

6.4 Data Limitations

It is believed that the data sets available provide a comprehensive overview of the sustainability situation across Telford and Wrekin. However, it should be noted that much of the baseline environmental information used in this SEA is drawn from publicly available datasets, for example open access GIS layers. While these sources are authoritative, they may not always reflect the most up to date conditions or recent local changes

6.5 Key Sustainability issues, implications and opportunities

The SEA Regulations states that the Environmental Report should provide information on:

"Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC on the conservation of wild birds and the Habitats Directive." (Schedule 2)

This ISA is concerned with the three dimensions of sustainability (social, environmental and economic) and the identification of problems much broader than required by the SEA Regulations.

As such, the following sections provide a description of key baseline data and associated sustainability issues together with a discussion on the implications/opportunities of such issues to TWTP. The analysis of baseline data and sustainability issues has influenced the development of the ISA Framework (see Chapter 7) in terms of formulating sustainability objectives and assessment aid questions.

It should be noted that, because HIA, EqIA, CSA and RPA are also being undertaken, the approach involved the identification of generic HIA, EqIA and RPA key sustainability issues, implications and opportunities and objectives. These have been further developed to ensure a more in-depth level of coverage of issues to satisfy specific HIA and EqIA requirements leading to the development of HIA and EqIA sub-objectives (see Chapter 7). This section presents the key issues, implications and opportunities for the Telford and Wrekin TWTP.

Air Quality and Noise

Key Sustainability Issue

Air pollution impacts on public health, the natural environment and the economy.

Air quality has improved in the UK over the last sixty years as a result of the switch from coal to gas and electricity for heating of domestic and industrial premises, stricter controls on industrial emissions, higher standards for the composition of fuel and tighter regulations on emissions from motor vehicles.

However, poor air quality, particularly due to emissions from motor vehicles, remains a significant issue for community health for the population as a whole but particularly for certain vulnerable or protected characteristic groups such as the elderly, children, those with existing health conditions, those who are pregnant and those living in areas of deprivation.

Poor air quality is generally associated with urban/industrial areas and major road infrastructure, and this is reflected in the typical location for Air Quality Management Areas (AQMA), many of which have been designated due to high Nitrogen Dioxide (NO₂) (tailpipe emissions) and Particulate Matter (PM₁₀ and PM_{2.5}) (emissions, tyres and brake wear). Across the Plan Area air quality is generally good with no AQMAs identified within the plan area, although there are notable 'hotspots' of poor air quality such as Mill Bank in Wellington and Telford Bus station. Telford & Wrekin Council's Air Quality Strategy aims to:

- Maintain and improve air quality in the context of area wide growth
- Tackle air quality inequalities by prioritising action to benefit vulnerable groups and communities
- Link air quality to the climate agenda with a focus on emission reductions, for carbon as well as air pollutants: a Low Emission Strategy

The UK Government has noted that addressing road transport emissions presents the most significant opportunity to tackle this specific exceedance problem (NO₂ pollution). However, it is important to note that there are other elements which also need to be addressed in addition to road vehicles, and this includes reducing emissions from other forms of transport such as rail and aviation.

While noise is a natural consequence of a mature and vibrant society, it can have serious implications for human health, quality of life, economic prosperity and the natural environment. The World Health Organisation (WHO) recognises noise as one of the top environmental hazards to health and well-being in Europe. Environmental noise impacts on public health and quality of life. The most widespread sources of noise pollution and exposure in England are from various forms of transport. Local Authorities are required to create noise maps and produce Noise Action Plans, in line with the Environmental Noise Directive. Noise Important Areas identify 'hotspot' locations where the highest 1% of noise levels at residential locations can be found and therefore highlight where further investigation should be directed.

There are 36 Noise Action Important Areas within the Plan Area, associated with the road network.

Likely evolution of baseline

Improving - At the national level air quality is generally improving as industrial practices, energy sources and tighter environmental legislation have contributed to reductions in pollutants. This is the same for noise pollution. Nevertheless, they remain significant issues in many discrete areas and have significant ongoing issues in respect of health.

Implications/Opportunities for TWTP in respect of Air Quality

The TWTP should aim to protect and improve air quality in the region, particularly where it may impact on vulnerable receptors. It should seek to ensure that reducing NO₂ and particulate emissions is a fundamental principle of the Plan.

The TWTP should also aim to meet Government targets for air quality and be reflective of appropriate legislation and should consider ecological receptors alongside human receptors when dealing with air quality.

The TWTP should aim to preserve environmental noise quality where it is good, and seek to reduce the impact of transportation on identified Noise Action Important Areas.

Examples of how this could be addressed include development and promotion of sustainable modes of transport including active modes, encouraging uptake of EVs (e.g. through developing greater EV infrastructure), smarter travel management such as workplace, residential and school travel plans, creation of inter-modal interchanges, sustainable freight movements and traffic management interventions.

ISA Objectives

Protect and improve air quality.

Reduce the impact on environmental noise from transportation sources.

Greenhouse gas emissions and a changing climate

Key Sustainability Issue

The release into the atmosphere of greenhouse gases (e.g. CO₂, CH₄, N₂O, O₃) resulting from fossil fuel usage, agriculture, land use change and other human activities has been linked with atmospheric warming and global climate change.

By 2050 projection show that England will experience hotter temperatures in both summers and winters. High summer temperatures are expected to become more frequent with a greater number of hot days in summer and autumn. In addition, winter is expected to become wetter with greater seasonal precipitation contrasts, leading to drier summers and wetter winters with less snowfall expected. Changes in temperature and rainfall patterns, along with more frequent extreme weather events, create the situation where a greater degree of resilience will have to be incorporated into plans and proposals.

In 2019 Telford & Wrekin Council declared a Climate Emergency and set out an ambitious target to ensure its activities and operations are carbon neutral by 2030. The Council also made a commitment to work with partners with the aim of achieving the same target across the Borough.

Within Telford and Wrekin, transport is the most polluting sector, with 34% of all greenhouse gas emissions originating from road transport, which is substantially higher than the UK national average of 27%.⁸ Around two thirds of road based emissions in Telford and Wrekin come from trips which start or finish within the borough, and the remaining third relate to through trips.

At present, fossil fuel dependency remains high. In 2024, the majority of the energy consumed within the UK (75.1%) came from coal, oil and gas. This is likely to remain so for some time, despite renewable electricity generation contributing 50.4% of total generation, compared to 24.7% in 2022⁹.

⁸ [Department for Energy Security and Net Zero \(2025\) UK local authority and regional greenhouse gas emissions, 2005 to 2023.](#)

⁹ DESNZ (2025) *UK Energy in Brief*. Available: [UK Energy in Brief 2025](#)

In recent years there have also been marked improvements in vehicle efficiency and an increasing uptake of and provision for EV. Telford & Wrekin Council Public Electric Vehicle Charging Infrastructure Strategy (2022) outlines the commitment they've have made in the transition to EVs which supports both local and national targets of decarbonisation. In Telford & Wrekin there are approximately 90,500 Internal Combustion Engine (ICE) cars, and approximately 1,300 EVs registered in the Borough.

In the West Midlands the climate projections are expect annual temperatures in the West Midlands to rise between approximately 1.2°C by the 2050s and between 1.3 and 2.4°C by the 2080s from a 1981-2000 baseline. In winter, rainfall is expected to increase by approximately 6% by the 2050s and by between 9% to 14% by the 2080s from a 1981-2000 baseline.

Likely evolution of baseline

Declining - Interventions at the local and regional level have started to reduce the rate of greenhouse gas emissions; and actions outside the TWTP are contributing to a reduction in emissions. However, the underlying trend points towards a slowing of emissions rather than reversal of trends. Climate change is recognised as a global concern with the UK anticipated to experience hotter, drier summers; warmer, wetter winters; and rising sea levels. These trends are anticipated to continue irrespective of interventions from outside the TWTP.

Implications/Opportunities for TWTP

The TWTP should seek to ensure that reducing CO2 emissions and achieving Net Zero carbon is a core component.

The TWTP should also seek to ensure that new transport interventions maximise the opportunity for increasing tree / vegetation cover (using native species, ideally of local provenance), where practical, in order to absorb increased amounts of CO2 from the atmosphere, e.g. through the use of street trees or planting in other areas of transport infrastructure.

As with air quality, other examples of how CO2 emissions could be addressed include development and promotion of sustainable modes of transport including active modes, encouraging uptake of EVs (e.g. through developing greater EV infrastructure), smarter travel management such as workplace, residential and school travel plans, creation of inter-modal interchanges, sustainable freight movements and traffic management interventions.

ISA Objectives

Reduce carbon emissions from transport and contribute to meeting Telford and Wrekin's goal of carbon neutral by 2030.

Biodiversity, Fauna and Flora and Geodiversity

Key Sustainability Issue

There are a wide range of sites designated for nature conservation within Telford & Wrekin.

Whilst no SPAs, SACs or Ramsar sites are within the Plan Area there are eight Sites of Special Scientific Interest (SSSIs). Some of these are designated for their biological interest and some for their geological interest.

There are 52 parcels of Ancient Woodland located within the Plan Area, which covers an area of approximately 633 hectares.

There are also 18 Local Nature Reserves (LNRs) within Telford & Wrekin.

Key pressures and risks in respect of biodiversity and nature conservation that are particularly relevant have been identified from air pollution and climate change, which can change distribution of species and habitats.

Shropshire and Telford & Wrekin Local Nature Recovery Strategy (LNRS) identifies where action for nature can provide the greatest benefit for biodiversity and the wider environment. It has two main parts: a local habitat map, which points to suggested actions in these locations, and a written strategy that sets out in full the county's local priorities for habitat and species recovery.

New transport interventions have the potential to impact on the sites of ecological or geological value and more generally on the network of linked multi-functional green spaces, comprising the local green infrastructure, through direct land take for infrastructure (which may contribute to fragmentation) and construction and operational disturbance (noise, vibration, light pollution, etc.) and emissions / contamination (air, water and soil), though they may also provide opportunities for enhancement. Increased accessibility to designated sites also has the potential to adversely impact on them. Direct road kill can also impact on some species. On the other hand, transport infrastructure can provide opportunities for increased biodiversity, or to aid certain species such as the range of policies developed by Defra and National Highways relating to pollinators.

Likely evolution of baseline

Uncertain - The designated elements of Telford and Wrekin's biodiversity resources are afforded some protection from the pressures of development. Climate change will likely result in decline of some habitats and species, though may afford opportunities for other species, including invasive species.

Implications/Opportunities for TWTP

The TWTP should aim to protect and enhance all sites of biodiversity importance and should place a particular emphasis on protecting sites designated for nature conservation and geodiversity purposes. This could be achieved by ensuring that planning / design of transport interventions avoid sensitive areas and through the adoption of best practice wildlife friendly designs into transport interventions. Where this is not possible, there should be mitigation and compensation for losses.

Consideration should also be made of protected and priority species and their habitats. In addition, consideration should be given to those sites designated for their geodiversity.

Opportunities for new habitat creation and enhancement associated with transport developments (or associated areas of public realm) should be explored, e.g. through the use of appropriate locally native species in landscaping plans, through creation of new road verges and enhancement of the existing road verge network. The potential for biodiversity creation in brownfield sites should be also taken into account. There should therefore be achievement of Biodiversity Net Gain in areas not formally designated, with guidance on the appropriate form of biodiversity enhancement taken from the relevant Biodiversity Opportunity Area (BOA) guidance.

Other opportunities for the TWTP include the following:

- avoid the fragmentation of green infrastructure, which contributes to protecting natural habitats and biodiversity;
- the need for cohesive habitat networks to help habitats and species adapt to the consequences of climate change;
- enhancement of the green infrastructure through, for example, footpaths, cycle lanes and other public rights of ways. Increased accessibility to appropriately designed multi-functional green infrastructure can play a significant role in diverting access pressure away from more sensitive sites, such as those designated for wildlife and geological conservation.

In parallel with the ISA of the TWTP, HRA is being undertaken which will identify the internationally designated nature conservation areas to avoid, or where this is not possible, appropriate mitigation measures to identify very early on in the development of TWTP.

ISA Objectives

Enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network. Protect and enhance sites designated for their international importance for nature conservation purposes (linked to HRA).

Water Resources & Water Quality

Key Sustainability Issue

There are considerable pressures on water resources with resulting major impacts on many of the waterbodies across the UK. By 2050, England as a whole, water companies are looking at a shortfall of nearly 5 billion litres of water per day between the sustainable water supplies available and the expected demand¹⁰. This is more than a third of the 14 billion litres of water currently put into public water supply. As of July 2021, 15 water companies in England were designated as areas of serious Water Stress¹¹. For the purposes of taking a holistic approach to management of water resources and to address the pressures on the water environment, under the Water Framework Directive (WFD), the UK has been divided into a series of River Basin Districts (RBDs). The Severn RBD is of relevance to the TWTP area.

As with most water bodies in England, there are a range of significant water management issues manifested in this RBD. Pollution from rural areas is a significant issue, followed by pollution from wastewater, physical modifications and pollution from towns, cities and transport.

¹⁰ [A summary of England's revised draft regional and water resources management plans - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

¹¹ [Updating the determination of water stressed areas in England - consultation response document \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

% of water body failures in England are caused by road water runoff, as per the WFD, with 1 million instances in the UK where water from roads meets watercourses (outfalls).¹²

Groundwater provides a third of drinking water in England, and it also maintains the flow in many rivers. Protecting these sources will help ensure that water is safe to drink.

In order to help protect sources, Source Protection Zones (SPZs) for groundwater sources such as wells, boreholes and springs used for public drinking water supply have been defined. Across Telford & Wrekin there is one Drinking Water Safeguard Zones for Surface Water: Shropshire Severn, Tern & Roden (SWSGZ2100).

Likely evolution of baseline

Declining – according to the Environment Agency, water quality in the UK is declining, with all groundwater and surface water in England being polluted. Significant challenges remain as noted in the River Basin Management Plans.

Implications/Opportunities for TWTP

The TWTP should seek to prevent pollution of water bodies (including groundwater) both during the construction and operation of any transport intervention. This could be achieved via the appropriate use of SuDS or other appropriate measures and new approaches in road drainage design / transport interventions to enhance water quality and reduce pollution and flood risk. Risk to all types of water bodies (not just main rivers) is to be considered during any scheme design.

Recognition of the objectives of the WFD should be made and all opportunities to help meet the objectives of the WFD should be taken when possible.

Green-blue Infrastructure should be considered in the TWTP in the context of the aims of the WFD and how this can realise these, as well as other wider, benefits and objectives.

ISA Objectives

Protect and enhance the water environment.

Adaptation to a changing climate and flooding

Key Sustainability Issue

Current observations indicate that the UK is continuing to warm. 2025 has broken historical climate records, with provisional Met Office figures showing it has been both the warmest and sunniest year on record for the UK. Recording a mean temperature of 10.09°C, 2025 now joins 2022 and 2023 in the top three warmest years since 1884.¹³

Annual precipitation has increased across the UK in the last few decades. Despite this, all nations in the UK have provisionally recorded below average rainfall in 2025.

These general trends seen in the UK are expected to be similar in Telford and Wrekin.

¹² New Civil Engineer (2024) *Road runoff pollution causing 'catastrophic damage' to UK's waterways*. Available: [Road runoff pollution causing 'catastrophic damage' to UK's waterways | New Civil Engineer](#)

¹³ Met Office (2026) *2025 is double-record breaker: UK's warmest and sunniest year on record*. Available: [2025 is double-record breaker: UK's warmest and sunniest year on record - Met Office](#)

Significant proportions of the UK population are at risk from flooding, although the degree of risk varies, with a range of factors affecting potential risk. The Flood Directive (2007/60/EC) was transposed into English law in the form of the Flood and Water Management Act 2010 (England & Wales). The Directive requires the production of flood hazard maps and flood management plans.

At the local authority level, Telford and Wrekin have a Local Flood Risk Management Strategy. Across the Plan Area, 1,402 properties are at risk of fluvial flooding.

Flood risk presents a significant planning issue in the development of major infrastructure projects, both in terms of potential direct impacts on the project itself and indirect impacts associated with works (such as increased run-off). In relation to transport infrastructure, there is a direct flood risk to the infrastructure itself, e.g. roads, rail lines, or development of other transport infrastructure can aggravate existing flood risk in a wide range of ways, for example by requiring land take from flood plains, or by changing the drainage regime, etc. Expected climate change impacts to transport infrastructure include increased risk of extreme flooding (from more frequent “heavy precipitation events”) and more extreme weather events from higher temperatures and increased wind and rain in winter months. This is likely to result in:

- Direct impacts of flooding on transport infrastructure, now and into the future.
- Secondary impacts of flooding such as flood damage to bridges, embankments, surfaces etc.
- Making driving more hazardous through for example higher wind speeds, greater levels of water on carriageways etc.

Other climate change impacts to transport infrastructure could include:

- Impacts from extreme temperatures such as rail buckling and passenger discomfort, or for those utilising active travel modes.
- Increased disruption to operations.

Likely evolution of the baseline

Declining - Climate change is recognised as a global concern with the UK anticipated to experience hotter, drier summers; warmer, wetter winters; and rising sea levels. These trends are anticipated to continue irrespective of interventions from outside the TWTP.

Implications/Opportunities for TWTP

The TWTP should seek to ensure that transport infrastructure minimises any negative effects arising from flooding and avoids where possible areas of highest flood risk. Flood risk should be considered in any design and the implementation of SuDS and other similar appropriate measures or new approaches should be considered and encouraged where feasible.

The TWTP should ensure that where transport interventions require a land take from the floodplain there are appropriate compensatory measures put in place.

The TWTP should seek to explore the possibilities for creating blue infrastructure which can both help to manage localised flood risk and simultaneously create new habitats.

The TWTP should recognise the challenges that a changing climate will bring and aim to reduce the impacts. More frequent and extreme weather events should be considered in any infrastructure design and maintenance procedures / regime.

ISA Objectives

Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding.

Land use, soil and contaminated land

Key Sustainability Issue

The Plan Area is a combination of old and new, urban and rural, traditional and modern. It has an area of 290 km² of which 72 km² is made up of Telford urban area. The town of Newport is more compact (around 3 km²).

Soils in England are already, and continue to be, degraded by human activity including intensive agriculture, historic levels of industrial pollution and urban development (including transportation networks), making them vulnerable to erosion (by wind and water), compaction and loss of organic matter.

Many areas of land in the UK have been contaminated by past industrial and other human activities, including former factories, storage depots and landfills. It is worth noting that Telford and Wrekin possesses a strong industrial heritage. Transportation infrastructure is also a frequent source of land contamination. Land could be contaminated by a wide range of harmful substances such as oils and tars, heavy metals, asbestos and chemicals. By its nature, it is often very difficult to know where land has been contaminated previously or is currently suffering ongoing contamination. As such the number of known sites of contamination is likely to be only a very small fraction of the overall number of potentially contaminated sites.

The Telford and Wrekin Local Plan sets out that local geology has been a major factor in shaping the borough and was a critical factor in Ironbridge becoming recognised as the birthplace of the Industrial Revolution. Extensive mining for coal and other resources in the 19th and 20th centuries and its subsequent reclamation was a key factor behind the establishment of Telford New Town. The borough now only has a limited amount of viable sand, gravel and clay resources and will need to manage this resource carefully. The last coal mine closed in 2013.

Likely evolution of the baseline

Declining - it is likely that greenfield sites will experience increasing pressure for development in preference to the complexities of redeveloping previously developed and potentially contaminated sites. This could reduce available high quality soil resources and fail to realise the potential of existing capacity within existing urban and previously developed areas. Remediation of contamination is likely to remain sporadic and reflective of individual site requirements.

Implications/Opportunities for TWTP

Soil is a non-renewable resource and is vulnerable to erosion, degradation and contamination. In addition, historic land uses have contributed to contamination across large areas.

The TWTP should seek to make best use of areas that are already urbanised and provide an opportunity for regeneration / improvements to land quality. Where use of agricultural land is unavoidable, measures should be taken to avoid those areas of the highest quality and aim to protect soil and agricultural holdings through avoidance of impacts such as contamination or severance.

The TWTP must protect soils as they are essential for achieving a range of important ecosystem services and functions. In particular, the TWTP must ensure that soil resources are protected during the construction phase of interventions.

Dealing with the past pollution / contamination legacy is a major issue and should be addressed at all opportunities due to its ongoing environmental impact.

The TWTP should seek to avoid land that is covered by Mineral Safeguarding Area designations, to prevent the sterilisation of key mineral resources.

ISA Objectives

Protect, enhance and promote geodiversity.

Protect soil resources and avoid land contamination.

Cultural Heritage

Key Sustainability Issue

There are a range of historic and cultural heritage features located across the region and which span the full range of human settlement, from the prehistoric to the present.

Numbers of sites are as follows:

- World Heritage Site - one
- Listed Buildings – 751
- Registered Parks and Gardens – three
- Scheduled Monuments – 27
- Conservation Areas - 10
- Buildings listed on Heritage at Risk – 11

It is important to note that the nature of cultural heritage features means that not all are known at present; in particular, buried archaeological remains.

Likely evolution of the baseline

Stable / Declining - Designated heritage assets benefit from protection that will continue without the TWTP. However, there is a risk of uncoordinated and piecemeal development resulting in the successive erosion of the quantum and integrity of the region's cultural heritage resource.

Implications/Opportunities for TWTP

The TWTP should aim to protect and preserve designated and non-designated heritage assets and their contexts and settings.

Transport related development / infrastructure should be sensitively designed to be sympathetic to its existing character and quality and opportunities for improving settings should be examined. Better accessibility to the historic environment should also be an aim for the TWTP where appropriate.

Where schemes would involve physical development that could affect previously undiscovered archaeological assets the design of the scheme and site selection should be informed by early investigation of the potential archaeological interest of the affected land.

ISA Objectives

Protect and enhance cultural heritage assets and their settings, and the wider historic environment.

Landscape and townscapes

Key Sustainability Issue

The Plan Areas landscape has been shaped by centuries of both natural and man made processes and includes several significant landscape features including the Wrekin Hill (within the Shropshire Hills Area of Outstanding Natural Beauty/National Landscape) and the Ironbridge Gorge which includes the River Severn (a UNESCO World Heritage Site). It has a very varied topography which ranges from the River Severn at approximately 40m above sea level to the top of the Wrekin Hill at over 400m. The urban areas of Telford are hilly, rising to approximately 190m then falling abruptly to the north. The north of Telford and the surrounding rural land forms part of the North Shropshire Plains. It is farmed intensively reflecting its fertility and relative flatness. Much of the character of the open countryside is distinguished by its agricultural use.

There are three National Character Areas (NCAs) within the Plan Area.

There are a range of pressures on landscape, many of which are altering landscapes in a direction which could be regarded as inconsistent with the traditional landscape vernacular of the area. These changes are a reflection of the fact that the landscape of the UK has changed over many years due to a range of issues such as urbanisation, changes to agriculture, reduced tranquillity, loss of habitats and forests, etc.

Likely evolution of the baseline

Stable - Many of the region's most exceptional landscape and townscapes benefit from protection through designations that will persist in the absence of the TWTP. In general terms, modern design / landscaping principles and interested parties expectations are promoting a renewed focus on the quality of scheme design and this trend is likely to continue, though risks from increased urbanisation and infrastructure development remain.

Implications/Opportunities for TWTP

The TWTP should seek to preserve and enhance the character of Telford & Wrekin's landscape and townscape by ensuring that its integrity and valuable natural open space is not lost. Design should note the local vernacular architecture when possible.

The TWTP should also aim to ensure that transport interventions avoid sensitive areas and respect particular landscape or townscape settings, with consideration made of design quality in both an urban and rural setting.

Opportunities for landscape enhancement should be explored, e.g. through sympathetic design and enhancements to existing landscape improvement areas, as well as new planting opportunities (using native species) associated with transport development.

Where a scheme would involve physical development within the National Landscape within the plan area, guidance should be sought from the relevant adopted National Landscapes Management Plan, and through consultation with the relevant National Landscapes Office.

Where a scheme would involve physical development within a Conservation Area or a wider area for which a townscape/urban character appraisal has been undertaken, the design of the scheme should take account of relevant guidance for the Conservation Area / townscape character area.

ISA Objectives

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.

Waste Management and Resource efficiency

Key Sustainability Issue

The transport sector can impact on and interact with a wide range of resources such as through energy (fuel) use, use of construction materials (aggregate, concrete, etc.), waste generation and disposal, etc.

New transport interventions' construction contributes to increase the levels of waste generated if building materials are not efficiently used / reused. With more waste being produced, trip kilometres to transport such waste is likely to increase, thus generating more traffic.

Following two decades of steady increases in energy consumption throughout the 1980s and 1990s, final energy consumption in the UK has been on a decreasing trend since the turn of the century. Over the same time period consumption in the transport sector has been increasing and has increased by 2.9% to 54.0 mtoe, largely driven by increased consumption for air travel. However, transport consumption remains below the level seen in 2019. Final consumption for air transport rose by 9.4 per cent to 13.5 mtoe, greater than the pre-pandemic consumption of 13.3 mtoe in 2019. Liquid biofuels, which weren't part of the fuel mix in 2019, made up 2.1% of the air transport consumption in 2024. The transport sector has been the biggest component of final energy consumption in the UK each year since 1988. In 2024 the sector accounted for 42.0% of the total energy consumption. When considering transport modes, road transport is the biggest contributor to transport energy consumption at 71.7%, followed by air at 25.0%. Rail and water transport contribute approximately 1.8% and 1.5% of transport energy consumption respectively.¹⁴

Likely evolution of the baseline

Uncertain - Continued growth in the region will contribute towards a trend of increased waste and resource use. While new approaches are helping to shift towards greater efficiencies in resource use and adherence to the waste hierarchy, underlying waste generation volumes are anticipated to increase cumulatively. Energy usage within transport is falling and there will be an increase in the uptake of EVs (particularly when the EV charging network fully develops) alongside increased decarbonisation of electricity supply.

¹⁴ DESNZ (2026) Energy Consumption in the UK (ECUK) 2025. Available: [Energy Consumption in the UK \(ECUK\) 2025](#)

Implications/Opportunities for TWTP

The TWTP should seek to promote a circular economy by promoting re-use, resource efficiency and minimising waste. The TWTP should seek to reduce consumption of resources, such as construction materials, e.g. through encouraging the use of recycled or secondary materials. This will also reduce the need to transport these materials and transport the waste by-products.

The TWTP can also help reduce the consumption of fuel by promoting a shift to more sustainable forms of transport such as active modes like cycling and walking, as well as EV's.

Appropriate management and maintenance of transport infrastructure can meet waste and resource goals as well as a range of other objectives.

ISA Objectives

Promote sustainable use of resources and natural assets.

Economy, Employment and Skills

Key Sustainability Issue

Telford and Wrekin's local economy generates around £4.9bn annually, supported by diverse sectors including advanced manufacturing, agri tech, defence, engineering, plastics, IT and data centres, construction, retail, food and drink, and tourism. As of March 2026, Telford and Wrekin's supported 5,900 active enterprises and manufacturing and engineering accounted for 15.5% of local jobs more than double the national average. Unemployment remains below the UK average.¹⁵

Of people aged 16 to 64 years living in Telford and Wrekin, 74.6% were employed in the year ending December 2023, which is lower than across the West Midlands. This is a slight decrease compared with the year ending December 2022 when the local rate was 74.7%.

The Claimant Count in Telford and Wrekin was 4,240 in March 2024, up from March 2023, when there were 3,935 claimants. The proportion of people aged 16 to 64 years in Telford and Wrekin who were claiming unemployment-related benefits was 3.7% in March 2024, an increase compared with March 2023 when it was 3.4%.¹⁶

The Gross Value Added (GVA) added per head in Telford and Wrekin in 2022 was £32.5 thousand, which was higher than the West Midlands (£26.6 thousand) but lower than England (£34.7 thousand). In the Plan Area manufacturing was the industry with the highest GVA.¹⁷

The impact of COVID-19 and an increase in working from home, along with greater online commerce, will likely require a greater digital connectivity, which will help to reduce transport need.

¹⁵ Telford & Wrekin Co-operative Council (2026) *Council highlights economic progress and future growth opportunities*. Available: [Council highlights economic progress and future growth opportunities | Newsroom](#)

¹⁶ ONS (2024) *Employment, unemployment and economic inactivity in Telford and Wrekin*. Available: [Telford and Wrekin's employment, unemployment and economic inactivity - ONS](#)

¹⁷ Telford & Wrekin Co-operative Council (2026) *Economic profile*. Available: [Telford & Wrekin Council | Economic profile](#)

Likely evolution of the baseline

Uncertain – while the Plan Area is likely to remain a strong location for employment, supported by a highly skilled workforce, it is not immune to wider macroeconomic uncertainties, including the lasting impacts of the COVID-19 pandemic and challenges related to Brexit.

Implications/Opportunities for TWTP

The TWTP should improve transport links within and between employment (commercial and industrial) centres and improve connectivity to support business-to-business markets and access to wider and highly skilled labour markets. The TWTP should also seek to enhance the rural economy.

Improved connectivity should be achieved by sustainable and affordable modes of transport and/or improved digital connectivity.

Reliability and resilience of transport links should be improved to enhance further the productivity and competitiveness of Telford & Wrekin's economy.

The TWTP should seek to reduce road congestion (therefore reducing the time to commute and transport goods).

The TWTP should seek to limit the rising costs associated with travel to assist in enhancing accessibility to education, training, cultural and leisure activities and employment opportunities within the County.

The TWTP should consider that high quality green and blue infrastructure can play an important role in enhancing the visual appeal of transport infrastructure and help to encourage new inward investment, as well as help to retain high skilled labour.

ISA Objectives

Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all.

Patterns of land use and transport

Key Sustainability Issue

The Plan Area is a mixed urban and rural area with an approximate density of 639.1 people/km² which is lower than the UK density of 433/5 people/km². The south and east of the Plan Area is densely populated, and the north west is more sparsely.

Strategic transport connections in the Plan Area include rail links connecting towns such as Shrewsbury to Telford to Wolverhampton. Within the Plan Area is the M54 motorway as well as various single and dual carriageways.

Car usage is relatively high in the region and the 2021 Census indicates that 18.7% of households have no cars or vans, which is lower than in England (23.5%).

Between 2022 and 2023, 10.3% of adults walked for travel at least three days per week. This is much lower than for England as a whole (18.6%).

Likely evolution of the baseline

Stable / Uncertain – The Plan Area is expected to retain its largely rural character, with much of the population concentrated in urban centre such of Telford and the smaller centre of Newport. However, future patterns may shift due to rising levels of homeworking

and e-commerce, which could alter commuting behaviours and the distribution of economic activity across the region.

Implications/Opportunities for TWTP

The TWTP should support a co-ordinated approach to land use (including development of housing) and transport planning across the county and prioritise investment in this regard. A growing EV charging network will have both implications for the energy supply sector and transport sector which the TWTP will need to address.

ISA Objectives

Support the wider coordination of land use and energy planning across Telford and Wrekin.

Promote fairness and equity in rural connectivity (Rural proofing specific objective).

Population and Health

Key Sustainability Issue

As of mid-2024, the population of the Plan Area was estimated to be 195,952 (ONS 2022-based population was estimated to be 189,000¹⁸) with the largest settlements including Telford and Newport. Life expectancy is lower than the national average for men and women.

In Telford and Wrekin, 3.9% of the population were claiming out of work benefits in 2026 which is a slightly lower rate than Great Britain (4.0%).

In 2024, the proportion of the population in the Plan Area reported to have a long term Musculoskeletal (MSK) problem was 20.2%. This is higher than the average for England (17.9%).

In the Plan Area in 2021, 11.4% of people were disabled under the equality act with day-to-day activities limited a little and 9.1% whose day-to-day activities were limited a lot. 79.5% were not disabled under the equality act.

The Plan Area has a lower rate of adult smokers at 6.8% than England at 10.4%.

In Telford and Wrekin, 69.0% of the population were classed as physically active adults, which is lower than the English average of 68.0%. However, 70.3% of adults were estimated to be overweight or living with obesity in the Plan Area, compared to 64.6% in England.

The Plan Area has a higher mortality rate from cancer in under 75-year olds (136.6 per 100,000 people) compared to the national average (114.6 per 100,000 people). However, the under 75 mortality rate from cardiovascular diseases in the Plan Area is 70.1 per 100,000 people, lower than England (71.5 per 100,000 people).

It is important to note that COVID-19 has impacted different groups within the population in different ways.

Likely evolution of the baseline

¹⁸ ONS (2023) *Subnational population projections for England: 2022-based*. Available: [Subnational population projections for England - Office for National Statistics](#)

Uncertain - While population levels are likely to continue to rise, there is uncertainty over migration levels. Population profiles are also likely to continue to get older – this will likely result in changes to overall health outcomes with an increased number of long-term conditions.

Implications/Opportunities for TWTP

The TWTP should seek to provide accessible and affordable transport, enabling good access to education, employment, fresh food, friends and family, leisure and health services and facilities, which would particularly benefit those in low income groups.

Indirectly, health levels could be improved through secondary effects of policies to reduce air pollution; decreasing noise pollution as well as traffic congestion.

Improving walking and cycling facilities for both purposeful and recreational trips will both improve physical activity levels as well as decrease air pollution and traffic.

Improving access to and provision of greenspace and improving the physical environment in general may increase both informal and formal physical activity levels, as well as create a general sense of wellbeing.

ISA Objectives

Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective).

Population and Equalities

Key Sustainability Issue

In the Plan Area under 16-year-olds make up approximately 19.9% of the population, whilst 16 to 64-year-olds make up approximately 62.59%. Older people (those aged 65 years and over), make up 17.6% of the Plan Areas population. In England, the percentage of people between 0-15 is 18.5%, working age population is 63.0% and those aged 65+ is 18.3%.

In England 51.0% of the population are female, and the remaining 49.0% are male. The gender split for Telford and Wrekin, is the same to the English proportions, with 49.0% male and 51.0% female. Gender-based violence in public space (e.g. street harassment) is a barrier to safe mobility and participation in public life for women and girls. In the UK, 86% of women aged 18-24 and 71% of women of all ages have experienced sexual harassment in public spaces, including public transport. The gendered division of domestic and caring responsibilities also means women make more frequent, short journeys throughout the day, whereas men make fewer but longer journeys during peak hours.

In 2021, 5.4% of the Plan Areas residents identified their ethnic group within the "Asian, Asian British or Asian Welsh" category. This is lower than the English average of 9.6%. 88.2% of people in the Plan Area identified their ethnic group within the "White" while 2.6% identified their ethnic group within the "Mixed or Multiple" category. The proportion identifying as "Black, Black British, Black Welsh, Caribbean or African" was 2.9%.

In the 2021 census, 88.6% of residents in the Plan Area stated they were born in the UK. Outside of the UK, the most represented area was other countries in Europe (excluding Ireland) with 5.7% of the population.

In 2021, 40.9% of the Plan Areas residents reported having "no religion", while the largest supported religious group was Christianity at 47.6% of people.

Deprivation is dispersed across England. 65% of local authority districts contain at least one of the most deprived neighbourhoods in England. Telford and Wrekin is more deprived Overall (IMD) than 68% of local authority districts in England.

Likely evolution of the baseline

Uncertain – it is unclear how ongoing economic uncertainties will affect the diversity of the Plan Area. While overall wealth levels may improve relative to national trends, pockets of deprivation are likely to persist, particularly in more isolated or economically vulnerable areas.

Implications/Opportunities for TWTP

The TWTP should aim for all citizens the opportunity to access transport and related services that come with this.

The Equalities Act 2010 provides a legislative framework to protect the rights of individuals and advance equality of opportunity for all.

When considering approaches to community engagement, it is important to understand the diversity of the populations and their needs and experiences as individuals.

This requires examining the different issues, barriers and priorities for women and men and meeting any identified requirements. This may include, for example, not discriminating against employees because of their gender, ensuring both men and women have the same access to educational facilities, and considering safety and security issues for travelling, as research has shown that women experience more perceived safety issues when travelling alone than men. Similarly, consideration should be given to the transport needs and concerns of diverse groups in society, whether it be due to issues such as race or disability – in short, not all groups in society can take full advantage of transport opportunities.

ISA Objectives

Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)

6.6 Population and health

As set out in Section 2, Health Impact Assessment (HIA) is a practical approach used to judge the potential health effects of a policy, programme or project on a population, particularly on vulnerable or disadvantaged groups.

From a review of the population and human health baseline (presented in Appendix C) for the Telford and Wrekin area as a whole, it has been possible to identify a number of groups who, along with the population as a whole (wider groups) could be considered vulnerable in terms of their health and wellbeing. These groups and the rationale for their identification is outlined in Table 4 below.

Table 4: Identification of vulnerable groups – health and wellbeing

Groups	Relevant receptor / medium	Explanation	Are these groups present within TWTP area?
Wider Groups – adults / working people	Residents living in houses, operators and users of community land and facilities, business owners and users, users of open space, recreation and leisure activities, Non-motorised Users (NMU), public transport users and vehicle travellers	The key challenge to the physical health, mental and social wellbeing of the local resident population arises from inactivity and unhealthy lifestyle choices and are also linked to the local transportation and road network. 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. As stated in the TWTP Transport Vision & Strategy, 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. Residents of properties in study area, employees and customers at the retail, commercial and industrial businesses interspersed throughout the area, walkers and cyclists using recreation routes and the local footpath and cycleway network, visitors to nearby visitor attractions, and public transport users are likely to be most exposed to health impacts.	Yes – Telford and Wrekin had an estimated population of 195,952 in mid-2024. The overall proportions for the male/female population (49.0%/51.0% respectively) is the same in England as a whole. As would be anticipated, the population profile covers all age groups, though there is a general trend toward an ageing population. 17.6% of the population are aged 65 years and over, slightly lower than the England average of 18.3%.
Sensitive Group - Families with children and adolescents, (pregnant women, babies, children and adolescents)	Residential houses, community services and facilities, open space, greenspace and recreational facilities, PProW, local footpaths and cycleways, Schools nurseries, day care	Children and adolescents constitute a sensitive population group due partly to their need to be able to move around freely to and from school, open space, greenspace and recreational activities, whilst they lack the experience and judgement displayed by adults when moving around in traffic and public spaces ¹⁹ and when using public transport and related infrastructure.	Yes – within the population of Telford and Wrekin, children within the ages of 0 – 15 make up 19.9% of the population, which is higher than the English average of 18.5%.

¹⁹ World Health Organisation (2018, December) Adolescents: health risks and solutions (<https://www.who.int/news-room/fact-sheets/detail/adolescents-health-risks-and-solutions>)

	centres, residential houses	Hence, children and adolescents as pedestrians²⁰ and cyclists are at elevated risk from danger distributed by motorised transport. Furthermore, children are more sensitive than adults to air pollution²¹, noise²², odour²³ and other environmental factors and their bodies and minds are less able to deal with them. Particularly susceptible children are those from low-income²⁴ and/or black and minority ethnic (BME) backgrounds²⁵ and/or living in deprived areas.	
Sensitive Group – People who are physically or mentally disadvantaged (elderly people, people with physical disabilities, people with other health problems or impairments)	Residential houses, retirement / Care homes, community services and facilities (including health centres / clinics and hospitals), open space, PRow and local footpaths	Elderly people constitute a sensitive group as they are more sensitive than young and middle-aged adults. Generally, the older people are, the slower their movement and reactions and the poorer their hearing²⁶. They can be more at risk from injury and may fear falls, steps or lack of suitable footpaths, lack of safe crossing points and short crossing times at safe crossing points and other aspects of the surrounding built environment²⁷. This can deter them from outdoor activity, especially walking, whereas walking is critical for muscle strength and reduces the risk of falls amongst other benefits. Although Telford & Wrekin Council has been ranked amongst the best performing authorities for improving road safety, there is still work to be done. In 2024, there were 3	Yes – the population in the Plan Area in the age range 65+ is currently 17.6%. In 2032, 19% of the population in Telford and Wrekin are projected to be aged 65 years or over, up from 17% in 2022. 11.4% of the population in the Plan Area were disabled under the equality act with day-to-day activities limited a little and 9.1% whose day-to-day activities were limited a lot.

²⁰ Child Accident Prevention Trust (2013) Child death from road traffic accidents (<http://makingthelink.net/child-deaths-road-traffic-accidents>)

²¹ World Health Organisation (2018) Air pollution and child health: prescribing clean air (<https://www.who.int/ceh/publications/air-pollution-child-health/en/>)

²² World Health Organisation Data and statistics (<http://www.euro.who.int/en/health-topics/environment-and-health/noise/data-and-statistics>)

²³ Agency for Toxic Substances and Disease Registry (2015, October) (<https://www.atsdr.cdc.gov/odors/faqs.html>)

²⁴ British Medical Journals, Wickham. S, Anwar. E, Barr.B, Law. C, Taylor-Robinson.D (2016, July) Poverty and child health in the UK: using evidence for action (<https://adc.bmj.com/content/101/8/759>)

²⁵ Parliamentary Office of Science and Technology (2007, January) (<https://www.parliament.uk/documents/post/postpn276.pdf>)

²⁶ Transport for London (2013, April) Older Pedestrians and Road Safety, Research Debrief (<http://content.tfl.gov.uk/older-pedestrians-research-report.pdf>)

²⁷ Asher. L, Aresu. M, Falaschetti. E, Minell. J (2012) Most older pedestrians are unable to cross the road in time: a cross-sectional study ([Future of transport in an aging society](#))

fatalities and 40 serious injuries on roads, 16 of which were people either walking or cycling.

Telford and Wrekin is made up of a diverse mix of communities, including established urban neighbourhoods, new residential areas and dispersed rural settlements. This creates challenges in how people access healthcare and everyday services.

Elderly people can also feel more sensitive when using public transport^{28,29}. They also often need to seek health services. Their continuing independence at home is often dependent on having available a range of transport mode and route options.

People who are disabled and/or with physical and/or mental illnesses or impairments constitute a sensitive group as they may not be able to access many forms of transport or need special arrangements and/or support to access these³⁰. They are more likely to find it difficult to walk or travel independently and can also be disadvantaged by the cost of transport. Any changes in access, such as greater travel distances, diversions or replacement services during construction would have particular impacts on this group.

Chronically ill persons, for example, people with impaired lung function, can be more adversely affected by air pollution³¹. The same is true of hypersensitive individuals such as asthmatics³². While overall air quality in the borough is good and consistently meeting national requirements, there are two locations near busy roads

²⁸ Shrestha.B.P, Millonig.A, Hounsell.N.B, McDonald.M (2017) Review of Public Transport Needs of Older People in European Context (<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5656732/>)

²⁹ https://www.ageuk.org.uk/globalassets/age-uk/documents/reports-and-publications/reports-and-briefings/active-communities/rb_june15_the_future_of_transport_in_an_ageing_society.pdf (page 10)

³⁰ House of Commons Briefing Paper (2018, October) Access to transport for disabled people, Number CBP 601 (<https://researchbriefings.files.parliament.uk/documents/SN00601/SN00601.pdf>)

³¹ DEFRA UK AIR, Air Information Resource, Effects of air pollution (<https://uk-air.defra.gov.uk/air-pollution/effects>)

³² Asthma UK (<https://www.asthma.org.uk/advice/triggers/pollution/>)

		where pollutants can build up (Mill Bank in Wellington and Telford Bus Station), with nitrogen oxides (NOx) and particulate matter (PM2.5 and PM10) particularly associated with traffic emissions. Noise can cause hypertension and cardio-vascular problems³³. Those who already have these conditions can be more troubled by noise than others. People with existing physical and mental illnesses, including sleep disturbance, anxiety and depression, are likely to be more sensitive to changes to their local environment.	
Sensitive Group - People who are materially disadvantaged	Residential houses, community services and facilities, local businesses, open space, greenspace and recreational facilities, PRow, local footpaths and cycleways, public transport, bus stops	People on low incomes (living in deprived areas is a proxy measure for low income) and people without access to a car constitute a sensitive group as they are likely to walk further because they cannot afford public transport or to own a car, and their lack of transport options may limit life and work opportunities. Those on low incomes may be less able to adapt to changes in access, such as greater travel distance or alternative transport provision. People living in deprived areas tend to suffer the most from road traffic incidents (deaths and injuries), noise and air pollution, as they tend to be characterised by high traffic volume, as well as other environmental burdens such as industrial facilities. This group is generally more likely to already have reduced access to health and social care as well as reduced access to other services and amenities. Where deprivation is coupled with lower levels of car ownership, such as in Wellington, Malinslee/Dawley and Woodside, there is an increased risk of social isolation.	Yes – Telford and Wrekin is more deprived Overall (IMD) than 68% of local authority districts in England. Of the seven categories listed for deprivation, the Plan Area performed worst in terms of income and was more deprived than 80% of local authorities. It is noted that it did perform better in terms of living environment and was less deprived than 98% of local authorities.

³³ Munzel T, Schmidt FP, Steven S, Herzog J, Daiber A, Sorensen M. Environmental Noise and the Cardiovascular System. J Am Coll Cardiol. 2018;71(6):688-97 (Extract from Journal of the American College of Cardiology 2018; <http://www.intuition-physician.com/wp-content/uploads/2018/05/Environmental-Noise-and-Cardiovascular-Health.pdf>)

		This group may have increased stress levels due to the factors above. In addition, this group is more sensitive to food insecurity, which has an access dimension.	
Sensitive Group – People from black and minority ethnic backgrounds	Residents living in houses, operators and users of community land and facilities, users of open space, recreation and leisure activities, Non-motorised Users (NMU), public transport users and vehicle travellers	There is a general consensus that inequalities exist in the health and healthcare experiences of ethnic minority groups in England³⁴. Access to primary health services is generally equitable for ethnic minority groups, but this is less consistently so across other health services. People from the gypsy or Irish traveller, Bangladeshi and Pakistani communities have the poorest health outcomes across a range of indicators and compared to white populations, disability-free life expectancy is estimated to be lower among several ethnic minority groups. While the incidence of cancer is highest in the white population, rates of infant mortality, cardiovascular disease (CVD) and diabetes are higher among black and south Asian groups. CVD and diabetes cause significant morbidity among these groups, much of which can be prevented by public health measures aimed at tackling risk factors such as obesity, poor diet, inadequate physical activity and smoking³⁵.	Yes – 5.4% of the Plan Area's residents identify as Asian, Asian British or Asian Welsh, 2.6% as "Mixed or Multiple" category and 2.9% as Black, Black British, Black Welsh, Caribbean or African.

³⁴ [BME needs assessment final.pdf \(derbyshire.gov.uk\)](#)

³⁵ [The health of people from ethnic minority groups in England | The King's Fund](#)

6.7 Population and equalities

As discussed in Section 2.4, in accordance with the Equality Act (2010) Act, EqIA considers there to be nine relevant 'protected characteristics' as follows:

- Age;
- Disability;
- Gender;
- Gender reassignment;
- Marriage and Civil Partnership;
- Pregnancy and maternity;
- Religion or belief;
- Race; and
- Sex and Sexual Orientation.

The local Government Equality Duty (as set out in the Equality Act 2010) sets out a clear expectation that each year data on the nine protected character groups is collected by local authorities and published. This data is summarised in Table 5 below.

Table 5: Identification of Protected Characteristic Groups in the Plan Area

Protected Characteristic	Plan Area presence
Age	The Plan Area has an even distribution of children and young adults with a smaller proportion of older adults. This is typical in a developed country and suggests a lower birth rate and a higher quality of life. Population aged 0 – 4 years: 5.7% Population aged 5 – 15 years: 14.2% Population aged 16 – 24 years: 10.5% Population aged 25 – 64 years: 52.0% Population aged 65 years and over: 17.6%
Disability	In 2021, 17.7% of the population were limited in their daily activities in England. The 2021 Census asked a question about whether day-to-day activities were limited by a long-term health problem of disability. A higher proportion of people living in the Plan Area (20.5%) say their day-to-day activities are limited a lot or a little by long term health conditions by long-term health conditions than in England as a whole (17.7%).
Gender	Gender-based violence in public space (e.g. street harassment) is a barrier to safe mobility and participation in public life for women and girls. In the UK, 86% of women aged 18-24 and 71% of women of all ages have experienced sexual harassment in public spaces, including public transport. The gendered division of domestic and caring responsibilities also means women make more frequent, short journeys throughout the day, whereas men make fewer but longer journeys during peak hours. However, transport systems are designed to optimise peak-hour long distance radial journeys into city centres, which reflects a male bias. To democratise the right to safe mobility, gender disparities in the transport system need to be addressed. Based on ONS Mid-2024 Population Estimates, the Telford and Wrekin ratio of males (49.0%) and females is (51.0%) the same as the national average.

	In the Plan Area, males outnumber females from ages 0 to 18, however females outnumber males at the majority of ages above this. Notably females outnumber males or equal males at all ages from 60 and above. This is similar to England as a whole where males outnumber females each year from 0 to 24 and females outnumber males from age 25 upwards.
Gender reassignment	Transgender status applies to people 'whose gender identity and/or expression differs from their birth sex'. Gender Identity Research and Education Society (GIREs) is a UK wide organisation whose purpose is to improve the lives of trans and gender non-conforming people of all ages, including those who are non-binary and non-gender. They work in collaboration to empower and give a voice to trans and gender non-conforming individuals and their families. GIREs estimate 1% (650,000) of the UK population experience some degree of gender non-conformity. GIREs also charts the growth rates of those seeking medical support in relation to transitioning. This has increased by 20% per annum among young people with about 26,000 individuals seeking medical care across the UK. In Telford and Wrekin, the 2021 Census recorded 0.5% of those aged 16 and over indicating that their gender identity was different from their sex registered at birth.
Marriage and Civil Partnership	In 2021, less than half of the people (44.8%) in Telford and Wrekin said they were married or in a registered civil partnership. This is slightly higher than the average for England (44.7%). The percentage of adults in the Plan Area that had divorced or dissolved a civil partnership was 10.3%. In the Plan Area in 2021 36.5% of those aged 16 and over had never been married or in civil partnership. This was lower than England (37.9%). These figures include same-sex marriages and opposite-sex civil partnerships.
Pregnancy and maternity	Data for 2024 shows the number of live births in Telford and Wrekin to be 1,953 and England as a whole it was 567,708. In 1999, the government announced its 10-year Teenage Pregnancy Strategy for England, which aimed to reduce the conception rate for women aged under 18 years. This was followed by the release of the teenage pregnancy prevention framework guidance in 2018, which aims to prevent unplanned pregnancy and promote healthy relationships among young people in England. Between January and June 2022, the number of conceptions for women aged under 18 years was 6,854, an increase from 5,948 between January and June 2021 (this however may have been in part due to uncharacteristically low numbers of conceptions reported in 2020 and 2021 due to disruption in birth registrations because of COVID-19). In Telford and Wrekin, in 2022, the number of conceptions for women aged under 18 years was 55. Young mothers can often lack access to key sources of information such as antenatal classes and peer support programmes, friends with children, family and other support networks which enable breastfeeding. In Telford and Wrekin, between 2024 and 2025, it was recorded that 882 infants at 6 – 8 weeks were totally or partially breastfed. In England the 55.6% of infants at this age were breastfed.
Religion or belief	In 2021, for the first time in a census of England and Wales, less than half of the population (46.2%, 27.5 million people) described themselves as 'Christian', a 13.1% decrease from 59.1% (33.3 million) in 2011; despite this decrease 'Christian' remained the most common response to the religion question. There

	were increases in the number of people who described themselves as 'Muslim' (3.9 million, 6.5%) and 'Hindu' (1.0 million, 1.7%). In 2021, 40.9% of Telford and Wrekin residents reported having 'No religion'. In England in 2021 36.7% of the population described themselves as having no religion, lower than the Plan Area. In 2021, 47.6% of people in the Plan Area described themselves as Christian, 2.7% as Muslim and 5.6% did not state their religion.
Race	In 2021, 5.4% of Telford and Wrekin residents identified their ethnic group within the 'Asian, Asian British or Asian Welsh' category. This is lower than the English average of 9.6%. 88.2% of people in the Plan Area identified their ethnic group within the 'White' category, while 2.6% identified their ethnic group within the 'Mixed or Multiple' category. The proportion identifying as 'Black, Black British, Black Welsh, Caribbean or African' was 2.9%. According to the 2021 Census, the total population of England and Wales was 59.6 million, and 81.7% of the population was white.
Sexual Orientation	This relates to whether a person's sexual attraction is towards their own gender, the opposite gender, or to both genders. The 2021 census for Telford and Wrekin found that 134,069 people (90.2%) identified as straight or heterosexual and 3,925 (2.6%) identify as gay or lesbian, bisexual, pansexual, asexual, queer or other (LGB+). The 2021 Census for England found that 41.1 million people (89.4%) identified as straight or heterosexual and 1.5 million people (3.2%) identified with an LGB+ orientation (gay or lesbian, bisexual, pansexual, asexual, queer or other).

The TWTP Transport Vision & Strategy provides important information on accessibility and inclusion in Telford and Wrekin. The borough remains highly car dependent, with 79% of households having access to at least one car or van, and 75% of residents driving to work despite 41% living within 5 km of their workplace. Bus use is relatively low, with only 17.3 passenger journeys per head each year. The TWTP also identifies areas where deprivation coincides with lower levels of car ownership, increasing the risk of transport-related social exclusion and reduced access to employment, education, healthcare and other services. These issues may disproportionately affect older people, disabled people, those with long-term health conditions, young people and lower-income households.

6.8 Rural populations

As discussed in Section 2.5, the term 'rural' for the purposes of this assessment aligns with that of the official Rural-Urban Classification for England³⁶. This defines settlements with populations of 10,000 or more as 'urban', and 'rural' areas as everywhere else. This definition covers everything from rural towns (including those that are located near large urban centres, and which are primarily commuter towns, as well as traditional market towns that still serve as an important hub for the wider area), to villages, hamlets and isolated dwellings; it also covers all types of open countryside.

³⁶ Census 2021 (2025) *2021 Rural Urban Classification*. Available: [2021 Rural Urban Classification - Office for National Statistics](#)

Spatial pattern of Rural and Urban areas

Telford and Wrekin is classed as Urban however there are LSOAs within the area classed as both rural and urban. While most people live in urban areas, across the borough there are over 60 rural settlements, where residents often face very limited transport options and dispersed services, with little choice but to rely on car, van or motorcycle for their everyday needs. Table 6 shows the percentage of people living in rural and urban LSOAs.

Table 6: Where people live, rural and urban split %

Local Authority	Rural Urban Classification 2021 Settlement Class	% Rural	% Urban
Telford and Wrekin	Urban	5.6	94.4

Method of travel to work - Urban and Rural split

Current trends and predictions gathered in respect of transport modes to work across the Plan Area and across the UK more generally via traditional methods (i.e. Census 2011 and 2021 data) may neglect or fail to fully capture the impacts the COVID-19 pandemic has had on working and travel patterns. A 2024 Review of COVID-19 implications on transport behaviour³⁷ highlights that remote working has significantly reduced the frequency of commuting trips and alleviated peak-hour congestion. It notes that people have embraced private modes of transportation, hybrid working has increased, and online activities have coexisted with traditional in-person interactions. The review does however note a 'rebound' in public transport utilisation, signifying a stable recovery in this mode of travel.

2021 Census data³⁸ shows that motorised forms of transport, usually car or vans, are by far the most frequently used means of travel to work, with 56.2% of residents in the Plan Area commuting by driving a car or a van to work. This figure does not include passengers in a car or van, who account for an additional 6.3%. The proportion of drivers is higher than the English average of 44.5%. 23.9% of the Plan Area's residents work mainly at or from home, lower than the English average of 31.5%. Additionally, 6.0% travelled on foot (lower than the English average of 7.6%) and 1.5% by bicycle (lower than the English average of 2.1%).

Public transport travel modes were the normal means of travel to work for just 1.9% of the Plan Area's residents. This was lower than the England equivalent of 8.2%.

Prevalence of Deprivation – Urban / Rural Split

In England, rural neighbourhoods tend to be relatively less deprived than urban neighbourhoods, with just 1% of the rural population living in the most deprived 10% of neighbourhoods, compared to 12% of the urban population³⁹.

Table 7 sets out the proportion of the population living in deprived neighbourhoods in the Telford and Wrekin for both rural and urban households.

³⁷ [Long-term implications of COVID-19 on travel behaviour and traffic forecasting – an international literature review](#)

³⁸ [Nomis - 2021 Census Area Profile - Telford and Wrekin Local Authority, West Midlands Region and England Country](#)

³⁹ DEFRA (2025) *Communities and Households Statistics for Rural England*. Available: [Communities and Households Statistics for Rural England - GOV.UK](#)

Table 7: Population living in deprived neighbourhoods

2021 Rural-Urban Classification	Most deprived 10%	10-20%	20-30%	30-40%	40-50%	50-60%	60-70%	70-80%	80-90%	Least deprived 10%
Rural LSOAs in the Plan Area	0	0	0	0	16.7%	16.7%	16.7%	33.3%	16.7%	0
Urban LSOAs in the Plan Area	13.6%	11.8%	12.7%	11.8%	8.2%	11.8%	9.1%	10.9%	6.4%	3.6%

Deprivation can also be measured by the Index of Multiple deprivation (IMD). This is an overall relative measure of deprivation created by combining seven domains of deprivation (Income Deprivation; Employment Deprivation; Education, Skills and Training Deprivation; Health Deprivation and Disability; Crime; Barriers to Housing and Services; and Living Environment Deprivation).

As shown in Figure D.10 in Appendix D, the highest levels of deprivation within the Plan Area are concentrated in the urban core of Telford. In contrast, some of the rural areas in the north west exhibit much lower levels of deprivation. It should be recognised however that even within areas that are considered ‘less deprived’ as a whole, there can be significant pockets of deprivation - this can be right down to individual households.

7. ISA Framework

7.1 Introduction

In order to follow good practice in sustainability appraisal, a number of bespoke sustainability objectives have been developed for the ISA. These ISA objectives reflect the sustainability objectives the TWTP should be aiming to achieve and the areas of sustainability that the TWTP is expected to impact upon or have an influence on. The expectation is that even though some objectives may not be within the TWTPs direct remit, the TWTP should be able to influence the direction of change through setting out clear policies and approaches which could inform the work of Telford & Wrekin Council's partners and other stakeholders.

7.2 Assessment framework

The establishment of appropriate objectives and guide questions is central to the appraisal process and provides a method to enable the consistent and systematic assessment of the effects of the Telford & Wrekin Council TWTP.

The ISA objectives for the TWTP have been worded so that they reflect one single desired direction of change for the theme concerned and do not overlap with other objectives. They include both externally imposed social, environmental and economic objectives as well as others devised specifically in relation to the context of the TWTP. It should be noted that, from an assessment perspective, all ISA objectives are considered equally important to be achieved by the TWTP and that there is no inherent prioritisation of objectives. The ultimate aim is for the TWTP to achieve net benefits across the three dimensions of sustainability (environmental, social and economic dimensions).

In order to assess how each aspect of the TWTP performs against each of the ISA objectives, a series of decision-making criteria have been developed. The decision-making criteria are a way of guiding the assessment. They are not the only considerations to be taken into account when determining likely effects arising from the TWTP, as it is unlikely that every relevant question can be known at this stage. But they do provide a useful starting point and a transparent structure to help demonstrate how the assessment of the effects arising from the implementation of the TWTP have been undertaken. As the ISA progressed, they also helped in the development of a set of indicators to be included in the monitoring programme at a later stage of the assessment process.

An ISA Framework of 17 objectives and associated decision-making questions has been drawn up. The framework builds upon the analysis of up-to-date baseline information and identification of key sustainability issues and opportunities, as well as the review of relevant plans, policies and legislation. In addition, decision making questions have been identified to substantiate the proposed ISA Objectives and HIA, EqlA and Rural Needs Assessment sub-objectives.

The proposed ISA objectives and associated Assessment Aid Questions, presented in Table 8, Table 9, Table 10 and Table 11. Table 12, Table 13 and Table 14, show proposed EqlA, HIA and Rural Proofing sub-objectives and decision-making questions, respectively. Note that the application of the Framework in relation to HIA, EqlA and Rural Proofing assessment Sub-Objectives will be considered 'in the round' and a judgement made as to how well that aspect of the TWTP being considered performs. This will result in a summary score that will be reported in the main ISA Framework Assessment against the related ISA objective, with appropriate commentary – see below for detail of the application of the ISA Framework.

It is also to be noted that there is a certain degree of cross-over of Assessment Aid Questions within the ISA Framework i.e. the same question is asked across a number of Objectives. The rationale for this is that while the question may be the same, it is considered from a differing viewpoint and within a different context. This is the role of the Assessment Aid Questions i.e. to help consider all aspects of an Objective in arriving at an assessment of the performance

Table 8: ISA Objectives for the Telford & Wrekin Council Local Transport Plan - environmental

No.	Topic	ISA Objective	Assessment aid questions
1.	Air Quality & Noise Pollution	Protect and improve air quality	Will the TWTP: - Minimise emissions of particulate matter and other pollutants from transport that effect human health or biodiversity? - Improve air quality within AQMAs and avoid the need for new AQMAs? - Promote the use of low emission or zero emissions vehicles, including through promotion of associated infrastructure? - Reduce traffic growth and congestion and promote safer and more sustainable transport patterns across Telford and Wrekin? - Promote walking and cycling and improve infrastructure and its safety and accessibility for these forms of travel? - Promote enhancements to green infrastructure networks to facilitate increased absorption and dissipation of nitrogen dioxide and other pollutants? - Contribute to meeting the National Air Quality Objectives or other local air quality initiatives? - Contribute to meeting relevant statutory targets in the Environment Act 2021?
2.	Air Quality & Noise Pollution	Reduce the impact on environmental noise from transportation sources	Will the TWTP: - Preserve environmental noise quality where it is good, particularly in urban areas, both during construction and operation? - Contribute to lowering of noise levels in Noise Action Important areas? - Protect and enhance tranquillity?
3.	Climate	Reduce carbon emissions from transport and contribute to meeting Telford and Wrekin's goal of carbon neutral by 2030	Will the TWTP: - Reduce the need to travel? - Promote and enable the use of sustainable forms of transport and reduce car use? - Promote better coordination and integration of different transport modes? - Encourage greater carbon efficiency in the movement of goods and people? - Encourage use of new low or zero carbon transport technologies (EV, hydrogen)? - Encourage use of the transport estate for low carbon energy generation? - Contribute to necessary removal of residual carbon emissions from the atmosphere? - Identify opportunities to enhance carbon removal through promoting new and enhancing existing green infrastructure? - Identify initiatives aiming to reduce traffic speed in residential areas without increasing carbon dioxide emissions? - Encourage greater and more robust digital connectivity to allow increased uptake of home working, home schooling, online commerce and online health services?

No.	Topic	ISA Objective	Assessment aid questions
			- Promote delivery of local services to reduce the need to travel? - Support provision of delivery consolidation centres and encourage goods delivery mode-shift? - Reduce embodied and operational carbon through the design of new transport infrastructure?
4.	Climate	Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	Will the TWTP: - Minimise the risk of flooding through design and implementation of SuDS and upstream storage Natural Flood management when possible? - Minimise the risk of flooding by avoiding areas of flood risk / flood plain when possible? - Ensure provision of appropriate compensatory measures are in place when there is no other option to land take from areas of flood plain? - Lead to development that is flood resilient over its lifetime, taking into account the effects of climate change, without increasing the flood risk elsewhere and identifying opportunities to reduce the risk overall? - Encourage design for successful adaptation (including through green and blue infrastructure) to the predicted changes in weather conditions and frequency of extreme events (freezing, heat waves, intense storms), from a changing climate?
5.	Biodiversity	Enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network	Will the TWTP: - Protect and enhance nationally designated sites such as SSSIs and National Nature Reserves, including those of potential or candidate designation? - Protect and enhance valued habitat and populations of protected/scarce species on locally designated sites, including Key Wildlife Sites, Local Wildlife Sites and Local Nature Reserves? - Manage highway operational and maintenance pressures on designated sites and valued habitat and populations of protected/scarce species on locally designated sites, including Key Wildlife Sites and Local Nature Reserves? - Provide opportunities to improve / enhance and where possible connect sites designated for nature conservation? - Prevent development on irreplaceable habitats, such as ancient woodland and ancient and veteran trees except in exceptional circumstances and with appropriate compensation measures? - Protect and enhance Telford and Wrekin's ecological networks (the Nature Recovery Network)? - Protect and enhance priority habitats, and the habitat of priority species? - Promote new habitat creation or restoration and linkages with existing habitats? - Reduce or avoid impacts to habitats with important roles in carbon sequestration? - Increase the resilience of biodiversity to the potential effects of climate change? - Encourage sensitive or nature inclusive design?

No.	Topic	ISA Objective	Assessment aid questions
			• Mandate 10% Biodiversity Net Gain for any new transport infrastructure development using latest Defra metric? • Contribute to meeting relevant statutory targets in the Environment Act? • Prevent spread of invasive species (native and non-native), including new invasive species because of climate change? • Protect areas designated as Natural Greenspace? • Protect and enhance green infrastructure and avoid severance of habitats links? • Minimise habitat fragmentation and severance of species migration and commuter routes? • Promote new habitat creation or restoration and linkages with existing habitats?
6.	Biodiversity	Protect and enhance sites designated for their international importance for nature conservation purposes (linked to HRA)	Will the TWTP: • Protect and enhance (directly or indirectly) sites of international importance (SACs, SPAs and Ramsar sites, including those of potential candidate designation) identified as part of the HRA screening process? • Take on board the HRA findings and recommendations? • Support continued improvements to the condition status of the UK's national site network?
7.	Geodiversity	Protect, enhance and promote geodiversity	Will the TWTP: • Protect and enhance geodiversity resource? • Protect or enhance SSSIs designated for their geological interest? • Support access to, interpretation and understanding of the region's designated sites of geological interest? • Avoid the degradation and removal, wherever possible, of Regionally Important Geological and Geomorphological Sites (RIGS)?
8.	Historic Environment	Protect and enhance cultural heritage assets and their settings, and the wider historic environment	Will the TWTP: • Affect the integrity of designated heritage assets and their settings (such as Scheduled Monuments, Listed Buildings and structures, Registered Parks and Gardens and Conservation Areas)? • Affect the significance of non-designated heritage assets (e.g. locally important buildings and archaeological remains, including newly discovered heritage assets) and their settings? • Lead to harm to the significance of heritage assets, for example from the generation of noise, pollutants and visual intrusion? • Maintain or improve access to heritage assets? • Promote transport schemes which tackle traffic congestion in the region's historic villages, towns and cities?

No.	Topic	ISA Objective	Assessment aid questions
			• Maintain or allow opportunities to be taken to improve the interpretation, understanding and appreciation of the significance of heritage assets?
9.	Landscape and Visual	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	Will the TWTP: • Protect or enhance nationally and locally designated landscapes and townscapes and seascapes, plus their settings? • Conserve, protect and enhance natural environmental assets (e.g. parks and green spaces, common land, woodland / forests etc) as they contribute to landscape and townscape quality? • Support the integrity and uphold the statutory purposes of any areas designated for landscape value, including Shropshire Hills National Landscape, in conjunction with the provisions of any relevant Management Plan? • Promote / protect public rights of way (PRoW)? • Support measures to enhance the resilience of ecosystems at a landscape scale and also to maximise benefits including public access and enjoyment of landscapes? • Minimise noise and light pollution from construction and operational activities on residential amenity and on sensitive locations, receptors and views? • Prevent development in green field land?
10.	Water	Protect and enhance the water environment	Will the TWTP: • Protect ground, surface, estuarine and coastal water quality? • Support measures to attain good environmental status / potential of both marine and coastal/estuarine waters as determined by the WFD and MSFD? • Safeguard the availability of water resources (surface and groundwater)? • Minimise physical alterations to water bodies? • Minimise the use of water resources / water consumption? • Protect and enhance green infrastructure contributing to improvements in the quality of surface water run-off? • Promote where possible the minimisation of the use of impermeable hard surfacing and promote the use of SuDS and upstream storage (Natural Flood Management - NFM)? • Provide opportunities to improve Green / blue infrastructure? • Promote use of SuDS in appropriate places, recognising that these may not be suitable for areas that are contaminated? • Reduce operational and accidental discharges to the water environment? • Contribute to meeting relevant statutory targets in the Environment Act 2021?
11.	Soil	Protect soil resources and avoid land contamination	Will the TWTP: • Assist in facilitating the re-use of previously developed land? • Seek to remediate contaminated land?

No.	Topic	ISA Objective	Assessment aid questions
			• Avoid transport-related infrastructure development upon the best and most versatile agricultural land (Grade 1 to 3a agricultural land)? • Ensure the protection of soil resources and reduce soil quality degradation during transport-related infrastructure construction activities? • Avoid the sterilization of viable mineral resources?
12.	Natural Resources	Promote sustainable use of resources and natural assets	Will the TWTP: • Reduce the consumption of primary, natural resources through encouraging the use of recycled and / or secondary materials with transport-related infrastructure projects? • Encourage resource efficiency during the whole project life cycle of transport-related infrastructure projects i.e. from concept through design and operation to decommissioning? • Seek to reduce fuel use through fuel efficiency measures and a shift towards more sustainable forms of transport in the delivery of transport-related infrastructure projects? • Improve accessibility to the Telford & Wrekin's waste management infrastructure, particularly those facilities that support recycling, composting and material recovery? • Promote the use of local suppliers that use sustainably-sourced and locally produced materials with transport-related infrastructure projects? • Promote increasingly more sustainable waste management practices with transport-related infrastructure projects in line with the waste hierarchy? • Support the delivery of a network of sustainable waste management facilities and mineral infrastructure needed to deliver growth? • Promote a Circular Economy?

Table 9: ISA Objectives for the Telford & Wrekin Transport Plan – Economic

No.	Topic	ISA Objective	Assessment aid questions
13.	Economy	Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	Will the TWTP: Support economic activities in areas of high growth pressures? • Support economic activities in rural areas? • Support improved availability and accessibility to good quality education, training and employment opportunities, particularly in high unemployment areas? • Contribute to establishing an effective transport network that increases investment? • Reduce congestion and improve / enhance journey time reliability on the highways and rail network? • Support the development of transport solutions which integrate with digitally smart networks and promote access to these networks?

No.	Topic	ISA Objective	Assessment aid questions
14.	Economy	Support the wider coordination of land use and energy planning across Telford and Wrekin	Will the TWTP: • Support the development of EV charging networks and integrate these with new developments? • Support the development of new compact, higher density mixed use development that reduces the need to travel by private car, coordinated with public transport and 'walk, wheel or cycle' (active travel) infrastructure and results in shortened trip distances, particularly for employment and education purposes? • Support digital integration to optimise use of energy systems and provide integrated real time transport information to inform decisions • Support housing and employment development in areas that are or will be served by rail transport or other forms of public transport? • Support the development of electric transport solutions which integrate with local virtual energy networks? • Minimise cumulative and synergistic effects resulting from the in-combination effects of transport proposals and new development areas?

Table 10: ISA Objectives for the Telford & Wrekin Transport Plan – Social

No.	Topic	ISA Objective	Assessment aid questions
15.	Health & Equality	Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	Will the TWTP: • Promote health and well-being, including of vulnerable groups (children and young people; older people; disabled people and people with long term health conditions; low-income groups and communities with high levels of deprivation; minority ethnic groups; cyclists, pedestrians, commuters by public transport, drivers) and of the wider population (residents, workers, commuters, tourists and visitors)? • Minimise nuisance on communities and their facilities including air, noise and light pollution? • Provide for facilities that can promote more social interaction and a more active lifestyle and enjoyment of the countryside and coasts? • Promote initiatives that enhance safety and personal security for all, but particularly for women and girls as a group at risk? • Promote Access to Greenspace and Green Infrastructure Standards?
16.	Health & Equality	Promote greater equality of opportunity for all citizens, with the desired outcome of	Will the TWTP: • Promote greater equality of opportunity to the varying age groups of residents (such as the older population and younger travellers), disabled people, different nationalities and ethnic

No.	Topic	ISA Objective	Assessment aid questions
		achieving a fairer society (EqIA specific objective)	groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?

Table 11:ISA Objectives for the Telford & Wrekin Transport Plan – Rural

No.	Topic	ISA Objective	Assessment aid questions
17.	Rural Proofing	Promote fairness and equity in rural connectivity (Rural proofing specific objective)	Will the TWTP: • Promote sustainable development and rejuvenation of rural areas? • Increase connectivity via a range of transport modes for rural communities? • Connect people with nature?

Table 12:HIA Objectives for the Telford & Wrekin Council Local Transport Plan

HIA Objective	HIA sub-objectives	Assessment aid questions
Improve health and well-being for all and reduce health inequalities	Improve accessibility to health and leisure services and facilities and amenities for all	Will the TWTP: • Ensure that (new and existing) developments are accessible (particularly on foot, by cycling or public transport) to health and care services, education, employment and other essential services, particularly for the most vulnerable groups? • Promote and enable measures to help all residents to adopt healthy lifestyles (e.g. access to leisure services and facilities that improve health and wellbeing), particularly for the most vulnerable groups? • Promote accessibility (particularly on foot or by cycling or public transport) to open space and recreational activities (e.g. playing fields, sports facilities, footpaths etc), particularly for vulnerable groups? • Protect and enhance green infrastructure, a network of linked, multifunctional green spaces in and around the area's towns, thus creating new or improved public green space? • Support publicity or awareness-raising campaigns and/or education and practical offers to promote active modes of transport or physical activity? • Provide overall accessibility improvements that improve the quality of life of users and therefore bring health benefits? • Provide specific accessibility improvements for groups who may face barriers to accessibility to avoid widening inequalities such as disabled people, older people, and women and girls travelling alone?

Improve health and well-being for all and reduce health inequalities	Indirect impacts - Improve affordability of public transport	Will the TWTP: • Provide affordable transport options to ensure accessibility to vital health services, work, education, training and skills as well as social / leisure activities? • Provide affordable transport options to ensure accessibility to key facilities such as open spaces, employment locations etc? • Promote use of technology to reduce transport costs for users i.e. MaaS, integrated ticketing and smart cards, whilst ensuring those without access to technology or for whom technology may present a barrier can still access services (i.e., avoiding digital exclusion)? • Provide transport services that provide appropriate and/or statutory fare structures (i.e. concessionary fares on public transport services) to ensure the most vulnerable groups in terms of health (children, older), can afford to use transport options to access healthcare and other key facilities?
Improve health and well-being for all and reduce health inequalities	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	Will the TWTP: • Provide initiatives that enhance road safety and therefore reduce the number of accidents, particularly for vulnerable users– children, older people, disabled people, and those in deprived areas? • Promote initiatives that enhance safety and personal security for all, but particularly for women and girls as a group at risk?
Improve health and well-being for all and reduce health inequalities	Reduce severance	Will the TWTP: • Improve access to essential facilities such as healthcare services to reduce any existing severance issues? • Reduce the physical and perceived impact of the transport system on the local environment? (particularly for the most vulnerable population in terms of severance and health – including older and disabled people)
Improve health and well-being for all and reduce health inequalities	Improve connections between and within communities	Will the TWTP: • Provide opportunities to travel within and between communities? • Provide increased opportunities to improve social interactions, particularly for those at risk of transport related social exclusion, including for those in rural areas?
Improve health and well-being for all and reduce health inequalities	Protect health by reducing air, noise, odour and light pollution from transport	Will the TWTP: • Aim to minimise air, noise, odour and light pollution during construction and operation? • Promote practices, equipment and materials which reduce vibration and air, noise, odour, and light pollution to protect health and reduce the risk of harm? • Reduce transport contributions to air and noise pollution, particularly around locations where more vulnerable users may spend more time such as children, older people, and

		pregnant women, and around areas of deprivation? Specific locations include schools and colleges, healthcare facilities, residential and care homes, and more deprived areas. Promote practices, equipment and materials which reduce vibration and air, noise, odour and light pollution to assist to protect health and reduce the risk of harm?
Improve health and well-being for all and reduce health inequalities	Improve access to active travel modes	Will the TWTP: - Increase opportunities to access active travel modes such as walking, wheeling, and cycling that directly improve health outcomes? - Consider ways to increase opportunities to access active travel modes such as walking, wheeling, and cycling for groups who may face barriers to this such as women, people living in deprived areas, older people, and people living with a disability or long-term illness.
Improve health and well-being for all and reduce health inequalities	Improve access to public transport	Will the TWTP: Increase opportunities for all members of society (including those in rural areas) to access public transport options, particularly those more vulnerable or isolated members of the community, as well as those who may have difficulty using 'walk, wheel or cycle' (active travel) modes?

Table 13:EqIA Objectives for the Telford & Wrekin local Transport Plan

EqIA Objective	EqIA sub-objectives	Assessment aid questions
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve accessibility to services, facilities and amenities for all, in particular by 'walk, wheel or cycle' (active travel) modes	Will the TWTP: - Improve access to essential facilities, including employment, healthcare and education, particularly for those in the most deprived areas (20% most deprived nationally), older and disabled people? - Improve public realm and overall environment including green infrastructure in the most deprived areas (20% most deprived nationally)? - Improve walking, cycling and public transport measures in the most deprived areas (20% most deprived nationally)? - Provide transport services / initiatives that are accessible and affordable for all, including those with a physical or learning disability and those with limited mobility? (this includes physical access to services and provision of accessible information on transport service) - Provide transport services that are welcoming for all groups of society to increase availability of travel options? - Provide initiatives that improve perceptions of transport, and therefore increase range of travel options available? - Take due regard of requirements for travel by disabled and mobility impaired people?

		• Provide initiatives to encourage access to and uptake of Public Transport for those whose first language may not be English? • Provide initiatives to encourage access to and uptake of Public Transport for those whose who don't have access to digital services or who may have difficulty using digital services?
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve affordability of transport	Will the TWTP: • Provide transport services that are financially accessible for all, specifically those in the most income deprived areas nationally or those on limited incomes? • Provide transport services or initiatives that improve the affordability of travel options in the area, specifically the most deprived areas and vulnerable users? • Provide transport services that provide appropriate and/or statutory fare structures for vulnerable users (i.e. concessionary fares on public transport services)? • Promote use of technology to reduce transport costs for users i.e. MaaS, integrated ticketing and smart cards?
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	Will the TWTP: • Ensure safe paths for walking and cycling? • Ensure initiatives aiming to reduce traffic speeds in residential areas and promote safer driving? • Promote road safety awareness for all, with particular emphasis on more vulnerable members of society such as children and young people and those with disabilities? • Reduce the total killed and seriously injured in traffic collisions, particularly for vulnerable users in terms of collisions - children, young males, older people and those from deprived areas? • Reduce the total slight casualties? • Improve the safety of vulnerable road users such as pedestrians, motorcyclists and cyclists?
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	Will the TWTP: • Increase provision of public transport (including frequency of service and extent of routes) in areas which have been more constrained in level of provision?
Promote greater equality of opportunity for all	Reduce severance	Will the TWTP: • Improve access to essential facilities to reduce any existing severance issues? • Improve accessibility between and within communities?

citizens, with the desired outcome of achieving a fairer society		• Improve access to information for all users to promote a range of travel options, including active travel ('walk, wheel or cycle'), available for all? • Reduce the physical and perceived impact of the transport system on the local environment? (particularly for the most vulnerable population in terms of severance – including older children and disabled people)?
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Reduce air, noise, odour and light pollution from transport	Will the TWTP: • Improve impact of transport on the local environment to create more welcoming areas for travel? • Provide transport options that improve / do not worsen air and noise pollution levels, particularly for the most vulnerable groups • Reduce traffic levels and congestion and promote more sustainable transport patterns across the area, particularly focusing on areas with poor air quality (e.g. AQMAs)? • Promote sustainable travel to reduce the environmental impact of transport for vulnerable groups?

Table 14: Rural Proofing Assessment Objective

Rural Proofing Objective	Rural Proofing sub-objectives	Assessment aid questions
Rural Proofing	Increase access via a range of transport modes for rural communities.	Will the TWTP: • Improve the sustainable transport network in rural areas (i.e. improvements to public and 'walk, wheel or cycle' active travel) whilst also recognising that for some in rural areas the car is still essential for accessibility? • Better enable people with specific needs to access transport and day to day activities?
Rural Proofing	Enable economic growth, and employment diversification in rural areas.	Will the TWTP: • Support diversified economic activities in rural areas? • Enhance access to rural employment opportunities? • Improve people's ability to work or run a business from home?
Rural Proofing	Connecting people with nature	Will the TWTP: • Impact those wishing to visit the countryside for recreation and enjoyment? • Protect and enhance natural capital assets?

8. Assessment of Reasonable Alternatives

8.1 Introduction

The Environmental Assessment of Plans and Programmes Regulations 2004 (“the SEA Regulations”) require that when an environmental report on a proposed plan or programme is prepared, it must identify, describe and evaluate the likely significant effects of implementing reasonable alternatives to the plan or programme which it assesses, as well as the likely significant effects of the plan or programme itself. The analysis of reasonable alternatives is to take into account “the objectives and the geographical scope of the plan”.

In line with the principles of good policy making and with the requirements of the SEA legislation, reasonable alternatives for implementing the aims of the TWTP have been considered.

8.2 Defining reasonable alternatives

Two alternative scenarios have been identified for the purposes of assessment. These are:

- Alternative 1: To continue under the present approach to planning and investment
- Alternative 2: To implement the proposed TWTP

It is anticipated that the present approach to planning and investment (Alternative 1) will continue with current transport trends in terms of:

- Trip numbers per person
- Average trip lengths
- Proportion of travel by walking / wheeling / cycling
- Proportion of travel by public transport/shared transport
- Steady increase in proportion of trips by EVs
- New infrastructure e.g. road schemes

It is anticipated that implementing the TWTP policies (Alternative 2) will lead to:

- Fewer trips per person on average
- Shorter average trip lengths
- A higher proportion of trips by walking / wheeling / cycling
- A higher proportion of trips by public transport/shared transport
- A higher proportion of travel by electric car due to better charging facilities
- An increase in the use of consolidation centres and electric vans/ e-Cargo bikes for last mile deliveries.
- A reduction in traffic congestion and smoother flowing traffic
- Potentially some new infrastructure to support the changes (e.g. cycle lanes, bus lanes, minor highway)

8.3 Assessing the reasonable alternatives

Both alternatives have been assessed against the ISA Framework. Note that this is a high level comparative assessment of the two Alternatives only with the purpose of identifying a preferred alternative in sustainability terms – the detailed policy approach to TWTP is appraised in detail using the ISA Framework and is set out in Chapter 10.

In order to draw comparison between reasonable alternatives on a broad level, the assessment is undertaken at this stage in comparison of anticipated likely sustainability performance relative to each other. The following scale is used:

Table 15: Assessment scale used to assess alternatives

Assessment Scale	Assessment Category
Large Positive	A significantly positive outcome is anticipated
Positive	A minor positive outcome is anticipated
Neutral	Both alternatives are anticipated to have the same outcome
Negative	A minor adverse outcome is anticipated
Large Negative	A significantly adverse outcome is anticipated

The assessment has been undertaken by grouping the ISA Objectives that are impacted in the same way by the alternatives.

Objectives relating to air, carbon and noise emissions from transport

1. Protect and Improve Air Quality
2. Reduce the impact on environmental noise from transportation sources
3. Reduce carbon emissions from transport and contribute to meeting Telford and Wrekin's goal of carbon neutral by 2030

Alternative 1 – to continue under the present approach

In general, emissions from the transport network are falling, with consequent improvements in air quality and the noise environment. This has been aided by national legislation and a general, though slow, uptake in EVs. Carbon emissions show a more mixed picture, with a general declining trend since 1990, though a recent rise in the last number of years. It is also the case that transport is accounting for an increasing percentage of emissions – in Telford and Wrekin, transport emissions accounted for approximately 34% of total CO₂ emissions in 2023, which is higher than the national average (27%). Around two thirds of road based emissions come from trips which start or finish within the borough, and the remaining third relate to through trips. It is anticipated that this trend would continue under the existing approach to transport planning.

On the whole, the air quality in Telford and Wrekin is good, with no AQMA declared. However, poorer air quality, high levels of noise and persistent carbon emissions remain a challenge, particularly in hot spots such as urban areas and adjacent to major roads – for example there are two locations adjacent busy roads (Mill Bank in Wellington and Telford Bus Station) where it is known that pollutants can build up with nitrogen oxides and particulate matter linked to traffic emissions. In addition, there are 36 Noise Action

Important Areas in Telford and Wrekin. Despite increased uptake of EVs and other measures, it would be anticipated that under this alternative, congested and slow moving traffic will be experienced more frequently resulting in higher levels of vehicle emissions localised concentrations and potential issues with local air quality, especially when including the likely diversion of traffic due to congestion onto less appropriate roads with adjacent housing. This alternative is also considered more likely to lead to new infrastructure such as roads, with no clear focus on alternative approaches. There will be some elements of sustainable modes and public transport, but these may continue to have noted problems such as poor uptake and long journey times. It would also be the case that more rural areas would continue to experience poor connectivity.

Alternative 2 – implement TWTP

Implementing the TWTP is anticipated to lead to a stronger focus on active travel and digital connectivity, as well as public transport (in particular bus). There is also support for an improved EV charging network and support for electric bus transition, which should act to support accelerated uptake of this type of vehicle. It is anticipated that, taken together, these measures will reduce emissions, although this may be limited, depending upon the balance, scale, intensity and timescales of policies and measures implemented. It is to be noted that TWTP does include minor highway capacity improvements to support planned growth, particularly earlier in the plan period. Active travel measures are anticipated to include new, extended and improved routes; measures to increase awareness and safety; and access to hire e-bikes. There will also be measures to introduce car clubs and an increased focus on public transport such as improving, integrating and simplifying services, improving reliability, simplifying fares and expanding provision. It is anticipated that public transport will be made more accessible to a greater number of people, with barriers to travel reduced or removed. Greater digital connectivity and raising awareness of online opportunities and services. will also likely help in reducing emissions (by reducing vehicle kilometres as people will be able to replace trips with online activity).

Therefore it is anticipated that Alternative 2 represents a greater opportunity (particularly in the longer term) to address challenges relating to air quality, noise and carbon emissions than Alternative 1, with greater potential for realising significant benefits. Alternative 1 is also not reflective of the climate emergency declared by Telford & Wrekin Council in 2019, as well as the aspiration to become carbon neutral by 2030. However, in relation to carbon, there may not be significant differences between the two Alternatives as it will depend on the balance, scale, intensity and timescales of policies and measures implemented. The high level assessment of the first Delivery Plan indicates that it will deliver only limited emissions savings through mode shift, which are likely to be offset by increased emissions from road capacity improvements.

Objective relating to adaptation to a changing climate

4. Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding

Alternative 1 - to continue under the present approach

Climate change is an increasing threat to all aspects of society, including the transport network. Changes in temperature and rainfall patterns, along with more frequent extreme weather events, mean that a greater degree of resilience will have to be incorporated into

plans and proposals. Telford & Wrekin Council recognise this fact and declared a Climate Emergency in 2019, although this was after the 2011 LTP was developed and as such is not reflected in the current approach to transport planning.

Increased amounts of infrastructure and other development, including in relation to the transport network, pose a risk in light of changing weather patterns and extreme events. For example, in relation to transport infrastructure, there is a direct flood risk to the infrastructure itself, e.g. roads, rail lines. Development of other transport infrastructure can also aggravate existing flood risk in a wide range of ways, for example by requiring land take from flood plains, or by changing the drainage regime, etc. Less optimal maintenance priorities also contribute to vulnerability. Measures are already in place (such as Flood Risk Management Plans) to address some of these threats but risk remains and is increasing. Across the plan area, 1,402 properties are at risk of fluvial flooding.

Alternative 2 – implement TWTP

As with Alternative 1, new infrastructure derived from the measures outlined in TWTP could both contribute to and be at risk from climate change. TWTP is reflective of the current understanding of climate change and measures that are needed to adapt – in short it recognises that climate resilience has to be a key component of scheme planning and design. TWTP sets out measures, such as proactive maintenance, that will help ensure that the existing infrastructure is in as good a condition as possible to meet challenges. Newer approaches are also set out, such as Natural Flood Management and use of Sustainable Drainage Systems (SuDS). Elements of the TWTP such as increased digital connectivity will also reduce the need to travel during extreme weather events and increased mode options will allow journeys to be more adaptable, should routes or modes be disrupted during such events.

However, it should be noted that TWTP also does propose new infrastructure (e.g., cycle lanes, bus lanes, minor highway improvements) particularly in earlier plan periods and these may introduce minor additional impermeable surfaces.

It is also worth noting that TWTP, although not directly related to resilience and adaptation, sets out a range of approaches to reduce the driver of climate change i.e. including an emphasis on more active travel, a shift to public transport, and promoting electric vehicles.

It is anticipated that Alternative 2 represents a greater opportunity to address challenges relating to resilience to climate change and the need for adaptation.

Objectives relating to biodiversity and designated sites, including for geodiversity

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
6. Protect and enhance sites designated for their international importance for nature conservation purposes (linked to HRA)
7. Protect, enhance and promote geodiversity

Alternative 1 - to continue under the present approach

Across the Telford and Wrekin area, there is a wide range of sites designated for nature conservation. Although none are at the very highest 'European site' level, there are those of national significance such as eight Sites of Special Scientific Interest, including some

that are of geological interest. There are also locally important areas such as 18 Local Nature Reserves.

New transport interventions have the potential to impact on the sites of ecological or geological value and more generally on the network of linked multi-functional green spaces, comprising the local green infrastructure, through direct land take for infrastructure (which may contribute to fragmentation), construction and operational disturbance (noise, vibration, light pollution, etc.) and emissions / contamination (air, water and soil), though they may also provide opportunities for enhancement. Increased accessibility to designated sites also has the potential to adversely impact them. Other key pressures that can impact biodiversity and which have clear linkages to transport are air pollution and climate change.

Telford and Wrekin's existing transport plan has some limited measures that will help to protect biodiversity or geodiversity and these would likely continue in the absence of TWTP. However, these measures are not fully reflective of the latest approaches, for example there is no recognition of the need to provide for Biodiversity Net Gain and would be considered insufficient to meet the known challenges. One example of latest approaches is set out in the Shropshire and Telford & Wrekin Local Nature Recovery Strategy (LNRS) which has been developed since the existing transport plan was adopted and this identifies where action for nature can provide the greatest benefit for biodiversity and the wider environment.

Alternative 2 – implement TWTP

The TWTP could still potentially have adverse impacts on sites designated for nature conservation and areas of wider biodiversity. For example, there will be provision for highway improvements which may lead to adverse impacts such as loss of, or disturbance to, biodiversity and designated sites. There would also be continued risk of direct strike / road kill.

Nevertheless, the TWTP is reflective of the latest approaches and notes, for example, that it would 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, as well as functionally linked land and important geodiversity sites. Note is also made of Biodiversity Action Plans, Rights of Way Improvement Plans and Local Nature Recovery Strategies – all of which have been developed or enhanced since the 2011 LTP was adopted.

Importantly, TWTP commits to ongoing assessment as schemes are to be designed and planned. There is also a focus on public realm / regeneration which will provide opportunities for planting that could increase habitat or general biodiversity. Active travel routes would also provide opportunities for green and blue infrastructure to be incorporated, as well as increase access for people to the countryside.

While there still may be beneficial or adverse effects on sites designated for nature conservation and wider biodiversity, it is anticipated that Alternative 2 represents a greater opportunity to address issues and ensure that the latest approaches such as biodiversity enhancement are enacted.

Objectives relating to landscape, townscape and the setting of the historic environment

Protect and enhance cultural heritage assets and their settings, and the wider historic environment

8. 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

Alternative 1 - to continue under the present approach

Telford and Wrekin have landscapes and an historic environment that is of national and international significance. For example includes several significant landscape features including the Wrekin Hill (within the Shropshire Hills Area of Outstanding Natural Beauty/National Landscape) and the Ironbridge Gorge which includes the River Severn (a UNESCO World Heritage Site). In addition to the three National Character Areas within the plan area, there is a large number of listed buildings, three parks and gardens and a range of other elements such as scheduled monuments and conservation areas.

Telford and Wrekin are subject to the same pressures as other areas across the United Kingdom, with an ongoing risk of uncoordinated and piecemeal development resulting in successive erosion of the quantum and integrity of landscapes and cultural heritage resource. While these assets (and their settings) could be affected by transport interventions, in the absence of TWTP, protection will continue to be provided to the landscapes and cultural heritage features (for example through designations such as National Landscapes and protection afforded to Scheduled Monuments) and it is likely that new sites will join the list, for example through archaeological discovery, or new interpretations of existing sites. In general terms, modern design / landscaping principles and interested parties expectations are promoting a renewed focus on the quality of scheme design and this trend is likely to continue, though risks from increased urbanisation and infrastructure development remain.

Alternative 2 – implement TWTP

As with the present approach, the TWTP will result in new infrastructure being developed and this can have implications for landscape, townscape, as well as the historic environment. Effects would be dependent on the nature of the infrastructure and the precise location in which it is to be developed. However, the TWTP contains policies which should ensure that transport schemes are designed and delivered in a way that protects and enhances Telford & Wrekin's landscape, townscape, historic and water environments.

It is the intention 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 is also to be made of local vernacular architecture and opportunities sought to enhance landscapes and 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.

It is also the intention 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.

In addition, measures within TWTP to reduce the amount of congestion and provide for greater sustainable modes, as well as a focus on place making / public realm,

regeneration etc. will provide a range of opportunities to improve townscapes, the general landscape and the setting of heritage assets.

While there still may be beneficial or adverse effects on landscapes, townscapes and the historic environment, it is anticipated that Alternative 2 represents a better opportunity to address issues and ensure that landscape, townscape and the historic environment are protected and enhanced where possible.

Objectives relating to the water environment, soil resource and contamination

- 9. Protect and enhance the water environment
- 10. Protect soil resources and avoid land contamination

Alternative 1 - to continue under the present approach

The water environment and soil resources are under pressure across the United Kingdom, with significant challenges across a range of issues such as discharges to water courses from the water supply or agricultural sectors. Transport is also recognised across the UK as being a key source of water pollution, for example through accidental spillage, as well as contaminated road runoff and this would be anticipated to continue under the present approach to transport planning. Similarly, pollution through accidental spillage or construction works can impact on soil resources, leading to contamination. Soil and agricultural resources can also be lost due to infrastructure development, including that related to the transport network.

The present approach to transport planning pre-dates the Enabling a Natural Capital Approach Guidance, it does not reflect the more recent expectation for transport planning to apply a natural capital approach, ensuring that new infrastructure protects water and soil quality.

Alternative 2 – implement TWTP

As with Alternative 1, new infrastructure development promoted or enabled through TWTP could have implications for the water environment, as well as soil and agricultural resources. However, there are a number of policies within TWTP that can help address these issues and minimise adverse effects. For example, it is anticipated that reliance on car travel will be reduced due to improvements to enhanced digital connectivity, active travel and public transport options. This should reduce the risk of pollution incidents through collisions and will reduce road and other runoff containing residue of tyre and brake wear. Incorporation of green and blue infrastructure into projects is expected to improve water quality.

There is also a focus in the TWTP on place shaping / regeneration and this could provide opportunities to remediate land. The TWTP also notes the need to give consideration to the avoidance of Best and Most Versatile agricultural land i.e. those areas of highest soil quality, as well as those areas of less quality but of still significant importance such as peat. Nevertheless, there are still likely to be continued effects on the water environment, soils and land contamination and on the whole, it is considered that implementing TWTP will have both beneficial and adverse effects on the protection of the water environment, soil and agricultural resources.

While there still may be beneficial or adverse effects on the water environment, soils and land contamination it is anticipated that Alternative 2 represents an opportunity to address such effects.

Objectives relating to the sustainable use of resources and natural assets

11. Promote sustainable use of resources and natural assets

Alternative 1 - to continue under the present approach

Use of resources is required in a wide range of ways in respect of transport. One area is in the use of fuel, with use of construction materials (aggregate, concrete, metals etc.) another important aspect. This leads to waste generation and issues around disposal or re-use of materials.

The present approach to transport planning sets out that there would be continued requirement for the use of resources and natural assets. In the absence of consideration of the very latest approaches to resource use and waste minimisation / re-use, it can be anticipated that there would be unnecessarily increased levels of waste. With more waste requiring disposal, trip kilometres to transport such waste is likely to increase, thus generating more traffic.

Transport is the largest energy consuming sector in the UK, representing 42% of final energy consumption in 2023. However, it is anticipated new approaches are helping to shift towards greater efficiencies in resource use and adherence to the waste hierarchy. Energy usage within transport is falling and there will be an increase in the uptake of EVs (particularly as the EV charging network expands) which will contribute to falls in the use of hydrocarbons.

Alternative 2 – implement TWTP

It is anticipated that the TWTP will lead to a reduction in the need to travel through increased digital connectivity, or it will provide alternative modes which can be considered more sustainable in terms of fuel usage – this would include a range of active travel modes and a focus on public transport (particularly bus and access to rail), and can be anticipated to help reduce the demand for hydrocarbons compared to the present approach to transport planning. It is also the case that the TWTP promotes an expansion of the EV charging network. The TWTP does though still recognise the need for long distance journeys and these would still require higher levels of hydrocarbon use.

The TWTP also promotes new infrastructure and this would require the use of natural resources and materials. However, the TWTP sets out support for 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. Pro-active maintenance, as set out in the TWTP, would also ensure that existing assets are utilised in a way which would reduce the need for replacement – thereby minimising the waste of resources.

While there still may be beneficial or adverse effects on the use of resource and natural assets, it is considered that Alternative 2 represents an opportunity to address such effects.

Objectives relating to land use, economic growth and access to jobs and skills

12. Promote economic growth and job creation and improve access and connectivity to jobs and skills for all

13. Support the wider coordination of land use and energy planning across Telford and Wrekin

Alternative 1 - to continue under the present approach

Telford and Wrekin economy was reported to remain as one of the strongest in the region, with £5.4bn GVA, 5,900 active enterprises, and manufacturing and engineering accounting for 15.5% of local jobs, which is more than double the national average. Unemployment remains below the UK average. Of people aged 16 to 64 years living in Telford and Wrekin, 74.6% were employed in the year ending December 2023, which is lower than across the West Midlands. This is a slight decrease compared with the year ending December 2022 when the local rate was 74.7%.

The Gross Value Added (GVA) per head in Telford and Wrekin in 2022 was £32.5 thousand, which was higher than the West Midlands (£26.6 thousand) but lower than England (£34.7 thousand). In the plan area manufacturing was the industry with the highest GVA.

Despite a relatively robust economic outlook, Telford and Wrekin does face challenges. For example it is more deprived overall (IMD) than 68% of local authority districts in England. Similarly, the Claimant Count in Telford and Wrekin was 4,240 in March 2024, up from March 2023, when there were 3,935 claimants. The proportion of people aged 16 to 64 years in Telford and Wrekin who were claiming unemployment-related benefits was 3.7% in March 2024, an increase compared with March 2023 when it was 3.4%.

As with other parts of the country, Telford and Wrekin faces issues with an ageing population, alongside challenges accessing services, particularly in rural areas.

While the existing transport plan sets out a range of measures to address the need for economic growth, it does so in the context of the economic priorities in place at the time of its adoption. Since then, there have been numerous updates to strategies and economic frameworks across a range of scales, meaning the approach set out in the existing plan does not reflect the current economic growth and productivity agenda shaping transport investment – locally, regionally and nationally.

Alternative 2 – implement TWTP

The TWTP sets out a range of measures that will help people to move around the plan area and beyond, and access the full range of services and facilities that they need. This will allow for a growth in skills and training and a growth in economic activity. Enhanced connectivity will also allow businesses to access markets more efficiently – for example, the TWTP sets out support for the efficient and sustainable movement of freight over long distances by strengthening connections to the M54 and A5 and working with National Highways to improve the resilience and performance of key freight corridors. This will ensure that goods can move reliably between local businesses and wider markets, supporting the large freight industry in and beyond the borough, contributing to economic growth and attracting investment across Telford & Wrekin. More efficient management of the transport network (along with proactive maintenance) will allow for increased business efficiency and reduced journey times.

It is also anticipated that the TWTP will help to support the health and safety of the workforce. Greater opportunities for active travel will help support health and wellbeing, while a strong focus on safety will help to prevent accidents.

The TWTP also provides for a strong focus on collaboration with other authorities and stakeholders. This will allow for more effective cross-border planning – for example, note is

made the delivery will be made of transport improvements necessary to support the growth set out in the 2021-2041 Local Plan.

While the existing transport plan does allow for economic growth, it does not reflect the most up to date economic conditions and priorities. Alternative 2 provides the necessary framework for transport to support growth ambitions.

Objectives relating to health, equalities and fairness in rural connectivity

- 14. Improve health and well-being for all citizens and reduce inequalities in health
- 15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society
- 16. Promote fairness and equity in rural connectivity

Alternative 1 - to continue under the present approach

In the Telford and Wrekin, under 16-year-olds make up approximately 19.9% of the population, whilst 16 to 64-year-olds make up approximately 62.6%. Older people (those aged 65 years and over), make up 17.6% of the Plan Areas population. In England, the percentage of people between 0-15 is 18.5%, working age population is 63.0% and those aged 65+ is 18.3%.

While it performs well on some indicators (relative to the national average), the population within Telford and Wrekin does face significant challenges in terms of health and equalities. Of particular note, life expectancy is lower than the national average for both men and women, with a number of health challenges that are higher than the national average – for example the proportion of the population in the plan area reported to have a long term Musculoskeletal (MSK) problem was 20.2%. The plan area also has a lower proportion of the population who are physically active.

Pockets of worse health outcomes are often linked to deprivation – Telford and Wrekin is more deprived Overall (IMD) than 68% of local authority districts in England. Transport can also play a significant role in poorer health outcomes, due to issues such as air pollution (linked to respiratory illness, asthma and premature death) and noise (linked to mental wellbeing issues), though it also provides opportunity for active travel and of course provides links to services and facilities such as health and recreation.

As well as health outcomes, the specific nature of the borough is also reflected in issues relating to equalities and rural connectivity. For example, the rural nature of much of the plan area means that many people have to rely on their cars, and presents challenges around connectivity by other modes, which can also lead to social isolation. Access to the services and facilities that people need is also an issue for large parts of the plan area.

In relation to safety, Telford and Wrekin has made progress in recent years, but it is recognised that there is more to do. As with other areas, road safety, speeding, and anti-social driving remain key concerns.

Under Alternative 1, these trends would continue to be shaped by the approaches and policies set out in the existing plan, as well as other national and regional strategies e.g. in respect of health outcomes. The existing plan does not fully reflect the changing requirements, with newer strategies placing stronger emphasis on health improvement, decarbonisation, accessibility, behaviour change and creating safer, inclusive places. Alternative 1 would fall behind the current expectations for reducing health inequalities,

improving accessibility for all users and delivering safer, healthier and more inclusive communities.

Alternative 2 – implement TWTP

The approach set out in the TWTP is reflective of recent strategies and introduces a number of policy measures that seek to help address many of the health, equalities and rural connectivity issues that are experienced by the people of Telford and Wrekin. The TWTP is expected to have a positive impact on health and well-being by promoting active travel and public transport, which can increase physical activity and reduce air pollution. These changes contribute to improved physical and mental health outcomes for the population. Furthermore, by enhancing access to sustainable transport options, TWTP can help address health inequalities, particularly for disadvantaged groups who may currently face barriers to accessing healthcare, employment, and essential services.

The TWTP supports inclusive and accessible transport networks, which are essential for ensuring equal opportunities across communities. Improved connectivity to jobs, education, and services can reduce social and economic disparities, particularly in rural and deprived areas. However, while innovative transport technologies offer convenience, they may risk excluding individuals without access to technology or affordable internet and older people that may not feel confident using the technology.

The TWTP also includes measures to directly improve the safety of transport networks such as adopting a Safe System approach to road safety and incorporating considerations about personal safety and security into decisions. Additionally, highway network management, enhanced public transport environments, infrastructure upgrades and proactive maintenance can reduce road traffic collisions and improve personal security for all users.

Of particular note, the TWTP does set out the need for further assessment of schemes as these come forward for planning and design. This includes detailed Health Impact Assessment and Equalities Impact Assessment.

While the existing transport plan does help to address health, equalities and rural connectivity, it does not reflect the most up to date approaches and priorities.

Alternative 2 provides the necessary framework for transport to help address these issues in detail.

8.4 Conclusions to considerations of reasonable alternatives

While there is still a potential for both beneficial and adverse effects to occur, it has been shown that implementation of a new approach to transport planning (in the form of the TWTP) is consistently preferable to maintaining the current approach, as set out in the existing TWTP. A key element is that since the previous approach was developed in 2011, there has been a progressive and constant evolution of policy and legislative approaches to a range of environmental and social issues, that are not reflected (or are only partially reflected) in the previous approach to transport planning. For example, there is now a requirement for Biodiversity Net Gain and consideration of Local Nature Recovery Strategies. The issue of a changing climate and the urgent need to adapt and make the transport network more resilient to the challenges this will inevitably bring is also much more of note than previously.

Other key areas of enhanced sustainability performance (compared to the current approach to transport planning) include areas such as a clearer and stronger focus on more active travel modes, a greater focus on the use of public transport, enhanced digital connectivity, a greater focus avoiding the use of natural resources (or re-using where possible), as well as much more proactively consider health and equalities – the TWTP makes clear note of that as schemes progress, Health Impact Assessment and Equalities Impact Assessment will be conducted as needed to evaluate potential impacts on individuals or groups, thereby guiding the design and delivery process.

9. Compatibility between TWTP objectives and ISA objectives

9.1 Introduction

A Vision has been developed for the TWTP, which sets the direction for the TWTP and communicates the aspiration for transport in Telford & Wrekin. The vision is as follows:

A reliable, accessible, transport network delivering genuine options and supporting a healthy, thriving and growing Telford & Wrekin.

The vision is also supported by a set of four 'Guiding Principles', each supported by three goals. While these principles are closely linked and often overlap, they are detailed separately within the TWTP in order to highlight key priorities. It is the intention that the context, opportunities and challenges identified in the TWTP have informed the development of the guiding principles and goals in order to support positive social, economic and environmental outcomes in Telford & Wrekin.

The 'Guiding Principles' and associated goals are as follows:

Guiding Principle 1: Transforming travel Choices - Providing a genuine range of attractive and reliable travel options

- Walking, wheeling and cycling are safer, more accessible and attractive travel options
- Public transport is frequent, reliable and more affordable
- People are supported to make informed and sustainable travel choices

Guiding Principle 2: Improving Accessibility - Designing a safe, accessible, people centred transport system

- Thriving and healthy local communities
- Everyone feels safe to travel
- An inclusive and accessible transport network

Guiding Principle 3: Unlocking potential - Maintaining prosperity while maximising the potential of the borough

- Strong cross-border connections
- Sustainable, mixed-use developments
- A greater share of greener journeys

Guiding Principle 4: Fit for the Future - Keeping Telford and Wrekin moving, now and for the future

- Reliable and well-maintained networks
- Adaptable and resilient networks
- Sustainably and inclusively designed networks

In order to ensure that this vision, guiding principles and associated goals were broadly aligned with the ISA objectives, an early high level consideration of 'compatibility' was undertaken and discussions held with the plan making team.

While broad compatibility between the aims and guiding principles of the TWTP and the ISA objectives was found, a number of areas of potential conflict were identified. This was mainly relating to the development of transport infrastructure, with consequent effects on both the environment and people of the plan area. In short, it can be anticipated that engineering works / construction activities would result in adverse effects on both people and the environment. Similarly, the operation of such transport infrastructure can also be anticipated to have adverse effects.

Identification of such potential effects resulted in a number of recommendations being made as to how the 'sustainability performance' of the TWTP could be strengthened. Of particular note, the fourth guiding principle was added – 'Fit for the Future', with goals relating to the reliability and maintenance of networks, adaptable and resilience networks, and sustainably and inclusively designed networks. This last goal is of key importance as it will ensure that environmental impact is considered throughout all stages of design, along with a reduction in carbon emissions. From a social perspective, this guiding principle and goal will act to support health and wellbeing of people of, and visitors to, the plan area.

The addition of this guiding principle also resulted in detailed policy being developed that covers a range of sustainability issues:

- Maintain and manage our transport assets
- Keep our transport network running smoothly
- Build in resilience to climate change and extreme weather
- Embrace new transport data and technologies
- Seek opportunities to bring enhancement through transport schemes
- Protect areas that are recognised for their importance to conservation and biodiversity
- Protect Telford & Wrekin's landscape, townscape and historic environments
- Protect air and water environments from transport pollution
- Reduce whole life carbon
- Protect natural resources and promote circular economy principles
- Proactive consider health and equalities impacts

With the addition of this fourth 'Fit for the future' guiding principle, along with its associated goals and detailed policy, it was considered that the overarching approach of the TWTP via its vision and guiding principles provided a generally firm underpinning to help ensure that the sustainability performance of the TWTP could be maximised.

10. Assessment of TWTP policy

10.1 Introduction

This section predicts and evaluates likely sustainability effects arising from the policy proposals in the draft TWTP, notes recommendations in order to address shortfalls identified during the assessment, and then considers the amendments made by Telford & Wrekin Council to address the recommendations.

Contained within the TWTP is a series of 'Guiding Principles' and associated goals. Each Goal is then supported by a number of detailed policies. As the policies are mutually supportive of each other within the context of the Goal, for the purposes of assessment, these policies have been considered and assessed together as a group within the overall Goal. This will allow consideration of how the Goal as a whole will act to promote sustainability, but it should be noted that grouping of policies may mask subtle differences in outcome. Such issues are set out where appropriate.

Consideration was also made of the introductory text to each Goal in order to understand the intention of the 'Goal' and how each policy may help achieve that Goal.

10.2 Assessment overview

The Guiding Principles, Goals and Policies are as noted in TWTP and set out in Chapter 9.1.

The Goals and associated policies have been assessed against the ISA Objectives using the following significance scale:

Table 16: Assessment scale

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

++/--	Combination of moderate beneficial and adverse effects	Significant
-------	--	-------------

The Goals and associated policies have been assessed against the following ISA Objectives:

1. Protect and improve air quality
2. Reduce the impact on environmental noise from transportation sources
3. Reduce carbon emissions from Transport and contribute to meeting Telford & Wrekin's goal of carbon neutral by 2030
4. Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding
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
6. Protect and enhance sites designated for their international importance for nature conservation purposes (linked to HRA)
7. Protect, enhance and promote geodiversity
8. Protect and enhance cultural heritage assets and their settings, and the wider historic environment
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
10. Protect and enhance the water environment
11. Protect soil resources and avoid land contamination
12. Promote sustainable use of resources and natural assets
13. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all
14. Support the wider coordination of land use and energy planning across Telford and Wrekin
15. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)
16. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)
17. Promote fairness and equity in rural connectivity (Rural proofing specific objective)

Consideration was also made of the series of health, qualities and rural sub-objectives:

Health sub-objectives (relate to ISA Objective 15)

- Improve accessibility to health and leisure services and facilities and amenities for all
- Indirect impacts - Improve affordability of public transport
- Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents
- Reduce severance
- Improve connections between and within communities
- Protect health by reducing air, noise, odour and light pollution from transport
- Improve access to active travel modes
- Improve access to public transport

Equalities sub-objectives (relate to ISA Objective 16)

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

Rural connectivity sub-objective (relate to ISA Objective 17)

- Increase access via a range of transport modes for rural communities.
- Enable economic growth, and employment diversification in rural areas.
- Connecting people with nature

10.3 Assessment of TWTP Goals and Policies

The following table provides an overview of assessment results. Full details are provided in Appendix E.

The assessment results (as set out in Table 17) identified a considerable number of areas of strength in terms of sustainability performance, across the TWTP. An overview discussion of the results for each of the Goals and associated policies follows the table. Full detail of the assessment is detailed in Appendix E.

Table 17: Overview of assessment

Goal	ISA Objective																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Walking, wheeling and cycling	++	++	+	+	+	+	0	+	-	+	+	+	+	+	++	++	+/-
Public transport	+	+	+	+	+	+	0	+	+/-	+	+	+	++	+	++	++	++
People are supported	+	+	+	0	+	+	0	+	+	+	+	+	+	+	+	+	+
Thriving and healthy local	+	+	+	+	+	+	0	+	++	+	+	+	++	++	++	++	+
Everyone feels safe	0	+	0	0	+/-	0	0	0	+	0	0	0	+	+	++	++	+
Inclusive and accessible	0	0	0	0	0	0	0	+/-	0	0	0	0	+	0	+	+	+
Strong cross border	+/-	-	+/-	+	0	0	0	0	0	0	0	+	++	+	+	+	+
Sustainable mixed use	++	+	+	+	0	0	0	+	++	+	+	+	++	+++	+++	++	++
Greater share of greener	++	+/-	+	+	+	0	0	+/-	+/-	+	+	+	++	+	++	+	+
Reliable and well maintained	+	+	+	++	+	+	+	+	+	+	+	++	++	+	++	+	+
Adaptable and resilient	+	+	+	+++	++	+	0	+	+	++	+	+	++	0	+	+	+
Sustainable and inclusive design	++	+	+	+	++	+	+	+	++	+	+	+	0	0	++	++	+

10.4 Guiding Principle: Transforming travel choices

Goal: Walking, wheeling and cycling are safer, more accessible and attractive travel options - Environment

This policy area focuses on increasing the number of journeys made by walking, wheeling and cycling, particularly for shorter trips. The policy is supported by measures including supporting the delivery of LCWIP Core Walking Zones in centres such as Telford, Wellington, Ironbridge, Newport, Dawley and Madeley, and the implementation of priority LCWIP cycle corridors. Enhanced cycle parking facilities, and the provision of bike hire through the Telford Bike Hub are expected to encourage greater uptake of active travel and reduce reliance on private vehicles. In addition, the maintenance and enhancement of leisure routes and Public Rights of Way will support access to the borough's natural and historic environments.

It is anticipated through a reduction in private car usage by improving the attractiveness of active travel air quality will improve (particularly in local areas and pollution hotspots) and overall carbon emissions will be reduced, although the nature of these modes means that the actual quantification of effect might be marginal. As a result of increased uptake in active travel methods like walking and cycling, there would likely be less of a risk to environmental factors such as biodiversity (including sites designated for nature conservation through reducing pollution deposition), geodiversity and soil resources due to less emissions and a reduction in pollution events from the use of private cars. There would also be reduced use of natural resources and less motor vehicles on the road will reduce the impacts of environmental noise and pollution within the plan area, diminishing the effects on vulnerable species and NIAs.

A reduction in motor vehicle use due to this policy would likely provide benefits to townscape and help develop a 'sense of place' for people in the area. Through reduced congestion in urban centres, it will likely result in making the streetscape more appealing and greatly aid overall tranquillity through a reduction in noise. This may also help protect the historic environment such as listed buildings and scheduled monuments as the proposal would reduce traffic volumes, vehicle emissions, and vibration levels, thereby helping to protect listed buildings and other heritage assets from physical deterioration while enhancing the character and setting of the historic environment.

The policy area also outlines how leisure routes and public rights of way will be maintained and enhanced, which will help protect and enhance local landscape and visual amenity. This will further help protect local biodiversity. The water environment may also benefit through the reduction in traffic and greater focus on active modes. It can be expected that the potential for pollution runoff from roads will reduce, as will the potential for spillage of hydrocarbons through accidents or during refuelling. Enhancement and works to leisure routes and public rights of way could possibly provide opportunities for the use of SuDS, to reduce flood risk and help improve the resilience to a changing climate.

Goal: Walking, wheeling and cycling are safer, more accessible and attractive travel options – health, equalities and rural

The policy area focuses on making walking, wheeling and cycling more attractive methods of transport and encouraging a modal shift by enhancing safety and accessibility of the active travel network and its methods of travel.

Through an increased uptake of sustainable modes of transport, there will likely be an overall reduction in emissions and an improvement in air quality, with benefits for all groups in terms of health – particularly for vulnerable groups including children, the elderly and those with certain disabilities. Such groups (along with the wider population) would also benefit from reduced noise and other disturbance leading to reduced stress and increased general wellbeing, as well as reduced chance of accidents (through reduced vehicle numbers). There will also be a further decrease in the risk of collisions as the policy area aims to make the active travel network safer, which will further reduce the impacts to health. Through encouraging a modal shift by improving accessibility and safety, there will also likely be benefits as a result of increased physical activity, which will improve both physical and mental health, enhancing quality of life of individuals within Telford & Wrekin (though not all groups could benefit from this to the same degree).

This policy area could also help individuals (particularly low-income households) within the plan area through investments into the walking, wheeling and cycling networks, as active travel methods such as walking and cycling offer a cheaper alternative to the private motor car by improve the overall accessibility to jobs, skills and essential services which will help improve equality across the plan area. Maintaining and enhancing leisure routes and public rights of way could enhance the connectivity to rural areas. This would allow those who live in rural areas improved accessibility to urban centres, which in turn will improve their accessibility to jobs and skills.

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.

Goal: Public transport is attractive, reliable and more widely available – environment

This policy area is concerned with improving public transport to make it attractive, reliable and more widely available. The policy seeks to build on progress through the Bus Service Improvement Plan (BSIP) and Travel Telford network and develop an improved borough-wide bus network. The policy aims to continue fare capping on Travel Telford services and introduce tap-on tap-off payment across the bus network. The policy also seeks to improve integration between modes through enhanced links to Telford Central railway station and other transport interchanges, alongside development of a borough-wide rail strategy. In addition, the continued support for the Ironbridge Park and Ride service aims to reduce congestion and associated environmental impacts in the sensitive Ironbridge area. Improvements to bus and rail services can help increase travel choice, support social inclusion and contribute to wider objectives relating to economic growth and lower greenhouse gas emissions.

A new and improved bus and rail network will likely establish public transport as a convenient alternative travel method to cars due to its aimed improvement of accessibility, efficiency and affordability, meaning there will be less emissions and an overall improvement on air quality, especially in local areas and pollution hotspots because of the reduced congestion and private car usage. However, an increase in buses which run on traditional engines could potentially result in some negative effects on air quality and carbon emissions. As a result of increased uptake in use in public transport there would likely be less of a risk to environmental factors such as biodiversity (including sites designated for nature conservation through reducing pollution deposition and the risk of fuel spillage through less accidents), geodiversity and soil resources due to less emissions and a reduction in pollution events. There would also be a reduced use of natural

resources and less motor vehicles on the road will reduce the impacts of environmental noise and pollution within the plan area, diminishing the effects on vulnerable species and NIAs within the plan area.

A reduction in motor vehicle use and increase in journeys made by public transport due to this policy would likely provide benefits to townscape and help develop a 'sense of place' for people in the area. Through reduced congestion in urban centres, it will likely result in making the streetscape more appealing and greatly aid overall tranquillity through a reduction in noise. This could be particularly enhanced by the use of electric buses, improving the sustainability of the public transport network. This may also help protect the historic environment such as listed buildings and scheduled monuments as the proposal would reduce traffic volumes (particularly private cars), vehicle emissions, and vibration levels, thereby helping to protect listed buildings and other heritage assets from physical deterioration while enhancing the character and setting of the historic environment.

Increasing journeys made by public transport will likely help protect and enhance local landscape and visual amenity as a result of reduced congestion. The water environment may also could also benefit through the reduction in traffic and greater focus on public transport. It can be expected that the potential for pollution runoff from roads will reduce, as will the potential for spillage of hydrocarbons through accidents or during refuelling. Enhancement and works to the public transport network could possibly provide opportunities for the use of SuDS within new facilities and infrastructure, to reduce flood risk and help improve the resilience to a changing climate. There may be negative effects with increasing public transport as this policy may result in an increase in impermeable surfaces, resulting in a higher risk of flooding.

Goal: Public transport is attractive, reliable and more widely available – health, equalities and rural

As a result of an increased uptake in journeys made by public transport and reduced usage of private cars due to this policy area there will be significant health benefits for individuals within the plan area as a result of the improvement in air quality and reduced carbon emissions. This will benefit vulnerable groups in particular like children, the elderly and those who suffer from respiratory issues, as they are the most susceptible to the health effects from low air quality. Areas with poor air quality also typically correlate with areas of higher deprivation, populated by those on low incomes and as such these groups could also benefit. Additionally, a reduction in car usage and congestion will decrease the likelihood and severity of a road collision. 'Secure by Design' measures such as increased lighting at the bus waiting facilities will also improve safety (or a sense of security) and help protect vulnerable people such as lone travellers. It should be noted however, that introduction of very light rail or trams may introduce another risk of collisions on the roads, increasing risks to health.

This policy area will more than likely result in improved accessibility and reduction in transport inequalities for the general population by promoting use of the public transport measures. This will cater toward vulnerable groups such as elderly people and people with disabilities which could be achieved by implementing changes like the provision of increased disability / elderly priority seating, increased numbers of handrails, ramps for quick and easy wheelchair access etc. Improved bus facilities and accessibility may be beneficial to lower income households, as bus travel may offer a cheaper alternative to travel than a car, though it should be recognised that some households may already have invested in a car and be reluctant to not utilise it / pay for alternative modes. Improved connectivity through a better public transport may allow the population better access to

jobs and skills, which may only have been previously accessible through private car. Improved bus connections could also reduce isolation within the community, allowing people to connect with friends and family more easily, as well as access the services and facilities that they need. This will be particularly beneficial for older and younger age groups, as well as those with no / limited access to a private car.

It is anticipated that an improved public transport network will likely result in improved connections to rural areas within the plan area, especially those with no access to private cars and vulnerable groups. This would allow those who live in rural areas improved accessibility to urban centres, which in turn will improve their accessibility to jobs and skills.

Goal: People are supported to make informed and sustainable travel choices – environment

This policy area is concerned with aiding people to make informed and sustainable travel choices to support behaviour change and result in an uptake in active travel and encourage a modal shift. The policy area also is anticipated make travel information increasingly accessible to allow for easier movement of individuals within the plan area.

The anticipated benefits of this policy area are supported by a range of measures aimed at encouraging sustainable travel behaviour and improving access to travel information. The Council will continue to deliver educational and behaviour change programmes including Bikeability, Scooter Skills, Dr Bike, Urban Games and post-16 Travel Training, which are intended to improve confidence and skills for walking, wheeling, cycling and public transport use. The TWTP also commits to ensuring effective travel plans are in place to employment, education, healthcare and visitor destinations. In addition, the Council will continue to provide travel information through CityMapper. This will be complemented by standardised bus stop information, improved passenger information displays and the continued provision of accessible travel information at key locations.

Through encouraging people to make more sustainable transport choices due to the anticipated increase in reliability, safety and accessibility of active travel methods and public transportation, it is expected that there will be less emissions and an overall improvement in air quality especially in local areas and pollution hotspots because of the reduced congestion and private car usage. As a result of a behaviour change in terms of the use of public transport and active travel there would likely be less of a risk to environmental factors such as biodiversity (including sites designated for nature conservation through reducing pollution deposition and the risk of fuel spillage through less accidents), geodiversity and soil resources due to less emissions and a reduction in pollution events. There would also be a reduced use of natural resources and less motor vehicles on the road will reduce the impacts of environmental noise and pollution within the plan area, diminishing the effects on vulnerable species and NIAs within the plan area. Increasing travellers' awareness of the benefit to the environment of these methods of transport might further increase the uptake of sustainable transport methods.

A reduction in motor vehicle uses and an increase in journeys made by public transport and active travel due to this policy would likely provide benefits to townscape and help develop a 'sense of place' for people in the area. Through reduced congestion in urban centres, it will likely result in making the streetscape more appealing and greatly aid overall tranquillity through a reduction in noise. This may also help protect the historic environment such as listed buildings and scheduled monuments as the proposal would reduce traffic volumes, vehicle emissions, and vibration levels, thereby helping to protect

listed buildings, scheduled monuments and other heritage assets from physical deterioration while enhancing the character and setting of the historic environment.

Through providing improved public awareness and encouragement of using sustainable transport methods it is anticipated that the local landscape and visual amenity will be protected and enhanced due to the anticipated reduced road traffic and congestion. The water environment may also could also benefit through the awareness made to sustainable modes of transport. It can be expected that the potential for pollution runoff from roads will reduce, as will the potential for spillage of hydrocarbons through accidents or during refuelling.

Goal: People are supported to make informed and sustainable travel choices – health, equalities and rural

As a result of the promoted increased uptake in journeys made by sustainable modes of transport there will be significant health benefits for individuals within the plan area due to the improvement in air quality and reduced carbon emissions. This will benefit vulnerable groups in particular like children, the elderly and those who suffer from respiratory issues, as they are the most susceptible to the health effects from low air quality. Areas with poor air quality also typically correlate with areas of higher deprivation, populated by those on low incomes and as such these groups could also benefit.

This policy area will more than likely result in improved accessibility and reduction in transport inequalities for the general population by promoting use of sustainable transport methods. This will cater toward vulnerable groups such as elderly people and people with disabilities who may not have had the confidence to previously travel on public transport. Improved connectivity through a better public transport may allow the population better access to jobs and skills, which may only have been previously accessible through private car. Educational programmes and improved awareness could result in a wider range of jobs and skills that people are now aware they access to that they might not have previously. Individuals who may not feel entirely confident to utilise public transport will benefit from this policy area through engagement and educational programmes.

It is anticipated that an improved public transport network will likely result in improved connections to rural areas within the plan area as a result of the increased awareness of public transport. This would allow those who live in rural areas improved accessibility to urban centres, which in turn will improve their accessibility to jobs and skills.

10.5 Guiding Principle: Transforming travel choices – key findings

- There is a strong emphasis on encouraging a modal shift towards sustainable modes of transport
- There is potential for health benefits through improved access to sustainable transport options and possible reductions in emissions, especially vulnerable groups like the elderly and children
- The overall reduction of private car use is anticipated to have slight benefits on the environment through the reduction of private vehicles on the road and an increased uptake in sustainable methods of transport
- There is potential to reduce travel inequalities and create opportunities for access to jobs and skills as a result of these policy areas.

- This policy area is likely to help preserve the built environment, streetscape and historic environment of the plan area.
- Rural connectivity is likely to be improved
- Overall safety of the transport network is anticipated to be enhanced, particularly those who are walking, wheeling and cycling.

10.6 Guiding Principle: Improving accessibility

Goal: Thriving and healthy local communities – environment

The policy areas outlined are concerned with supporting people's everyday lives and allowing them to live in thriving, healthy and strong local communities. In short, the aim is to revitalise places, creating more attractive neighbourhoods, with good access to the facilities and services that people need.

Providing people with better public transport, active travel opportunities and digital connectivity are key elements of this policy area. This should help reduce or remove the need to travel by car and help to improve air quality at a local level, as well as reduce noise and carbon emissions (although in relation to carbon this would likely be very marginal). Both people and environmental factors such as biodiversity, soil resources and the water environment could benefit through reduced disturbance and reduced emissions. There would also be reduced use of natural resources.

Digital connectivity will help to remove the need for some activities e.g. shopping, some health appointments and working from home. This can provide some resilience during extreme weather conditions.

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. Better placemaking and regeneration can also benefit the setting of historic assets. 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. 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.

This policy approach 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.

Goal: Thriving and healthy local communities – health, equalities and rural

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. Lack of 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.

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 with enhanced pedestrianisation as a key feature. Cyclists and pedestrians will benefit in particular through increased opportunities for building healthy activities into daily routines.

In addition to direct health benefits through reduced emissions, 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.

Collaboration will also take place 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.

It is anticipated that 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 more safe, with consequent benefits for all in both health and equitable access.

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 such as the elderly. The costs involved may also disadvantage 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 should help improve equality of opportunity.

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 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.

In relation to rural area, 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.

Goal: Everyone feels safe to travel - Environment

This policy area is about creating a transport network on which everyone is safe and feels safe, and will require coordination across multiple stakeholders. Note is made in the policy area that investment will be made in better designed streets, with safer crossings and well lit routes. Areas. Where appropriate, speed limits will be reduced and junctions improved, with traffic calming also introduced. These measures will potentially act to reduce noise from traffic and could benefit biodiversity through reducing disturbance, though it should be noted that increased lighting may have detrimental impacts on some habitats / species. Better designed streets are also anticipated to benefit the local townscape.

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 collisions / healthcare.

Goal: Everyone feels safe to travel – Health, equalities and rural

This policy places emphasis on improving personal security across the transport network, especially for more vulnerable groups including women and girls, older people and those travelling alone. The Council will undertake “Getting Home Safely” audits of bus stops and surrounding areas to identify opportunities to improve lighting, visibility and access, helping to create environments where people feel safe and confident when travelling, particularly during the evening and at night. By addressing both actual and perceived safety concerns, these measures are expected to improve accessibility and confidence in public transport and active travel.

Allowing people to travel with greater confidence and in safety will improve access to more people to the services and facilities that they require. This will have benefits for their health and will result in a more equitable opportunities for people.

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 and will include activities that may be more typical. 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 – this will be particularly beneficial in terms of equitable access for the young, the elderly and those with certain disabilities. Allowing people to travel with greater confidence and in safety, will improve connections across the plan area (including across rural areas). This will help to reduce social isolation, allowing people of all groups 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.

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.

Goal: An inclusive and accessible transport network - Environment

The aim of this goal is to make the transport network more inclusive and accessible and allow people to better access jobs, essential services and opportunities. This policy area may require work to increase accessibility of assets such as train stations, though consideration would need given to their existing design and any elements such as 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.

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.

Goal: An inclusive and accessible transport network – Health, equalities and rural

This policy area is 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 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 (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'.

10.7 Guiding Principle: Improving accessibility – key findings

- There is a strong emphasis on increasing accessibility for all groups, including those who may typically face difficulties in accessing transport.
- There is a potential for health and wellbeing benefits through improved accessibility to sustainable modes of transport, a possible reduction in emissions and greater opportunities for active travel.
- Reducing or removing the need to travel by car may help reduce emissions and these can be anticipated to have some environmental benefits, albeit generally slight.
- Similarly, improved placemaking and regeneration offer some environmental benefits, but will be of more significance in terms of economic effects.
- Inequalities and issues such as social isolation should be improved by this policy area.
- Collaboration with a range of groups to understand their needs is a key component.
- There will be increased opportunities for training and employment.
- As well as physical connectivity, digital connectivity will improve accessibility and help improve resilience, though it may not be suitable for all groups and would have cost implications.
- Physical and psychological barriers to travel will be removed or reduced. Overall safety will improve and there should be a better sense of safety on the transport network, benefitting those in society who may feel uneasy when travelling and empowering them to travel with confidence.

10.8 Guiding Principle: Unlocking potential

Goal: Strong cross-border connections - Environment

Strong cross border connections are intended to allow for enhanced and future proofed connections with neighbouring areas. It is anticipated that there will be a mix of beneficial and adverse effects in terms of air quality and carbon emissions through these longer distance requirements, with the level of change dictated by the mode of transport and elements such as change to traffic flows and economic conditions. 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. Nevertheless, while it is important to note the potential for adverse effect, 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 also 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 – this could also help to reduce noise levels, though these are likely to have increased overall through this policy area.

Enhanced longer distance connections will have the benefit of making routes more robust and resilient to climate change. 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.

Greatest benefits are anticipated in respect of economic growth as the policy area will help ensure Telford and Wrekin is fully integrated into the wider regional transport network (with strong freight connection) 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.

Goal: Strong cross-border connections – Health, equalities and rural

It is anticipated that 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 – direct benefits are likely to be negligible as this is road and rail based. 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 are also 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. It should be noted that while 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.

Such effective, robust and resilient long distance connections can also 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.

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.

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. In addition, it is anticipated access will improve for rural communities and help people in those areas access opportunities across the region and beyond. This may also improve the economy of rural areas and potentially help with employment diversification.

Goal: Sustainable mixed use developments - Environment

This policy area is concerned with supporting 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. There is 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. Such areas should also experience a decrease in noise and pollution to the water environment through an uptake in active travel and EVs (although note that EVs can still result in road noise and polluted runoff due to issues such as tyre degradation).

Carbon emissions can also be expected to fall due to these policy measures, but 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, the measures outlined can still be considered to be of benefit as 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.

A reduction in 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.

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, with economic benefits anticipated. 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.

This policy area will require coordination with other stakeholders, and this is anticipated to result in overall significant benefits, particularly in the longer term as the new Local Plan is developed and implemented in a much more integrated fashion, with full consideration of sustainable travel.

Goal: Sustainable mixed use developments – Health, equalities and rural

It is noted that under these policy measures, 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. Active travel options also provide opportunities for a more active lifestyle, with consequent benefits for health. 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.

The policies set out 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. Nevertheless, it is also anticipated that the overall reduction in 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.

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. While not directly improving affordability, it is also 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.

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.

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.

Goal: A greater share of green journeys – Environment

This policy area sets out a range of measures relating to 'greener journeys' that will act to protect and improve air quality (helping both people and biodiversity at a local level) and help reduce carbon emissions, (although this may be marginal in respect of carbon). 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.

While this approach 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 – such hotspots (along with a need for new infrastructure) may have implications for heritage assets or townscapes.

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. These routes would also reduce the threat of hydrocarbon pollution to watercourses and help avoid the potential for land contamination.

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.

Goal: A greater share of green journeys – Health, equalities and rural

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).

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. It is noted that 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. Such measures would continue to benefit all users, with particular benefit for those on low incomes.

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.

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. Greater provision of EV charging infrastructure at facilities will help to reduce range anxiety (thereby also reducing severance particularly on longer routes) and may help to overcome this barrier to uptake.

Note is also made that new EV charge points will be designed with accessibility in mind with suitable bay layouts, clear signage and ease of use for drivers with disabilities. 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.

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.

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. A reduction in general congestion, is also anticipated to result in 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. Nevertheless, on the whole, pedestrians, cyclists and commuters will benefit in particular.

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.

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.

10.9 Guiding Principle: Unlocking Potential – key findings

- Cross border connections will improve connectivity across a wider area, benefitting all groups, though it will likely have adverse effects in terms of air quality and carbon emissions.
- Cross border connections will improve the economy – it will help ensure goods can move seamlessly across borders to connect businesses with regional and national markets.
- There is a key focus on active travel – this will bring health benefits, but may not be suitable for all groups, with the elderly, the very young, those with certain disabilities and similar perhaps not benefitting to the same degree.
- There is a focus on public transport – this will also benefit all groups, but again there are groups within society who are less able to benefit. The TWTP recognises this and sets out a range of measures to provide support.
- Support will be provided to the uptake of EVs. This will benefit the environment across a range of issues such as air, carbon, water, with additional consequent benefits in terms of health. It is noted though that EVs can still have issues – they still will result in effects on water through tyre and brake degradation and will still have a significant noise signature.
- There will be clear support for the new Local Plan – this will help result in well designed street layouts with good quality active and public transport connections and access to nature and public spaces.

- A general reduction in congestion can improve safety, as well as having benefits to a range of environmental issues including townscapes and potentially the historic environment.

10.10 Guiding Principle: Fit for the Future

Goal: Reliable and well maintained networks – Environment

The policy areas outlined are concerned with maintaining and managing existing transport assets and keeping the transport network running smoothly and efficiently. Beneficial effects were identified across a number of ISA Objectives. For example, in relation to air quality and carbon it was noted that an efficient transport network will reduce delays and allow vehicles to operate more efficiently, with a consequent reduction in emissions (although this may be marginal in respect of carbon). Proactive maintenance will also result in less need for large scale construction activities as assets will have longer life spans – this should reduce emissions and lessen the requirement for land take (with consequent benefits for soil and geodiversity). Similarly, a well maintained and efficient network should help to reduce noise emissions (by reducing congestion and allowing vehicles to operate at most efficient speeds), although noise will still be experienced at local levels. Reduction in noise levels could also benefit biodiversity, by reducing disturbance. Opportunities for addressing invasive species (or areas of contamination) may also be realised by proactive maintenance.

Proactive maintenance that ensures the transport network is fit for purpose should also 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 and it is anticipated this will be significantly beneficial. A reduction in flooding can also help to protect heritage (or other) assets and people's homes and businesses – with consequent benefits for health and wellbeing. Effective maintenance of the drainage system e.g. through maintenance of gully pots to remove sediment loads in a controlled manner will also help protect the water environment. Note however, that there will still be adverse emissions on the water environment due to tyre and brake degradation, though these would be reduced via elements such as bus service improvements noted in this policy area.

Many transport assets are heritage features – proactive maintenance can help to ensure that these features are maintained in good condition and continue to serve their original purpose.

Other significant benefits anticipated due to this policy area include the approach to using resources and natural assets. 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.

It is also the case that 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.

Reliable and well maintained networks - Health, equalities and rural.

In terms of health and wellbeing, it is considered that all groups (including those in rural areas) would benefit from well maintained transport networks that facilitate efficient and

safe access to those essential services such as healthcare, education or other activities. This will also reduce severance caused by congestion 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.

The policy area could also bring beneficial effects in terms of affordability (e.g. by reducing fuel costs) and reduce other costs associated with a poorly maintained network e.g. damage to tyres. More effective and efficient bus services could potentially allow for continued fare stability, though there are a multitude of factors in such issues.

Well maintained roads can help reduce / prevent congestion and can also improve overall safety, with benefits for vulnerable groups such as the elderly and children. Well maintained infrastructure such as footpaths and cycle paths will reduce the likelihood of accidents (through trips, collisions etc.) for those walking, wheeling and cycling, particularly benefitting those with certain disabilities, the elderly and young children. Traveller stress would be reduced by elements such as well maintained signage – this will also help visitors to the area.

Reduced air and noise emissions associated with a well maintained transport network, would benefit all groups in terms of health, but particularly the young, those with certain disabilities and the elderly.

It is also noted that bus services will be enhanced and 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. It is also considered that increased transport efficiency should allow for economic growth and allow for better and more reliable access to employment and training opportunities (with consequent health and equalities benefits), including in rural areas.

Goal: Adaptable and resilient networks - Environment

This policy area is concerned with building resilience to climate change and extreme weather and embracing new transport data and technologies.

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.

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. This can help with carbon sequestration (although this would have very limited effect). Planting could also help with improving air quality, albeit this would be at a very local scale. In addition, this planting, alongside the use of Natural Flood Management (NFM) (including green and blue infrastructure) could help provide opportunities to

enhance biodiversity (including BNG) and promote delivery of the Nature Recovery Network.

Areas designated for nature conservation could also 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.

Protection from flood risk (through use of NFM and SuDS) can also help to protect the historic environment. In addition to preventing 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. Such planting would also act to provide opportunities to improve landscapes or townscape. Flood prevention would also protect townscape from the effects of flooding and subsequent need to repair / clean up.

In addition, NFM and SuDS will help to protect the water environment, as well as help protect soils and help avoid land contamination. 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 can produce greater levels of tyre and brake wear (although SuDS can be effective in removing such detritus from the water flow).

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. 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).

Adaptable and resilient networks - Health, equalities and rural.

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, 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 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. Nevertheless, this should help in regards to 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, with particular benefit for those groups such as children who are particularly vulnerable to poor air quality.

Some new innovative transport techniques may involve some element of active travel. This would provide opportunities for health benefits and 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. It is anticipated that these measures will support smoother traffic flow. All groups will benefit.

New innovative transport options should also increase rural connectivity (depending on technology and how this is provided), with provision also being made for those with limited access to public transport or who are unable to drive. All groups will benefit.

In addition, more robust and resilient rural connectivity will allow people to access the rural economy more effectively. This should allow easier access to markets, 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.

Goal: Sustainably and inclusively designed networks – Environment

This policy area is concerned with seeking enhancement opportunities through transport, protecting those habitats, landscapes and assets of heritage value, protecting the air and water environments, reducing whole life carbon and using natural resources in a more sustainable fashion. In addition, health and equalities of the population will be a key concern. It is anticipated that significant beneficial effects could be realised through this Goal.

In terms of emissions, the policies set out that these will be an important consideration in the design and operation of transport schemes and there will be a requirement to ensure compliance with legislation and guidance. There will be a strong focus on the uptake of EVs, as well as active travel and associated planting that will help improve air quality at a local level, carbon sequestration, biodiversity, landscapes and ultimately people's health and wellbeing.

Note is made in the policies of the need to reduce whole life carbon, with a proactive approach to managing carbon at every stage. 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.

A key element set out in the policies will be the use of green infrastructure that will help increased adaptation and resilience to a changing climate and which would likely help to reduce the risk of flooding. Efforts will be made to seek to achieve net improvements to the local environment, taking opportunities to protect and enhance natural assets and strengthen ecological networks. This includes linking transport schemes with wider initiatives, such as Biodiversity Action Plans and Local Nature Recovery Strategies. Note is also made of the need to improve the Public Rights of Way network, with likely benefits in terms of health and wellbeing.

Further note is made 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 (helping to protect soil resource), as well as functionally linked land and important geodiversity sites. Sensitive lighting will be used where appropriate, balanced with safety requirements.

In relation to the historic environment, note is made of the need to ensure that transport schemes are designed and delivered in a way that protects and enhances Telford & Wrekin's historic environments. 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. Schemes will also be designed to respond positively to heritage assets and their settings and by considering archaeological potential. Work will take place with partners to enhance the natural, built and historic environments.

The water environment will be protected 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.

In addition, 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.

Sustainably and inclusively designed networks – health, equalities and rural

A key element set out in this policy area is that, as schemes are brought forward for design and planning, proactive consideration will be made of health and equalities. This will include undertaking Health Impact Assessment and Equalities Impact Assessment as

needed to evaluate potential impacts on vulnerable individuals or groups (including those noted as having protected characteristics under equalities legislation), 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. 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 improve the safety of schemes for all groups. This will also ensure that issues such as air, noise and odour emissions are addressed – specific note is made of the need to protect air quality and reduce pollution. Vulnerable groups such as children, the elderly and those with certain disabilities or health conditions may benefit in particular through detailed consideration of such issues.

It is also 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.

10.11 Guiding Principle: Fit for the Future - key findings

- There is a clear commitment to ongoing assessment as schemes come forward for planning and detailed design. This will include Health Impact Assessment and Equalities Impact Assessment.
- A focus on active travel and an uptake of EVs should bring significant benefits for the environment and people of the plan area
- Proactive maintenance will allow assets to be used for longer, thereby reducing emissions, protecting natural and built resources and reducing waste.
- A focus on Natural Flood Management and SuDS will help protect against flooding but also provide opportunities for biodiversity and other environmental enhancements.
- Opportunities for biodiversity enhancement will also be provided through linking transport schemes with wider initiatives, such as Biodiversity Action Plans and Local Nature Recovery Strategies.
- Improvements in landscape and townscape are possible, along with better protection of the historic environment.
- Improved and more resilient networks will allow for better connections between and within communities and more reliable access to the facilities and services that they require, with beneficial effects in terms of health and equalities. This will also have economic benefits.

10.12 ISA recommendations made

A role of the ISA is to ‘challenge’ the plan as it develops, in order to ensure that sustainability considerations are embedded into the TWTP. This process of challenging the plan takes place in an iterative fashion throughout. On this basis, the ISA team made a number of recommendations to the plan making team in order to strengthen the sustainability performance of the developing TWTP. Please see Section 9 relating to compatibility between the TWTP objectives and ISA objectives for details of recommendations made in respect of the Vision and Guiding Principles.

An overview of the main recommendations made in respect of strengthening the policy text is as follows:

Table 18 - ISA Recommendations and how these were addressed

ISA Recommendation	How was this addressed?
The TWTP should make clear that there is an ongoing requirement to undertake Habitats Regulation Assessment as schemes come forward for more detailed planning.	This recommendation was addressed via Policy FF6 which notes “we will continue to undertake Habitats Regulations Assessment where required to ensure that transport schemes avoid adverse effects on internationally important sites”.
The TWTP should make clear that there is an ongoing requirement to consider the potential effects of schemes on people to ensure that health impacts are understood and that more equitable access to services and facilities can be achieved.	This recommendation is addressed through Policy FF11 which notes that “as TWTP policies and schemes progress, we will proactively consider health and equalities issues from the earliest stages. HIA and/or EqIA assessments will be conducted as needed to evaluate potential impacts on individuals or groups, guiding the design and delivery process”.
The TWTP should make clear that the use of Low Zero Emission Vehicles (LZEV) will be promoted / encouraged.	This recommendation was addressed via Policy FF8 which notes “we will promote more sustainable travel choices, such as walking, wheeling, cycling, public transport and low emission vehicles, to reduce ongoing emissions from transport”.
While note is made in the TWTP of the need for planting (in relation to helping with climate adaptation), it should be made clearer that planting should be with native species of local provenance.	This recommendation was addressed via Policy FF3, which notes “...including through appropriate materials, planting for shade and shelter (using native species of local provenance), and the use of low-carbon solutions”.
In relation to the use of resources, it needs to be made clearer that innovative technologies and approaches will be used in design, construction and operation of transport schemes.	This recommendation was addressed via Policy FF10, which notes “We will explore the use of innovative technologies and approaches in design, construction and operation of transport schemes to improve effectiveness and efficiency, helping ensure long-term value while minimising environmental impact”.
Clearer reference should be made to the need to reduce noise emissions where possible	This recommendation was addressed via Policy FF8 which notes “we will ensure that transport schemes are designed and operated in a way that protects air quality, water environments and local quality of life from transport-related pollution, including noise and vibration...”

ISA Recommendation	How was this addressed?
Reference should be made to PM2.5 and the potential impact of EVs.	This recommendation was addressed via Policy FF8 which notes “While electric vehicles can help reduce noise, carbon emissions and some air pollutants, they do not eliminate all emissions, including particulate matter (PM2.5) from tyre and brake wear. We will therefore continue to support measures that reduce these emissions, including encouraging sustainable travel, maintaining our roads and managing traffic to reduce stop-start driving”.
Clearer reference should be made in Policy FF7 to the need for landscape design.	This recommendation was addressed via Policy FF7 which notes “We will ensure that transport schemes are planned, designed and delivered in a way that protects and enhances Telford & Wrekin’s landscape, townscape and historic environments. This includes avoiding impacts on sensitive areas wherever possible and ensuring that designs respect local character and setting, in both urban and rural environments. We will consider landscape design and planting from the outset, helping transport improvements become a positive part of the places they serve.”
Consideration should be given to the need to take opportunities to improve townscape by removing street clutter or improving signage. Consideration should also be given to making sure that signage and lighting is reflective of historic town centres and such areas.	This recommendation was addressed via Policy FF7 which notes “we will also protect the historic environment by designing schemes that respond positively to heritage assets and their settings, ensuring that features like seating, signage and lighting reflect local character”
Clear reference should be made to the need to take opportunities where possible to prevent the spread of invasive species and the need to take opportunities to remediate areas of contamination.	This recommendation was addressed via Policy FF5 which notes “This could include habitat enhancement, management of invasive non-native species, and the remediation of previously contaminated or degraded land”.
Note should be made of the need to consider the provision of toilet facilities at travel hubs, as this will benefit all groups in society but may be particularly welcome by those with young children, the elderly and those with certain conditions (such as pregnancy), those taking certain medications as well as those with certain disabilities.	This recommendation was addressed via Policy IA11 which notes “It is essential that these hubs are accessible for people with different needs and facilities like public toilets are provided where possible”.

11. Assessment of Interventions

11.1 Introduction

The TWTP Delivery Plan sets out schemes that act to support the Guiding Principles, Goals and Policies, which have been assessed and reported in Chapter 9 and 10. In essence, the Delivery Plan will set out how it is intended to turn the vision of the TWTP into action. As such, the Delivery Plan sets out a clear, phased programme of schemes and interventions, aligned with national LTP guidance and funding arrangements, and it is the intention that it will be updated regularly to reflect progress, funding opportunities and evolving priorities.

It has been necessary to assess the schemes in the TWTP using both locational (spatially specific) and non-locational (plan-wide) assessment approaches. This reflects the fact that transport schemes vary widely in how, where, and to what extent they interact with the environment. Many transport schemes operate at specific sites; these options therefore have defined geographic footprints and clear receptors. As such these options can be assessed spatially, mapping their interaction with receptors to understand the significance of effect.

The following schemes have been assessed individually:

- Telford Central - Ramp Access
- Employment Centre Connectivity Package
- Railway Station Upgrades
- Hollinswood Interchange Improvements
- Apley Roundabout
- Haybridge Roundabout
- A518 Corridor Improvement Scheme
- A442 Northern Arc Capacity Improvement Scheme - Trench Lock Interchange
- A442 Northern Arc Capacity Improvement Scheme - Hadley Park Roundabout and Yew Tree Junction
- A5 Watling Street Corridor Improvements
- T&W LEVI Project
- LCWIP schemes
- Traffic Signals Improvement Scheme
- Safety Schemes
- Ironbridge Park & Ride
- Electric Bus

For the purposes of the ISA, it is considered practical to assess the parent intervention types where schemes can be grouped. The following schemes have been grouped as follows:

Maintenance Works

- A442 Queensway Upgrades
- Footpath Maintenance
- Street Lighting Maintenance
- Drainage Maintenance
- Street Furniture

- Road Markings
- Structure Maintenance
- Carriageway Maintenance

Bus Improvements

- Tender costs of services 99 to 104
- Demand Response Transport scheme
- Bus Shelter Improvement Scheme
- Bus service infrastructure civils works

The interventions and intervention types have been assessed against the ISA Objectives using the following scale of significance:

Table 19: Assessment scale

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

Similarly to Chapter 10, the interventions and intervention types have been assessed against the following ISA Objectives:

1. Protect and improve air quality
2. Reduce the impact on environmental noise from transportation sources
3. Reduce carbon emissions from Transport and contribute to meeting Telford & Wrekin's goal of carbon neutral by 2030
4. Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding
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
6. Protect and enhance sites designated for their international importance for nature conservation purposes (linked to HRA)

7. Protect, enhance and promote geodiversity
8. Protect and enhance cultural heritage assets and their settings, and the wider historic environment
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
10. Protect and enhance the water environment
11. Protect soil resources and avoid land contamination
12. Promote sustainable use of resources and natural assets
13. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all
14. Support the wider coordination of land use and energy planning across Telford and Wrekin
15. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)
16. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)
17. Promote fairness and equity in rural connectivity (Rural proofing specific objective)

Consideration was also made of the series of health, qualities and rural sub-objectives:

Health sub-objectives (relate to ISA Objective 15)

- Improve accessibility to health and leisure services and facilities and amenities for all
- Indirect impacts - Improve affordability of public transport
- Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents
- Reduce severance
- Improve connections between and within communities
- Protect health by reducing air, noise, odour and light pollution from transport
- Improve access to active travel modes
- Improve access to public transport

Equalities sub-objectives (relate to ISA Objective 16)

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

Rural connectivity sub-objective (relate to ISA Objective 17)

- Increase access via a range of transport modes for rural communities.
- Enable economic growth, and employment diversification in rural areas.
- Connecting people with nature

Full assessment tables are provided in Appendix F. Summaries of the key findings are set out in Chapter 11.2 and 11.3 below.

11.2 Non-locational Assessment Findings

Assessment overview

The following tables provides an overview of assessment results for the interventions assessed non-locationally (Table 20 and 21). **Note that in these tables, the assessment of significance is presented in terms of residual effects (i.e., after any additional mitigation is applied) in respect of construction and operation.** A discussion on these assessment results follows, with full details of the assessment for each intervention provided within Appendix F.

Table 20: Overview of assessment of intervention types during construction

Intervention type / Intervention	ISA Objective																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Employment Centre Connectivity Package	--	--	--	--	--	--	--	--	--	--	--	--	++	0	-	-	0
T&W LEVI Project	-	-	-	0	-	-	-	-	-	-	-	-	+	0	0	0	0
Traffic Signals Improvement Scheme	-	-	-	0	-	-	-	-	-	-	-	-	+	0	0	0	0
Safety Schemes	-	-	-	0	-	-	-	-	-	-	-	-	+	0	0	0	0
Electric Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance Works	--	--	--	0	-	-	-	-	-	-	-	-	+	0	-	-	-
Bus Improvements	--	--	--	--	--	--	--	--	-	--	--	--	++	0	-	-	-

Table 21: Overview of assessment of intervention types during operation

Intervention type / Intervention	ISA Objective																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Employment Centre Connectivity Package	++	++	+	+	++	++	0	+	+	+	+	+	++	++	++	++	+
T&W LEVI Project	++	++	+	0	+	+	0	0	0	+	0	0	+	+	+	-	0
Traffic Signals Improvement Scheme	+	+	+	0	+	+	0	0	0	0	0	0	+	0	+	+	0
Safety Schemes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	++	++	0
Electric Bus	++	++	+	0	+	+	0	0	0	+	0	+	0	0	+	0	0
Maintenance Works	+	+	+	+	+	+	0	0	+	+	0	0	0	0	+	+	+
Bus Improvements	++	++	+	-	+	+	0	-	-	-	0	+	+	++	++	++	++

Employment Centre Connectivity Package

The Employment Centre Connectivity Package is a comprehensive improvement scheme for identified employment centres, incorporating carriageway and footway works to enhance accessibility for all users.

During construction, the potential for significant adverse effects cannot be ruled out across ISA Objectives 1 – 12 which reflect both natural and built environment receptors. Effects are likely to arise as a result of construction activities and associated plant and machinery involved in carriageway and footway works, resulting in noise, air pollution, dust, carbon emissions, increased waste generation and pollution. Air quality and noise effects may disproportionately impact vulnerable groups such as children and elderly and those who live in more deprived areas, where air quality tends to be worse. There is also potential for increased surface water runoff and flood risk through the creation of impermeable surfaces.

Significant adverse effects may also result from direct land take, habitat loss, fragmentation of green infrastructure, and encroachment on designated ecological, geodiversity and heritage assets, as well as agricultural land and greenfield sites. The character and setting of landscapes and heritage features may be affected, while previously unknown archaeological remains could be disturbed during construction.

During construction, significant beneficial effects are likely in respect of ISA Objective 13 as carriageway and footway works will require staff to construct and therefore maintain or improve employment in the construction industry.

During operation, significant beneficial effects are anticipated where carriageway and footway improvements reduce congestion and encourage a shift away from private vehicle use towards active travel. This has the potential to reduce air pollution and noise, while also reducing pressures on ecologically sensitive sites. While some reductions in congestion could reduce vehicle emissions locally, such benefits can be offset by an increase in vehicle kilometres as a greater volume of traffic may be attracted to the improved area.

Improved connectivity and accessibility are expected to improve access to employment opportunities, services and recreational facilities, supporting economic growth and resulting in benefits for health and wellbeing. A coordinated approach to delivery would support sustainable land use planning and development across the area. Footway improvements may benefit disadvantaged groups by improving pedestrian and cycle access.

T&W LEVI Project

This intervention involves delivery of on-street EV chargepoints to support residents who lack off-street parking, enabling convenient neighbourhood charging while expanding the local network to improve equitable access to electric vehicle infrastructure therefore helping to accelerate the shift to cleaner, low-emission travel.

During construction, no significant effects have been identified across any of the ISA objectives due to the limited construction involved with the installation of charging points. However, slight adverse effects associated with construction activities, such as noise, dust, traffic disruption and visual disturbance, and slight beneficial effects associated with maintaining or improving employment in the construction industry, may occur.

During operation, significant beneficial effects are anticipated for ISA Objectives 1 and 2 as EV charge points would support uptake of low and zero emitting vehicles and therefore may reduce air and noise pollution.

Traffic Signals Improvement Scheme

This intervention type involves a programme of interventions involving the installation, renewal, optimisation, or coordination of signal-controlled junctions and crossings to improve network efficiency, safety, and traffic management performance.

During construction, no significant effects have been identified across any of the ISA objectives due to the limited scale of construction involved in traffic signal improvements. However, slight adverse effects may occur, including minor noise, dust, emissions from construction plant, temporary traffic disruption, and short-term visual disturbance, as well as slight beneficial effects associated with maintaining or improving employment in the construction industry.

During operation, no significant effects have been identified across any of the ISA objectives as the scheme generally involves improvements within the existing highway network. However, there may be slight beneficial effects across a number of ISA objectives due to improvements to traffic signals improving network efficiency, reducing congestion and reducing pollutant deposition.

Safety Schemes

This intervention type involves a targeted programme of engineering, signage, and traffic-management interventions designed to reduce collision risk, address evidenced safety issues, and improve overall road user safety and compliance.

During construction, no significant effects have been identified across any of the ISA objectives due to the limited scale of construction typically associated with safety improvement measures. However, slight adverse effects may occur, including minor noise, dust, carbon emissions from construction vehicles and plant, temporary traffic disruption, and impacts on accessibility for road users and nearby communities.

While no effects are anticipated for the majority of ISA Objectives during operation, significant beneficial effects are expected in relation to ISA Objectives 15 and 16 as the safety schemes are likely to reduce collision risk and address safety issues and should be beneficial for all groups including children, the elderly and those with mobility issues.

Electric Bus

This intervention type involves continuing investment in the roll-out of electric vehicles for the public transport fleet.

As there is not anticipated to be construction involved in this intervention, no effects have been identified across any of the ISA objectives during construction.

During operation, significant beneficial effects are anticipated for ISA Objectives 1 and 2 as moving away from traditional fuelled buses to low and zero emitting vehicles is expected to reduce air quality pressures and noise pollution.

Maintenance Works

The Maintenance Works intervention type includes the following schemes:

- **A442 Queensway Upgrades:** A programme of works involving the inspection, repair, renewal, and performance optimisation of highway lighting assets along A442 Queensway to ensure safety, compliance, energy efficiency, and reliable illumination.
- **Footpath Maintenance:** A planned programme of works to inspect, repair, resurface, and renew pedestrian footways to maintain safety, accessibility, surface condition, and compliance with highway asset standards.
- **Street Lighting Maintenance:** A programme of works involving the inspection, repair, renewal, and performance optimisation of highway lighting assets to ensure safety, compliance, energy efficiency, and reliable illumination across the network.
- **Drainage Maintenance:** A programme of works involving the inspection, repair, renewal, and performance optimisation of drainage assets to ensure safety, compliance, and reliability across the network.
- **Street Furniture:** A programme of works involving the installation, renewal, maintenance, or rationalisation of street furniture such as bollards, benches, guardrails, bins, signs, and railings to enhance network safety, functionality, accessibility, and streetscape quality.
- **Road Markings:** A programme of works to install, renew, or refresh carriageway line markings and associated surface symbols to maintain compliance, improve network legibility, and support safe and efficient road user movement.
- **Structure Maintenance:** A planned programme of works to inspect, repair, and renew highway structures to maintain structural integrity, ensure safety, and prolong asset life across the network.
- **Carriageway Maintenance:** A planned programme of works involving the inspection, repair, resurfacing, and structural renewal of carriageway to preserve network condition, ensure safety, and maintain long-term asset performance.

During construction, significant adverse effects are anticipated in relation to ISA Objectives 1 – 3 as construction activities associated with repair and renewal of infrastructure, including footways, structures, and carriageways, can generate air pollution, dust, noise, and carbon emissions through the use of plant, machinery, and construction materials. These impacts may particularly affect sensitive and vulnerable groups, such as children, older people, and communities already experiencing poorer air quality.

During operation, no significant effects have been identified across any of the ISA objectives. However, there may be slight beneficial effects across a number of ISA objectives if maintenance works enhance efficiency or encourage travel by active modes and ensure access to public services / recreational facilities is maintained, and where drainage maintenance improves the optimisation of drainage assets.

Bus Improvements

The Bus Improvements intervention type includes the following schemes:

- **Tender costs of services 99 to 104:** Continuing Travel Telford supported bus services.
- **Demand Response Transport scheme:** Continuing Travel Telford supported demand responsive services.
- **Bus Shelter Improvement Scheme:** Continue to rollout improved bus shelters across the network.
- **Bus service infrastructure civils works:** Infrastructure works relating to accessibility to bus services, including bus boarders, footway improvements and crossing points.

During construction, the potential for significant adverse effects cannot be ruled out across ISA Objectives 1 – 8 and 10 – 12 which reflect both natural and built environment

receptors. Effects are likely to arise as a result of construction activities and associated plant and machinery involved in infrastructure works or improvements to bus shelters, resulting in noise, air pollution, dust, carbon emissions, increased waste generation and pollution. There is also potential for increased surface water runoff and flood risk through the creation of impermeable surfaces.

Significant adverse effects may also result from disturbance to biodiversity, habitat loss and encroachment on designated ecological, geodiversity and heritage assets, as well as agricultural land and greenfield sites.

During construction, significant beneficial effects are likely in respect of ISA Objective 13 as bus infrastructure works will require staff to construct and therefore maintain or improve employment in the construction industry.

During operation, significant beneficial effects are anticipated where improving the accessibility of bus services and encouraging travel by public transport has the potential to reduce air pollution and noise. Additionally, an expanded bus network would require effective land use and transport planning coordination.

Significant beneficial effects during operation are also expected in relation to health and wellbeing, equality of opportunity and fairness and equity in rural connectivity as improvements to the bus network may allow more people to access services and facilities and may enable greater access to this mode of transport for those in rural areas.

Operational benefits such as reduced emissions, improved accessibility, reliability, affordability, personal security and mode shift depend on service frequency, fare policy, network coverage, accessibility improvements and passenger uptake.

11.3 Locational Assessment Findings

Assessment Overview

The following tables provides an overview of assessment results for the interventions assessed locationally (Table 22 and 23). **Note that in these tables, the assessment of significance is presented in terms of residual effects (i.e., after any additional mitigation is applied) in respect of construction and operation.** A discussion on these assessment results follows, with full details of the assessment for each intervention provided within Appendix F.

Table 22: Overview of assessment of individual scheme assessments during construction

Intervention type / Intervention	ISA Objective																																	
	1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		17	
	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-
Telford Central - Ramp Access	0	-	0	-	0	-	0	0	0	-	0	0	0	0	0	-	0	-	0	-	0	0	0	-	+	0	0	0	0	-	0	-	0	0
Railway Station Upgrades	0	--	0	--	0	--	0	-	0	-	0	0	0	0	0	--	0	-	0	-	0	-	0	-	+	0	0	0	0	-	0	0	0	0
Hollinswood Interchange Improvements	0	--	0	--	0	--	0	-	0	--	0	0	0	-	0	-	0	-	0	-	0	-	0	-	+	0	0	0	0	-	0	0	0	0
Apley Roundabout	0	--	0	--	0	--	0	-	0	--	0	0	0	-	0	-	0	-	0	-	0	-	0	-	+	0	0	0	0	-	0	0	0	0
Haybridge Roundabout	0	--	0	--	0	--	0	-	0	-	0	0	0	-	0	-	0	-	0	-	0	--	0	-	+	0	0	0	0	-	0	0	0	0
A518 Corridor Improvement Scheme	0	--	0	--	0	--	0	-	0	--	0	--	0	-	0	-	0	-	0	-	0	--	0	-	+	0	0	0	0	-	0	0	0	0
A442 Northern Arc Capacity Improvement Scheme - Trench	0	--	0	--	0	--	0	-	0	--	0	0	0	-	0	-	0	-	0	-	0	-	0	-	+	0	0	0	0	-	0	-	0	0

[illegible]

Table 23: Overview of assessment of individual scheme assessments during operation

Intervention type / Intervention	ISA Objective																																	
	1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		17	
	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-	+	-
Telford Central - Ramp Access	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	++	0	+	0	++	-	++	0	0	0
Railway Station Upgrades	+	0	+	0	+	0	0	0	+	0	0	0	0	0	0	-	0	0	0	0	0	0	0	0	++	0	+	0	++	0	++	0	+	0
Hollinswood Interchange Improvements	+	0	+	0	+	0	0	0	+	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	++	0	+	0	++	-	++	-	0	0
Apley Roundabout	+	0	+	0	+	0	0	0	+	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	++	0	+	0	++	-	++	-	0	0
Haybridge Roundabout	+	0	+	0	+	0	0	0	+	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0	++	0	+	0	++	-	++	-	0	0
A518 Corridor Improvement Scheme	++	0	++	0	+	0	0	0	+	0	+	0	0	0	0	0	0	-	0	0	0	0	+	0	++	0	+	0	++	0	++	-	+	0
A442 Northern Arc Capacity Improvement Scheme - Trench Lock Interchange	+	-	+	-	+	-	0	-	+	-	0	0	0	0	0	0	0	-	0	-	0	0	0	0	++	0	+	0	+	-	++	-	0	0
A442 Northern Arc Capacity Improvement Scheme - Hadley Park Roundabout and Yew Tree Junction	+	-	+	-	+	-	0	-	+	-	0	0	0	0	0	0	0	-	0	-	0	0	0	0	++	0	+	0	+	-	++	-	0	0

A5 Watling Street Corridor Improvements	+	-	+	-	+	-	0	-	+	-	0	0	0	0	0	0	0	0	0	-	0	0	0	0	++	0	+	0	++	-	++	-	0	0
LCWIP schemes	++	0	++	0	+	0	0	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	+	-	+	0	++	0	++	-	0	0
Ironbridge Park & Ride	+	0	+	0	+	0	+	-	0	0	0	0	0	0	0	0	+	0	+	0	0	0	0	0	++	0	+	0	+	0	+	0	+	0

Telford Central - Ramp Access

This scheme involves installation of ramp access from Platform 2 to the Silver Swallow Bridge, linking to Telford Town Centre, Platform 1 and the main entrance of Telford Central Station, significantly improving accessibility and providing a resilient, user-friendly alternative that enhances the overall journey experience.

During construction, no significant effects have been identified across any of the ISA objectives due to the limited scale of construction and the scheme's location in an existing station. However, slight adverse effects may occur, including minor air quality impacts, noise, dust, emissions from construction plant, indirect effects on the adjacent priority habitat, effects on visual amenity, potential for pollution incidents and use of resources. Construction impacts are likely to be temporary and mainly related to disruption, access management and passenger movement during works. Slight benefits are also expected as construction activities may provide or maintain employment opportunities.

While no effects are anticipated for the majority of ISA Objectives during operation, significant beneficial effects are expected in relation to ISA Objectives 13, 15 and 16 as the scheme may improve accessibility and connectivity to jobs and skills, improving health and wellbeing where people can more easily access services and facilities and providing greater equality of opportunity. These effects are expected to be significantly beneficial if the scheme improves step-free access, interchange, wayfinding, personal security and access for disabled people, older people, people with luggage, and parents/carers with pushchairs.

Railway Station Upgrades

This scheme involves a programme of station improvements, including enhanced passenger facilities and better integration with nearby transport links, aimed at creating a more accessible, comfortable and user-friendly environment that supports improved connectivity and encourages greater use of public transport.

During construction, it is anticipated that there will be negative effects on air quality, noise and carbon emissions and this has the potential to be significant depending on the exact nature of the improvements. There is potential significant adverse effects on the listed buildings and the conservation area through vibration or setting impacts. Construction impacts are likely to be temporary and mainly related to disruption, access management and passenger movement during works.

During operation, significant beneficial effects are expected in relation to ISA Objectives 13, 15 and 16 as the scheme may improve accessibility and connectivity to jobs and skills by integrating with nearby transport links and supporting improved connectivity, subsequently improving health and wellbeing and equality of opportunity where people can more easily access services and facilities. These effects are expected to be significantly beneficial if the scheme improves step-free access, interchange, wayfinding, personal security and access for disabled people, older people, people with luggage, and parents/carers with pushchairs.

Hollinswood Interchange Improvements

This scheme involves delivery of capacity improvements to Hollinswood Interchange to reduce delay, improve flow, and enhance overall network performance under current and future demand.

During construction, significant adverse effects cannot be ruled out in relation to air quality, noise and carbon emissions. Additionally, loss of the adjacent priority habitat is possible and there may be indirect effects on biodiversity such as noise and light pollution during construction.

During operation, significant beneficial effects are expected in relation to ISA Objectives 13, 15 and 16 as the scheme may improve accessibility and connectivity to jobs and skills by reducing delays and enhancing overall network performance. The scheme may improve health and wellbeing through improved accessibility and connectivity to services and facilities, and equality of opportunity through increased reliability and better journey times.

Apley Roundabout

This scheme involves delivery of capacity improvements including extended flares on northbound and southbound approaches, providing 2 lanes on north and southbound exits which merge back to 1 lane, along with new signage and lane markings to reduce delay, improve flow, and enhance overall network performance under current and future demand.

During construction, significant adverse effects cannot be ruled out in relation to air quality, noise and carbon emissions. Additionally, loss of the adjacent priority habitat is possible and there may be indirect effects on biodiversity such as noise and light pollution during construction.

During operation, significant beneficial effects are expected in relation to ISA Objectives 13, 15 and 16 as the scheme may improve accessibility and connectivity to jobs and skills by reducing delays and enhancing overall network performance. Where the scheme reduces delays it will improve accessibility and connectivity to services and facilities including the nearby hospital, and the scheme allows for increased reliability and better journey times, thereby significantly benefitting health and wellbeing and equality of opportunity.

Haybridge Roundabout

This scheme involves delivery of capacity improvements including extended flares on northbound and southbound approaches, providing 2 lanes on north and southbound exits which merge back to 1 lane, along with new signage and lane markings to reduce delay, improve flow, and enhance overall network performance under current and future demand.

During construction, significant adverse effects cannot be ruled out in relation to air quality, noise and carbon emissions. Additionally, there is potential for significant adverse effects in terms of disturbance to contaminated land if construction works intrude on to the historic landfill sites.

During operation, significant beneficial effects are expected in relation to ISA Objectives 13, 15 and 16 as the scheme may improve accessibility and connectivity to jobs and skills by reducing delays and enhancing overall network performance. Where the scheme reduces delays it will improve accessibility and connectivity to services and facilities including the nearby hospital, and the scheme allows for increased reliability and better journey times, thereby significantly benefitting health and wellbeing and equality of opportunity.

A518 Corridor Improvement Scheme

This scheme is an integrated package of infrastructure, operational and safety interventions designed to improve performance, capacity and connectivity along the corridor between Telford and Newport.

During construction, significant adverse effects cannot be ruled out in relation to air quality, noise and carbon emissions. Additionally, loss of the adjacent priority habitat is possible and there may be indirect effects on biodiversity such as noise and light pollution during construction. While the scheme is located approximately 1.8km southwest of the Midland Meres and Mosses Phase 2 Ramsar site, the HRA concludes that provided the protective policies and mitigations set out in the TWTP Vision and Strategy Habitats Regulations Assessment are adhered to, including the need for project-level assessment, it is considered that adverse effects on the integrity of the Midland Meres and Mosses Phase 2 Ramsar site could reasonably be avoided. There is potential for significant adverse effects in terms of disturbance to contaminated land if construction works intrude on to the historic landfill sites.

During operation, significant beneficial effects are anticipated in relation to air quality and noise where the capacity improvements reduce delays and congestion and where the introduction of cycleways encourages a move to more sustainable transport. Additionally, significant beneficial effects are expected in relation to ISA Objectives 13, 15 and 16 as the scheme may improve accessibility and connectivity to jobs and skills by improving performance, capacity and connectivity as well as through the provision of a cycleway. Improved accessibility and connectivity to services and facilities will improve health and wellbeing, and the provision of cycle routes will make this mode of transport more accessible and safer for wider and vulnerable groups. Improvements may promote greater equality of opportunity as they would allow for increased reliability and better journey times.

A442 Northern Arc Capacity Improvement Scheme - Trench Lock Interchange

The Trench Lock Interchange capacity improvement scheme is a targeted set of engineering and traffic-management interventions designed to reduce delay, improve flow, and enhance overall network performance under current and future demand.

During construction, it is anticipated that there will be significant adverse effects on air quality, noise and carbon emissions. Additionally, construction could lead to the loss of priority habitat and indirect effects on priority habitats such as noise and light pollution. Construction effects may be temporary, however effects could be significant depending on land take, traffic management, ecological impacts, drainage and disruption.

During operation, significant beneficial effects are expected in relation to ISA Objectives 13 and 16 as the scheme may improve accessibility and connectivity to jobs and skills by reducing delays and enhancing overall network performance by reducing congestion and the improvements may promote greater equality of opportunity as they would allow for increased connectivity and better journey times. While reliability and accessibility benefits may be achieved, there is also a risk of induced demand, higher traffic volumes, carbon impacts, noise, severance and pressure on local environments. These risks are addressed through the TWTP's decide and provide approach, scheme-level optioneering, carbon appraisal, active travel/public transport integration and environmental mitigation.

A442 Northern Arc Capacity Improvement Scheme - Hadley Park Roundabout and Yew Tree Junction

The Hadley Park round about and Yew Tree junction capacity improvement scheme is a targeted set of engineering and traffic-management interventions designed to reduce delay, improve flow, and enhance overall network performance under current and future demand.

During construction, it is anticipated that there will be significant adverse effects on air quality, noise and carbon emissions. Additionally, construction could lead to the loss of priority habitat and indirect effects on priority habitats such as noise and light pollution. Construction effects may be temporary, however effects could be significant depending on land take, traffic management, ecological impacts, drainage and disruption.

During operation, significant beneficial effects are expected in relation to ISA Objectives 13 and 16 as the scheme may improve accessibility and connectivity to jobs and skills by reducing delays and enhancing overall network performance by reducing congestion and the improvements may promote greater equality of opportunity as they would allow for increased connectivity and better journey times. While reliability and accessibility benefits may be achieved, there is also a risk of induced demand, higher traffic volumes, carbon impacts, noise, severance and pressure on local environments. These risks are addressed through the TWTP's decide and provide approach, scheme-level optioneering, carbon appraisal, active travel/public transport integration and environmental mitigation.

A5 Watling Street Corridor Improvements

This scheme is an integrated package of infrastructure maintenance and improvement works, covering corridor-wide drainage, traffic management, footways, and carriageway improvements.

During construction, it is anticipated that there will be significant adverse effects on air quality, noise and carbon emissions. Construction could lead to indirect effects on the Deciduous Woodland or SSSI such as noise and light pollution. Construction impacts may be temporary and may be largely managed through mitigation.

Operational effects could include both beneficial connectivity/reliability outcomes and potential adverse effects linked to traffic volumes, freight movement, emissions, noise, severance and impacts on communities along the corridor. During operation, significant beneficial effects are anticipated in relation to economic growth as the scheme may improve accessibility and connectivity to jobs and skills by reducing delays and enhancing overall network performance by reducing congestion. Health and wellbeing is expected to improve due to reduced traffic congestion and the improvements may promote greater equality of opportunity as they would allow for increased connectivity and better journey times.

LCWIP schemes

This scheme involves delivery of identified LCWIP schemes to provide high-quality walking and cycling improvements that support modal shift, strengthen network connectivity, and enhance user safety.

During construction, no significant effects have been identified across any of the ISA objectives as it is anticipated that most of works will be within the existing cycle network. However, slight adverse effects may occur, including minor air quality impacts, noise, dust, emissions from construction plant, loss of priority habitat, effects on geodiversity, potential

for pollution incidents and use of resources. Slight benefits are also expected as construction activities may provide or maintain employment opportunities.

During operation, significant beneficial effects are anticipated in relation to air quality and noise as there will be a reduction in traffic and an improvement in air quality due to a modal shift towards sustainable travel methods. It is expected that health and wellbeing will benefit as there will be a shift towards active and sustainable modes of transport and improvements to cycle routes and walkways will make these modes of transport more accessible and safer for wider and vulnerable groups. The new cycle route may promote greater equality of opportunity as it would allow for those in lower income groups who do not own cars more reliable transport. Operational benefits will depend on route quality, junction treatment, perceived safety, lighting, maintenance, integration with schools/employment/public transport and whether schemes reduce severance and support genuine mode shift.

Ironbridge Park & Ride

This scheme involves continuing Ironbridge Park & Ride supported bus service.

There is not anticipated to be construction involved in this scheme and therefore no significant effects have been identified across any of the ISA objectives during construction. However, should any supporting infrastructure or other works be required, there is potential for temporary effects relating to land take, traffic management, ecology, landscape character and the setting of heritage assets, given the sensitivity of the Ironbridge area.

During operation, the scheme may significantly benefit economic growth through improved accessibility and connectivity to jobs and skills by reducing delays and enhancing overall network performance. Additionally, the scheme may result in job creation. However, operational benefits will depend on service quality, visitor uptake, traffic redistribution and whether the scheme avoids harm to the historic environment, landscape character and local communities. Should subsequent design stages identify potential effects on the World Heritage Site's Outstanding Universal Value, authenticity, integrity or setting, assessment should be undertaken in accordance with the UNESCO Heritage Impact Assessment Toolkit.

Note on the potential impact of the TWTP on carbon

At this stage, the net impact of the TWTP on carbon emissions is uncertain as measures have not been developed in sufficient detail to enable a full assessment of impacts across the whole TWTP time period. A high-level assessment of the impacts of the first Delivery Plan (2027 to 2030) has been made, as more information is available for the measures proposed. However, it is not yet known how user emissions savings will balance with user increases and infrastructure emissions over the period to 2041.

As noted in the ISA, the TWTP contains a wide range of policies that could reduce carbon emissions and the ISA is supportive of these – it is considered that these could have benefits across a range of issues. For example, measures to increase active travel (walking and wheeling) can be anticipated to have benefits for health and wellbeing, as well as helping to create safer streets, help improve a 'sense of place' and so on.

However, the TWTP also includes policies that could increase emissions and in some instances the effect of measures that could reduce emissions may be limited by external factors and it is important that the ISA recognises this.

Emissions increases will be caused by policies and measures that cause increased road travel, whilst supporting other goals, particularly under the unlocking potential guiding principle. The scale of impact will depend on the level of increase in traffic, the speed changes and the proportion of freight traffic. Further emissions may also be caused by policies and measures that reallocate road space and thereby increase congestion.

In contrast, several of the TWTP policies and supporting measures have the potential to reduce emissions, particularly those to support the transforming travel choices and improving accessibility guiding principles.

However, for some measures the TWTP's influence will be limited. For instance, many Avoid measures to reduce travel depend heavily on action from other stakeholders, such as planning authorities improving local service provision. The emissions impacts of TWTP measures would be hard to differentiate and are likely to be modest.

Similarly, although an important component, TWTP measures to support EV uptake would play a relatively limited role in the overall range of action needed to accelerate uptake. Other influences, particularly national action on vehicle fleet, are more important.

TWTP mode shift measures would have a more direct impact on emissions. However, where implemented incrementally and in isolation—as has been typical nationally—the resulting emissions reductions are likely to be limited. This is because, whilst the measures will improve capability and opportunity to use sustainable modes, they will not necessarily provide motivation. As highlighted by the COM-B model, motivation is a critical component of achieving mode shift.

Achieving the motivation for significant mode shift would require concerted parallel action to change the relative perceived costs and convenience of sustainable modes and car use (such as parking management and/or changes to pay per use cars).

Without these wider measures, car owners are likely to continue to consider car to be the cheapest, most convenient option for most trips. This means they will have limited motivation to change habits, shift mode and reduce car use and emissions.

Effectiveness will also depend on the extent to which measures reflect the varied characteristics of different area types and the implications for travel choices. Mode shift is most likely in urban areas where higher population densities and concentrated travel patterns often make public transport and active travel options more viable, whilst congestion can make car travel less convenient. The dispersed nature of travel in rural areas typically makes public transport less attractive.

The net impact of the TWTP on user emissions will depend on the balance, scale, intensity and timescales of policies and measures implemented. The high level assessment of the first Delivery Plan indicates that it will deliver only limited emissions savings through mode shift, which are likely to be offset by increased emissions from road capacity improvements. Overall, the annual estimated user emissions impact is between 0.5% reduction and 0.5% increase by 2030, depending on the net balance of impact the highway improvements on traffic conditions. The net emissions impact for future TWTP Delivery Plan periods will depend on the nature and extent of measures implemented.

12. Mitigation

12.1 Introduction

The term mitigation encompasses any approach that is aimed at preventing, reducing or offsetting any significant adverse environmental effects that have been identified. In practice, a range of measures applying one or more of these approaches is likely to be considered in mitigating any significant adverse effects predicted as a result of implementing the TWTP. In addition, it is also important to consider measures aimed at enhancing positive effects. All such measures are generally referred to as mitigation measures.

However, the emphasis should be in the first instance on proactive avoidance of adverse effects. Only once alternative options or approaches to avoiding an effect have been examined, should mitigation then examine ways of reducing the scale / importance of the effect.

Mitigation can take a wide range of forms including:

- Refining intervention measures in order to improve the likelihood of positive effects and to minimise adverse effects;
- Technical measures (such as setting guidelines) to be applied during the implementation phase;
- Identifying issues to be addressed in project assessment (including but not limited to WebTAG, environmental impact assessment and the development of Environmental Management Plans) for certain projects or types of projects;
- Proposals for changing other plans and programmes; and
- Contingency arrangements for dealing with possible adverse effects.

12.2 Mitigation approaches applied through ISA

An overview of the recommended mitigation for each ISA Objective is as provided below in Table 24.

Table 24: Overview of Mitigation

ISA Objective	Overview of Mitigation
1. Protect and improve air quality	It will be important to reduce emissions and protect air quality as much as possible. Mitigation measures may affect the project design, layout, construction, operation and/or may comprise measures to improve air quality in pollution hotspots beyond the immediate locality of the scheme. Measures could include, but are not limited to, changes to the route of the new scheme, changes to the proximity of vehicles to local receptors in the existing route, physical means including barriers to trap or better disperse emissions and speed control. The implementation of mitigation measures may require working with partners to support their delivery.
2. Reduce the impact on environmental noise from	Due to the potential threats from sources of environmental noise such as road traffic and railways, measures should be taken to ensure the effects of environmental noise on receptors such as residential areas, schools and workplaces. Areas where

ISA Objective	Overview of Mitigation
transportation sources	environmental noise quality is good should be preserved, and the impacts of noise from transport should be reduced on identified Noise Action Important Areas. During construction, use should be made of electric plant / vehicles, speed limits should be in place and consideration of noise made in Construction Environmental Management Plans.
3. Reduce carbon emissions from Transport and contribute to meeting Telford & Wrekin's goal of carbon neutral by 2030	Due to the potential threats posed by a changing climate and in order to meet Government commitments to reducing carbon emissions, measures should be taken to reduce the amount of carbon from our transport system. Reductions would mainly be from vehicles and can be found in many of the measures suggested to reduce air pollution emissions, but further reductions to the carbon footprint can be found in the construction and operation of transport network assets – for example by using more energy efficient lights. The carbon footprint can be readily measured at construction and operation by use of an appropriate carbon calculator.
4. Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	Flooding poses a particular risk to the transport network, and this situation is likely to get worse with a changing climate. However, new infrastructure developments or improvements to existing infrastructure can also contribute to an additional flood risk elsewhere. Opportunities can be taken to lower flood risk by considering flood protection measures, improving flow routes, flood storage capacity and using Sustainable Drainage Systems (SuDS). The appropriate use of SuDS will be critical, and it should be the intention that site layout and surface water drainage systems should cope with events that exceed the design capacity of the system, so that excess water can be safely stored on or conveyed from the site without adverse impacts. Infrastructure should only be located in flood zones when there is no other option.
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	Opportunities to enhance biodiversity and green infrastructure exist, through designing in biodiversity into schemes. These opportunities include for example, the development of wildflower meadows along linear features such as roads and railway lines, which will look attractive and also provide opportunities for pollinators, or could include simple measures such as bird / bat boxes. More complex measures such as animal over or under passes can be considered. Similarly, biodiversity can be enhanced by the planting of suitable / native species of trees and hedgerows. Properly planned maintenance schemes can also enhance biodiversity, for example from the active control of invasive species. Particular consideration needs to be made to protection measures in relation to any scheme which may impact directly, or indirectly, on any site designated for nature conservation purposes
6. Protect and enhance sites designated for their international importance for	Particular consideration needs to be made to protection measures in relation to any scheme which may impact directly, or indirectly, on any site designated for nature conservation purposes, particularly those designated as SSSI or Natura 2000.

ISA Objective	Overview of Mitigation
nature conservation purposes (linked to HRA)	
7. Protect, enhance and promote geodiversity	New transport interventions have the potential to impact on sites of geological value through direct land take for infrastructure, construction and operational disturbance and emissions / contamination. Therefore, it's essential that appropriate protection methods (including avoidance) are taken into consideration for geological sites and where possible, interventions should look to enhance geodiversity.
8. Protect and enhance cultural heritage assets and their settings, and the wider historic environment	The historic environment includes all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Heritage assets may be buildings, monuments, sites, places, areas or landscapes. Consideration should be made of the character and setting of the heritage asset, its significance (and level of protection afforded to it), the potential for loss or harm and need for conservation. Opportunities should be taken when possible for the enhancement of heritage assets. It should also be noted that due to its nature, not all heritage features may be apparent at the planning / design stage and precautions for unexpected discovery should be taken – perhaps through an archaeological watching brief. Any scheme that has potential for works in and around the Ironbridge Gorge World Heritage Site needs to be carefully planned and considered.
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	Projects need to be designed carefully, taking account of the potential impact on the landscape. Reducing the scale of a project or making changes to its operation can help to avoid or mitigate the visual and landscape effects of a proposed project. Consideration during planning should also be given to appropriate siting, design of the scheme (including choice of materials) and landscaping schemes. Note that ideally native species of local provenance should be used in any planting. Subject to appropriate planning, screening can also take place 'off site' e.g. by planting out gaps in tree lines / hedgerows. Particular consideration is to be given to conserving landscape and scenic beauty in any nationally designated areas, with encouragement given to avoiding these areas if possible. Opportunities for landscape enhancement should be taken when possible.
10. Protect and enhance the water environment	Impact on local water resources can be addressed through planning and design for the efficient use of water, including water recycling. Consideration should be given to the use of SuDS (including permeable paving), but it is also recognised that conventional drainage will play an important role. Protection and good pollution control measures are to be utilised during both construction and operation of transport schemes.

ISA Objective	Overview of Mitigation
11. Protect soil resources and avoid land contamination	Protection of soil resources, particularly those of higher quality / areas of better agricultural lands should always be considered – this could be done during scheme planning by careful route selection. If areas of good quality soil cannot be avoided, care should be taken during construction to store topsoil for later reuse – either on site as landscaping or further afield. Opportunities should also be taken to utilise areas of previously developed land and to remediate contaminated land when possible. This could include the removal / appropriate treatment of any invasive species such as Japanese Knotweed.
12. Promote sustainable use of resources and natural assets	Consideration during design and construction of transport schemes should be given to the waste hierarchy of prevention, reuse, recycling and disposal. All waste should be handled in accordance to applicable waste management legislation and the emphasis should be to minimise the volume of waste produced and the volume sent for disposal, unless it can be demonstrated that this is the best environmental outcome. Consideration should be given to the use of Recycled materials in construction.
13. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	It is vital that the transport network provides and where possible improves, the access to employment opportunities and effectively connects business areas with residential areas. Connectivity between business and residential centres and key infrastructure is a major consideration to be made, as is connectivity between urban centres across the region. Issues such as the attractiveness of the region as a better place to live and work can also influence and enhance inward investment or tourism and thereby increase employment opportunities across the region.
14. Support the wider coordination of land use and energy planning across Telford and Wrekin	All of the proposed schemes will require adherence to the relevant planning requirements for any development in the region. As such consideration of these requirements will be made at the design stage of all relevant schemes.
15. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	The consideration of health, well-being and community safety is critical as part of scheme planning and design and should include the introduction of the most modern and effective safety measures where proportionate. Safety considerations should apply to the construction phase, as well as when the transport infrastructure is operational. It should always be the consideration to minimise the risk of deaths or injury arising from the scheme and contribute to an overall improvement in societal safety levels. Consideration during scheme planning and design also has to be given to reducing emissions and other aspects such as noise, vibration dust, light pollution and severance which potentially effect health and well-being. Access to public services (health, education, community facilities etc.) is also another key consideration. Where appropriate, there should be an education programme to explain new technologies, digital services and automated vehicles etc. to ensure people feel secure and confident in their use. Liaison with relevant

ISA Objective	Overview of Mitigation
	community services, hospitals, education centres etc. should also be undertaken as appropriate. People should also be able to feel secure and safe and design should always consider the need to reduce / prevent crime.
16. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	During the Planning and Design stages of any transport scheme, it is vital that consideration is given to the need for access to key public services such as health, education community and leisure facilities by all members of society. Access should be considered in relation to all modes, with an emphasis on more active and sustainable types. Affordability should also be a key consideration, with a particular emphasis placed on effects on lower income groups. It should also be a priority to enhance access to key services for vulnerable groups.
17. Promote fairness and equity in rural connectivity (Rural proofing specific objective)	It is considered essential that rural connectivity is enhanced - transport related social exclusion (TRSE) is a significant issue. Increased accessibility and connectivity will improve the reach of the transport network to ensure that different groups, including those in rural areas, do not feel 'left behind', especially vulnerable groups such as individuals with disabilities and elderly people. As such, opportunities to improve connectivity with rural communities should be integrated into design.

13. Cumulative, synergistic and indirect effects

13.1 Introduction

As noted in the SEA Directive, there is a requirement to consider cumulative, synergistic and indirect effects of implementation of the TWTP. Secondary and indirect effects are effects that are not a direct result of the TWTP, but which occur away from the original effect or as the result of a complex pathway. Cumulative effects arise where several proposals or elements individually may or may not have significant effect but in combination have a significant effect due to spatial crowding or temporal overlap. Synergistic effects are when two or more effects act together to create an effect greater than the simple sum of the effects when acting alone.

13.2 Likely cumulative effects

ISA Objectives which have the potential for cumulative effects have been identified (as required by the SEA Directive) from the analysis of plans and programmes, the baseline data, consultation responses and an examination of the identified key issues and cumulative, synergistic and indirect effects have also been considered during the ISA. These relate to air quality, carbon emissions, biodiversity, landscapes and townscapes, flooding, soil, agricultural resources and contaminated land, economic growth and health and well-being and equalities.

13.3 In plan cumulative effects

The results of the direct effects of the TWTP proposals are discussed in **Assessment of TWTP policy**. It is considered that the proposals can interact cumulatively across sustainability issues as shown in Table 25. The identification of these effects already takes into account the fact that Telford & Wrekin Council have taken on board earlier recommendations to improve the sustainability performance of the TWTP.

Table 25: In-Plan Cumulative Effects

Effects	Causes	Significance
Air pollution emissions	It is considered that the TWTP will have an overall cumulative beneficial effect on air quality. This beneficial effect will be derived from a clear focus on policies that include elements such as digital connectivity, as well as the development and increased use of sustainable / active travel modes of transport which will lead to a reduction in air pollutant emissions. Further benefits will be experienced through more efficient network management and the promotion of zero emission vehicles.	Anticipated medium to long term moderate beneficial effects – benefits may be reduced if an outcome is continued reliance on the road network and a low uptake / provision for net zero vehicles as opposed to more sustainable modes of transport.
Carbon emissions	It is considered that the TWTP will have the potential to have an overall cumulative	Anticipated beneficial effects would be in the longer term,

Effects	Causes	Significance
	beneficial effect on reducing carbon emissions, although this will depend on the balance on the balance, scale, intensity and timescales of policies and measures implemented. Some beneficial effect will be derived from a clear focus on policies that include elements such as planning and, Digital Connectivity, as well as the development and increased use of sustainable / active travel modes of transport which will lead to a reduction in air pollutant emissions. Further benefits will be experienced through more efficient network management and the promotion of zero emission vehicles.	depending on measures enacted in later Delivery Plans – benefits may be reduced if an outcome is continued reliance on the road network and a low uptake / provision for net zero vehicles as opposed to more sustainable modes of transport.
Biodiversity	The TWTP and associated potential interventions / measures will result in a mix of cumulative positive and negative effects on biodiversity. For example, some aspects will result in public realm improvements, which will offer the opportunity to increase biodiversity. The anticipated improvements in air quality driven by these Policy areas would also provide further benefits to biodiversity, including indirectly within sites designated for nature conservation, through reducing pollution deposition. However, other aspects such as highway developments or improvements may result in adverse effects – though even these will offer some opportunities for enhancement and ultimately achieve biodiversity net gain.	While effects in the short terms are likely to be slight adverse, ultimately, if net biodiversity gain is achieved, long term benefits will be slight beneficial.
Landscapes and townscapes and Cultural heritage	It is anticipated that TWTP will result in a mix of adverse and beneficial effects on landscapes and townscapes and cultural heritage across the Telford & Wrekin Council Area. Beneficial effects could be derived from policies that lead to public realm improvements and a reduction in congestion, for example in town and village centres, while adverse effects could be through the development of new infrastructure. Any scheme that has potential for works in and around the Ironbridge Gorge World Heritage Site needs to be carefully planned and considered.	Anticipated slight beneficial and adverse effects over the medium to long term as schemes / measures are implemented.
Flooding	While a range of aspects of the TWTP will be neutral (for example increasing digital connectivity), other aspects such as	Overall slight adverse effect over the medium to long term

Effects	Causes	Significance
	development of infrastructure may lead to cumulative adverse effects. For example, aspects of development are likely to result in an increase in impermeable area and contribute to increased flood risk by increasing runoff. It is considered that overall the cumulative effect will be slight adverse (measures to incorporate SuDS and upstream NFM will reduce effects).	as schemes / measures are implemented.
Soil, agricultural resources and contaminated land	There will be a range of cumulative beneficial and adverse effects on soil, agricultural resources and contaminated land from implementation of TWTP. For example, there may be opportunity for positive effects relating to contaminated land through removing sources of pollution), but it may also provide an opportunity for further land to become contaminated and could potentially lead to the loss of soil / agricultural resources. Effects will be experienced across the Telford & Wrekin Council Area.	Anticipated slight beneficial and adverse effects over the medium to long term as schemes / measures are implemented.
Economic growth	It is anticipated that the TWTP will act as a key driver to economic growth across the Telford & Wrekin Council Area. It is anticipated policy set out in the TWTP will result in increased opportunities for people to access jobs and the services they need. This will include increased opportunities for commercial / business interactions. These Policy areas will also result in reduced congestion and will therefore help to make business more efficient and will also provide businesses with new (and potentially cheaper) ways to connect with consumers e.g. through e-cargo bikes and small scale delivery hubs. Economic benefits are considered likely due to efficient network management and removal or alleviation of congestion hotspots etc. as this will make travel across the Telford & Wrekin Council Area and to surrounding areas more efficient, with more reliable timings. This will likely provide better and more efficient access to jobs (by allowing the same journey time to reach a greater distance). As such, efficient networks will make doing business across the Council Area and to adjacent areas easier and more attractive.	Anticipated major beneficial effects over the medium to long term as schemes are implemented.

Effects	Causes	Significance
Health and well-being and equalities	It is anticipated that the TWTP will act to promote health and well-being and equalities through providing greater access to services and employment opportunities, as well as greater opportunities for active travel. There is also a clear emphasis on low traffic neighbourhoods, reducing vehicle numbers and vehicle speeds. Improvements to air quality and a reduction in noise levels will also benefit health. Some parts of the population though may not be able to take full advantage e.g. the elderly in terms of active travel and there also remains uncertainty around affordability of public transport and the cost of digital connectivity may be an issue for some groups.	Anticipated moderate beneficial effects over the medium to long term as schemes are implemented, though with some uncertainty of effect on elements of the population.

13.4 In combination cumulative effects with other plans and projects

The ISA has also considered other plans and projects that might lead to cumulative effects when combined with the TWTP.

Table 26: Cumulative effects with other plans

Plan	Overview	Potential for cumulative effects with TWTP
Telford & Wrekin Local Plan 2011 - 2031	The Telford and Wrekin Local Plan sets out a vision and framework for the Borough's development. The plan focuses on creating sustainable communities, combatting climate change, providing better homes for everyone, protecting our green spaces and natural environment, and improving the health and wellbeing of all residents. It will do this and benefit residents by: • Providing more quality homes which local people in Telford and Wrekin can afford. • Providing new homes to meet the needs of the community, including homes for young people, families and older people. • Providing more energy efficient buildings helping to lower the cost of running homes and businesses.	The TWTP sets out a range of goals which are anticipated to complement the Telford & Wrekin Local Plan. These include the TWTPs goal for an increased uptake in journeys made by greener modes of transport, which will help tackle climate change and reduce emissions. TWTP also outlines how improved accessibility will help contribute to thriving and healthy local communities, contributing to the revitalisation of towns within the borough. It is expected that cumulative effects between the TWTP and the Telford and Wrekin Local plan will be moderately beneficial.

Plan	Overview	Potential for cumulative effects with TWTP
	• Retaining Telford and Wrekin's identity as one of the greenest places in the country by protecting heritage and enhancing green spaces for people and wildlife. • Investing in established communities by revitalising borough towns and tackling derelict and vacant sites that blight local people's daily lives. • Securing new jobs through new land for existing businesses to grow and new business to invest in Telford and Wrekin. • Securing new and improved infrastructure for the future, including six new schools, expanded GP surgeries and improving transport networks. • Tackling climate change by introducing policies to reduce carbon emissions and improve sustainability.	
Telford & Wrekin Council Local Plan 2021 – 2041 (at consultation stage as of July 2026)	The Telford & Wrekin Local Plan 2021-2041 will replace the current Local Plan 2011-2031. It will set out the future vision and priorities for land use in the borough up to 2041. This plan led approach helps the Council to manage and deliver sustainable development that will benefit existing neighbourhoods and help build thriving new communities. The plan is underpinned by six strategic priorities which shape the Local Plan spatial strategy, strategic policies and development management policies: • Tackling climate change and achieving carbon neutrality; • Protection and enhancement of the green, natural and historic environment; • Maximising inward investment and employment opportunities; • Securing better homes for all; • Delivering regeneration, renewal and stronger communities; and	The TWTP sets out a range of goals which are anticipated to complement the emerging Telford & Wrekin Local Plan 2021-2041. These include the TWTP's goal to provide a range of attractive and reliable travel options including walking, wheeling and cycling and public transport, which will help tackle climate change and contribute to achieving carbon neutrality. TWTP also outlines how improved accessibility will help contribute to thriving and healthy local communities, contributing to the Local Plan's priority of improving health, wellbeing and tackling health inequalities. It is expected that cumulative effects between the TWTP and the emerging Telford and Wrekin Local plan 2021-2041 will be moderately beneficial.

Plan	Overview	Potential for cumulative effects with TWTP
	Improving health, wellbeing and tackling health inequalities.	
Council Plan 2024/25 to 2026/27	This plan sets out the council's intention to be re-committed to the vision of 'protect, care and invest to create a better borough.' The plan has identified 5 priorities to deliver on the vision: - Every child, young person and adult lives well in their community - Everyone benefits from a thriving economy - All neighbourhoods are a great place to live - The natural environment is protected, and the Council is taking a leading role in tackling the climate emergency - A community focussed, innovative council providing efficient, effective and quality services	TWTP sets out clear goals which will improve service reliability, quality efficiency of the transport network, which will contribute to high quality services within Telford & Wrekin. It is expected that cumulative effects between the TWTP and the Council Plan will be moderately beneficial.
Vision 2032	The council set out this vision to plan for the next 10 years, a vision of what the Borough will be like in 2032 was developed in 2022, presenting a clear ambition and direction of travel for the Borough. The vision outlines four ambitions to be achieved by 2032: - All neighbourhoods are connected, safe and clean - Everyone is able to live a healthy, independent life - Everyone benefits from good education and can fulfil their potential in a thriving economy - The environment is protected for the benefit of everyone	TWTP sets out clear goals which will improve connectivity through enhanced accessibility and quality of the transport network within Telford & Wrekin. It is expected that cumulative effects between the TWTP and the Council Plan will be moderately beneficial.
Becoming Carbon Neutral Action Plan	This plan was first published in 2020 (and is updated annually) as a result of the borough announcing a climate emergency in July 2019. The plan sets out how this will be achieved through a combination of carbon reduction, renewable energy, behaviour change and climate adaptation measures.	TWTP sets out clear goals which will complement this plan through behaviour change by promoting sustainable modes of transport like active travel, which will reduce overall greenhouse gas emissions. Additionally, the TWTP outlines a goal relating to an adaptable transport network, improving the

Plan	Overview	Potential for cumulative effects with TWTP
	Addresses transport-related emissions through supporting an increase in electric vehicle charging infrastructure and promotion of active travel.	Borough's transport network resilience to the effects of climate change. It is expected that cumulative effects between the TWTP and the Becoming Carbon Neutral Action Plan will be moderately beneficial.
Safer Telford and Wrekin Partnership Community Safety Strategy 2024/25 – 2026/27	The Community Safety Strategy 2024/25–2026/27 sets out how the Safer Telford and Wrekin Partnership will work collaboratively to reduce crime, harm and anti-social behaviour, and improve safety across the borough. It fulfils the Partnership's statutory duty under the Crime and Disorder Act and aligns with the Council's wider Vision 2032 ambition for safe neighbourhoods.	TWTP sets out clear goals which will enhance the safety of passengers who utilise the transport network within the Borough. It is expected that cumulative effects between the TWTP and the Safer Telford and Wrekin Partnership Community Safety Strategy will be moderately beneficial.
Telford Growth Strategy 2025 Refresh	The Telford Growth Strategy Refresh (March 2025) updates the borough's approach to economic growth. The guiding principles for growth in the Telford & Wrekin borough are as follows: • Redressing the balance between public transport, active transport, and private transport; • Accessibility of the transport system from a physical, social, and financial perspective • Managing the growth of Telford sustainably to build thriving new communities who are well-connected to the existing transport system and have a variety of travel options available to them.	TWTP sets out clear goals which will enhance the accessibility of the transport network within Telford & Wrekin which will complement the improved accessibility for the transport network from a physical, social and financial perspective as outlined in the Telford Growth Strategy. It is expected that cumulative effects between the TWTP and the Telford Growth Strategy will be moderately beneficial.
Telford & Wrekin Infrastructure Delivery Plan	The Infrastructure Delivery Plan underpins the delivery of the 'borough vision' for the year 2031 by providing improved transport connections, more capacity in local schools, better healthcare provision and an enhanced Green Network. The Infrastructure Delivery Plan is produced in parallel with the new Local Plan and;	TWTP sets out clear goals which will complement the vision of the infrastructure delivery plan through providing stronger transport connections for the transport network within Telford and Wrekin. It is expected that cumulative effects between the TWTP and the Telford & Wrekin Infrastructure Delivery Plan will be moderately beneficial.

Plan	Overview	Potential for cumulative effects with TWTP
	• Contains a clear and costed delivery plan for years 1 to 5 of the local Plan; • Contains an estimate of costs and scale of projects for years 5 to 15 of the Local Plan • Identifies a total funding gap of £101m • Sets out a strategy to cover the funding gap including the identification	
Telford & Wrekin Local Cycling & Walking Infrastructure Plan	The Telford and Wrekin LCWIP outline a long-term plan (10+ years) to enhance active travel in the borough. It has considered the full extent of the borough of Telford and Wrekin, with an emphasis on links to key trip attractors and destinations that will help encourage a greater mode share for walking and cycling. The study approach follows Department for Transport (DfT) guidance for an LCWIP¹, the core outputs of which are: • Network plans for walking and cycling which identify preferred routes for further development. • Prioritised programme for improvements for future investment. LCWIP report that sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.	TWTP sets out clear goals which will complement the plan through making walking and cycling safer and a more attractive travel option, leading to a likely increase uptake in these transport modes. It is expected that cumulative effects between the TWTP and the Telford & Wrekin Local Cycling & Walking Infrastructure Plan will be moderately beneficial.
Highway Asset Management Policy and Strategy	The Highway Asset Management Policy & Strategy sets out how Telford & Wrekin Council will develop and improve local transport infrastructure for the benefit of communities and businesses. Our approach to effective transport asset management has evolved from consideration of the wider corporate objectives of the Council. The strategy's vision is:	TWTP sets out clear goals which will likely complement the strategy through providing sustainable and inclusive local transport infrastructure and sustaining thriving and healthy communities. Furthermore, TWTP aims to has a goal of an accessible transport network, improving access to jobs and services for the borough's residents. It is expected that cumulative effects between the TWTP and the Telford

Plan	Overview	Potential for cumulative effects with TWTP
	- Delivering a safe, efficient and sustainable highway to meet the needs of communities and businesses, providing access to jobs and services, supporting health and wellbeing and catering for future growth - Maximising and managing investment into the highway network to support the local economy, investing in new technologies and our workforce to promote innovation and creativity	& Wrekin Local Cycling & Walking Infrastructure Plan will be moderately beneficial.
Telford & Wrekin Public Electric Vehicle Charging Infrastructure Strategy	The Public EV Charging Infrastructure Strategy sets out how Telford & Wrekin Council will support the transition to electric vehicles by developing a network of public charge points across the borough. It underpins both local and national decarbonisation goals and supports the Council's ambition to be carbon neutral by 2030. The strategy supports the objectives off: - Supporting and encouraging the adoption and roll out of low carbon vehicles - Raising awareness of sustainable transport alternatives Improving the quality of life for residents through a reduction of noise and air quality impacts	TWTP sets out goals which will complement the strategy through supporting individuals to make informed and sustainable travel choices, accelerating the transition towards electric vehicles. It is expected that cumulative effects between the TWTP and the Telford & Wrekin Public Electric Vehicle Charging Infrastructure Strategy will be moderately beneficial.
Health and Wellbeing Strategy 2023 - 2027	This strategy aims to deliver the health and wellbeing priorities and commitments in both the Council Plan and the Borough Vision 2032. It is led by the Telford and Wrekin Health and Wellbeing Board and provides a shared framework for action across local government, the NHS, voluntary and community organisations, and wider partners. The strategy takes a preventative approach, through advice and support on self-care, and person	TWTP sets out goals which will complement the strategy by encouraging the modal shift towards sustainable modes of transport such as walking and cycling. This over time will improve the general physical and mental health of the individual's within Telford & Wrekin. It is expected that cumulative effects between the TWTP and the Health and Wellbeing Strategy will be moderately beneficial.

Plan	Overview	Potential for cumulative effects with TWTP
	centred to keep individuals needs of as a priority.	
Draft Telford & Wrekin's Housing Strategy 2025 - 2030	Telford and Wrekin's housing strategy 2025-2030 is concerned with all types of housing, tenure and housing needs. It sets out the long-term vision for housing and the actions that will be taken to address the housing needs of the Borough, seeking to ensure that every resident has access to safe, affordable, and quality housing. This strategy outlines the council's commitment to improving the availability and standard of housing, while also focusing on sustainability, community empowerment and economic regeneration. It sets out three objectives: • To make the best use of existing homes • To support safe, clean, green, healthy, connected communities To provide homes to support and empower the most vulnerable people	TWTP sets out clear goals which will complement the strategy by supporting better connected communities through an improved transport network. TWTP will also result in thriving and healthy local communities by improving accessibility of the transport network, which further supports the housing strategy. It is expected that cumulative effects between the TWTP and the Telford & Wrekin's Housing Strategy will be moderately beneficial.
Bus Service Improvement Plan (2025)	The plan details that Telford & Wrekin want a bus network that is regular reliable and efficient, to remove barriers to accessing employment, education, health and leisure services to support economy growth. It has been developed in conjunction and aligned to the emerging TWTP4. There are ten key principles to achieve the council's vision: • Frequent • Reliable • Accessible • Affordable • Flexible • Comprehensive • Green • Attractive • Safe	TWTP sets a range of goals which will complement the Bus Service Improvement Plan including the TWTP goal of a more frequent and reliable public transport service. TWTP will also support the plans vision of an increased number of journeys completed by greener modes and making transport become more accessible to individuals within the borough. It is expected that cumulative effects between the TWTP and the Bus Service Improvement Plan will be moderately beneficial.

Plan	Overview	Potential for cumulative effects with TWTP
Building Safer, Stronger & Healthier Communities Through Better Air Quality	• Informative This strategy highlights how improving air quality is central to creating healthier and safer communities. The strategy was created to tackle a range of health issues, environmental damage, and social inequalities. The three aims of the strategy are: 1. Maintain and improve air quality in the context of area wide growth 2. Tackle air quality inequalities by prioritising action to benefit vulnerable groups and communities 3. Link air quality to the climate agenda with a focus on emission reductions, for carbon as well as air pollutants: a Low Emission Strategy The strategy also details its intention to reduce emissions from transport through encouraging sustainable travel choices, like active travel and public transport and encouraging an uptake in electric vehicles.	TWTP sets out a range of goals which will complement the strategy. Through encouraging individuals to make informed and sustainable travel choices which will contribute to the reduction of greenhouse gas emissions and improved air quality. Additionally, TWTP will also encourage more journeys by greener modes of transport, further improving the air quality of the borough. It is expected that cumulative effects between the TWTP and the Building Safer, Stronger & Healthier Communities Through Better Air Quality plan will be moderately beneficial.
Transport Growth Strategy	Sets out the transport infrastructure and investment that is required to accommodate future housing, business and population growth within Telford & Wrekin ensuring that Telford retains its competitiveness to attract inward investment, create jobs and improve quality of life for residents and visitors. The objectives of the Transport Growth Strategy are: • support economic vitality; • improve the sustainability of transport provision; • create choice amongst different modes of transport; • improve health and well-being;	TWTP sets out a range of goals which will complement the strategy, for example improving accessibility and encouraging more journeys by sustainable travel modes. Additionally, through encouraging an increased uptake in active travel methods like walking and cycling, this will likely result in improved mental and physical health of individual's within the borough, contributing to improved health and wellbeing. It is expected that cumulative effects between the TWTP and the Transport Growth Strategy will be moderately beneficial.

Plan	Overview	Potential for cumulative effects with TWTP
	• minimise the impact of new development on road safety and the environment; • enhance accessibility; • improve public understanding of the transport implications of development; • enable other highway and transport authorities/service providers to support and deliver the transport infrastructure that conforms to the Local Plan; and • support local shops and the high street.	
Sustainable Modes of Travel Strategy 2016 - 2021	This strategy aims to encourage children to travel to school via a sustainable mode of transport including, walking, cycling, public transport and car sharing. The strategy details that using these methods of transport will contribute to: • improving the quality of the local and global environment, by reducing carbon emissions associated with school travel and reducing local congestion • helping to reduce child casualties • widening choice by improving accessibility to educational establishments and activities • improving the physical and mental health of children and: • contributing to improving educational achievement and attendance	TWTP sets out a range of clear goals which will complement the strategy, for example more journeys completed by sustainable and greener modes of transport will result in a reduction in carbon emissions and mental and physical health will increase through an uptake in active travel methods likely walking and cycling. Additionally, through making the transport network feel safer, it will likely contribute to the strategies aim to reduce child casualties. It is expected that cumulative effects between the TWTP and the Sustainable Modes of Travel Strategy will be moderately beneficial.

14. Monitoring

14.1 Introduction

The SEA Directive states that '*member states shall monitor the significant environmental effects of the implementation of plans and programmes... in order, inter alia, to identify at an early stage unforeseen adverse effects and to be able to undertake appropriate remedial action*' (Article 10.1). In addition, the Environmental Report should provide information on a '*description of the measures envisaged concerning monitoring*' (Annex I (i)) (Stage E).

In line with the SEA Directive, ISA monitoring will cover significant social, environmental and economic effects and it will involve measuring indicators that will enable the establishment of a causal link between the implementation of the STP and the likely significant effects (both positive and negative) being monitored.

14.2 Proposed monitoring programme

The proposed monitoring programme is outlined in Table 27.

Table 27: Proposed Monitoring Programme

No.	ISA Objective against which a significant effect has been predicted (without mitigation)	Indicators to be used	Targets	Source	Suggested frequency of analysis of monitoring of data / mitigation	Responsibility for undertaking monitoring
1.	Protect and improve air quality	Concentrations of air pollutants across the transport network	Reduce	DEFRA	Annually	Telford & Wrekin Council
1.	Protect and improve air quality	Area covered by AQMAs declared due to transport emissions	Reduce	DEFRA	Annually	Telford & Wrekin Council
1.	Protect and improve air quality	LZEVs as proportion of total fleet, by vehicle type	Increase	Govt Transport Statistics	Annually	Telford & Wrekin Council
2.	Reduce the impact on environmental noise from transportation sources	Area covered by NIAs declared for road and rail.	Reduce	DEFRA	Annually	Telford & Wrekin Council
3.	Reduce carbon emissions from Transport and contribute to meeting Telford & Wrekin's goal of carbon neutral by 2030	CO2 emissions from road transport	Reduce	Govt Transport Statistics	Annually	Telford & Wrekin Council
3.	Reduce carbon emissions from Transport and contribute to meeting Telford & Wrekin's goal of carbon neutral by 2030	LZEVs as proportion of total fleet, by vehicle type	Increase	Govt Transport Statistics	Annually	Telford & Wrekin Council
4.	Maximise adaptation and resilience of the transport network to the effects of a changing climate, including	Proportion of drainage provision for transport schemes (new or improvements)	Increase	Transport Authorities / Agencies	Annually	Telford & Wrekin Council

No.	ISA Objective against which a significant effect has been predicted (without mitigation)	Indicators to be used	Targets	Source	Suggested frequency of analysis of monitoring of data / mitigation	Responsibility for undertaking monitoring
	through reducing the risk of flooding	incorporating best practice SuDS				
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	Area of green infrastructure (greenways, etc.)	Increase	Natural England; Transport Authorities – T&W promoted schemes only	Annually	Telford & Wrekin Council
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	Net gain in biodiversity (using the Defra metric) due to transport schemes	Increase	Natural England; Transport Authorities – T&W promoted schemes only	Annually	Telford & Wrekin Council
6.	Protect and enhance sites designated for their international importance for nature conservation purposes (linked to HRA)	Number of transport schemes impacting on designated areas	Zero	Natural England – T&W promoted schemes only	Annually	Telford & Wrekin Council
7.	Protect, enhance and promote geodiversity	Number of transport schemes impacting SSSI's selected for their geological or	Zero	DEFRA	Annually	Telford & Wrekin Council

No.	ISA Objective against which a significant effect has been predicted (without mitigation)	Indicators to be used	Targets	Source	Suggested frequency of analysis of monitoring of data / mitigation	Responsibility for undertaking monitoring
		geomorphological features				
7.	Protect, enhance and promote geodiversity	Number of transport schemes impacting Local Geological Sites	Zero	GeoConservation UK	Annually	Telford & Wrekin Council
8.	Protect and enhance cultural heritage assets and their settings, and the wider historic environment	Area of historic sites impacted by transport schemes	Decrease	Transport Authorities / Agencies; Historic England - T&W promoted schemes only	Annually	Telford & Wrekin Council
8.	Protect and enhance cultural heritage assets and their settings, and the wider historic environment	Number of heritage assets impacted by transport schemes	Decrease	Transport Authorities / Agencies; Historic England - T&W promoted schemes only	Annually	Telford & Wrekin Council
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	% area of transport schemes that incorporate improvements to public realm and sympathetic design	Increase	Transport Authorities / Agencies - T&W promoted schemes only	Annually	Telford & Wrekin Council

No.	ISA Objective against which a significant effect has been predicted (without mitigation)	Indicators to be used	Targets	Source	Suggested frequency of analysis of monitoring of data / mitigation	Responsibility for undertaking monitoring
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	Countryside Quality Counts (CQC) - focus on any changes in the landscape quality due to transport effects)	No noticeable adverse changes in landscape quality	Natural England	As and when CQC results are published	Telford & Wrekin Council
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	Area covered by transport schemes within or in close proximity to AONB / National Park / Heritage Coast designated areas	No noticeable adverse changes in landscape quality	Transport Authorities / Agencies; Parks authorities; Natural England - T&W promoted schemes only	Annually	Telford & Wrekin Council
10.	Protect and enhance the water environment	Proportion of drainage provision for transport schemes (new or improvements) incorporating best practice SuDS	Increase	Transport Authorities / Agencies - T&W promoted schemes only	Annually	Telford & Wrekin Council
10.	Protect and enhance the water environment	Number of water pollution incidents attributable to transport	Zero	Environment Agency	Annually	Telford & Wrekin Council
11.	Protect soil resources and avoid land contamination	Area of grade 1, 2 or 3a agricultural land	Zero	Transport Authorities /	Annually	Telford & Wrekin Council

No.	ISA Objective against which a significant effect has been predicted (without mitigation)	Indicators to be used	Targets	Source	Suggested frequency of analysis of monitoring of data / mitigation	Responsibility for undertaking monitoring
		permanently lost or significantly degraded as a result of transport schemes		Agencies - T&W promoted schemes only		
11.	Protect soil resources and avoid land contamination	Proportion of area covered by transport schemes located on previously developed land	Increase	Transport Authorities / Agencies - T&W promoted schemes only	Annually	Telford & Wrekin Council
12.	Promote sustainable use of resources and natural assets	Proportion (by mass) of recycled materials used in transport related construction Proportion (by mass) of waste arising associated with transport schemes which is reused or recycled Proportion (by mass) of waste arisings associated with transport schemes which is sent to landfill	Increase	Transport Authorities / Agencies - T&W promoted schemes only	Annually	Telford & Wrekin Council
13.	Promote economic growth and job creation, and improve access and	Employment rate	Increase	Office for National Statistics	Annually	Telford & Wrekin Council

No.	ISA Objective against which a significant effect has been predicted (without mitigation)	Indicators to be used	Targets	Source	Suggested frequency of analysis of monitoring of data / mitigation	Responsibility for undertaking monitoring
	connectivity to jobs and skills for all					
14.	Support the wider coordination of land use and energy planning across Telford and Wrekin	Number of publicly accessible EV charging points across the borough.	Increase	Transport Authorities / Agencies – T&W promoted schemes only	Annually	Telford & Wrekin Council
15.	Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	Population within AQMA Population within Noise Important Areas	Reduce	Transport Authorities / Agencies – T&W promoted schemes only	Annually	Telford & Wrekin Council
16.	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)					
17.	Promote fairness and equity in rural connectivity (Rural proofing specific objective)					

15. Summary and conclusions

Telford & Wrekin Council have developed a new Local Transport Plan, the Telford & Wrekin Transport Plan (TWTP) that sets out their vision, guiding principles, goals and schemes for transport in their area for the years 2027 to 2041. The current plan for transport in the Telford and Wrekin area was produced in 2011 and, while many of the elements of this plan are still relevant, its approach to sustainability is now dated. There are also important ambitions in terms of growth for the Telford and Wrekin area and it is vital therefore that the transport network is able to support these ambitions in a meaningful way, while still protecting the people and the environment.

As such, it is the intention that the TWTP will act to support the new Local Plan and guide transport investment up to 2041. The Transport Vision & Strategy includes the long-term vision, guiding principles, goals and policies for maintaining and improving transport in the borough. In addition, the first Transport Delivery Plan sets out the transport schemes and strategies that Telford & Wrekin Council will deliver between 2027 and 2030, in order to progress towards the vision for transport in the plan area. Future Transport Delivery Plans are expected to cover five-year periods, aligned with national government's Local Transport Grant funding settlements.

The TWTP covers all forms of travel including public transport (bus and rail), car and motorcycle-based travel, and non-motorised users which includes walkers, wheelers (those on scooters etc.), cyclists and equestrians. Freight transport by road and rail is also considered. Encouragement to choosing the best form of travel will be made through better information and more appropriate fare options, while removing the need to travel in some circumstances is also an important aspect of the TWTP – for example, this will be achieved through a focus on digital connectivity.

In addition, there is also a focus in the TWTP on safety and making people feel safer, as well as regeneration and placemaking, i.e. places that are more welcoming and which make local communities stronger, with a greater sense of local pride. It is hoped that such places, whether a large town or small village, will be places that people want to visit and spend time in, which in turn will help support social inclusion and local businesses. This will require close liaison with local communities and other interested stakeholders and the TWTP sets out many ways in which this will be done.

In order to assess the sustainability performance of the TWTP, an ISA has been carried out during its development. This ISA process has been thorough and comprehensive, with iterations of the TWTP being subject to review by an experienced ISA team who are independent of the plan making team. Close liaison between the ISA team and the plan making team has taken place throughout this process. It is considered that this approach resulted in an enhanced and more robust incorporation of sustainability considerations to the TWTP, in terms of policy approach but also particularly in terms of clarity of actions to be taken as any intervention derived from the TWTP will be developed.

For example, early review of the TWTP vision and guiding principles resulted in a fourth guiding principle being added, 'Fit for the Future', with associated goals relating to the reliability and maintenance of networks, adaptable and resilient networks, and sustainably and inclusively designed networks. This last goal is of key importance as its inclusion will ensure that environmental impact is considered throughout all stages of design, along with a reduction in carbon emissions. From a social perspective, this guiding principle and goal will act to support health and wellbeing of people of, and visitors to, the plan area.

The addition of this guiding principle also resulted in detailed policy being developed that covers a range of sustainability issues:

- Maintain and manage our transport assets
- Keep our transport network running smoothly
- Build in resilience to climate change and extreme weather
- Embrace new transport data and technologies
- Seek opportunities to bring enhancement through transport schemes
- Protect areas that are recognised for their importance to conservation and biodiversity
- Protect Telford & Wrekin's landscape, townscape and historic environments
- Protect air and water environments from transport pollution
- Reduce whole life carbon
- Protect natural resources and promote circular economy principles
- Proactively consider health and equalities impacts

Following inclusion of the new guiding principle, goals and associated policies, and based on the findings of the ISA, a number of key conclusions can be made with regards to the TWTP and its 'sustainability performance'.

Alternatives

The ISA assesses whether implementing the TWTP is a preferable alternative in sustainability terms, compared to continuing with the present approach to transport planning and investment. It has been found that the present approach based on the 2011 LTP does not align with latest approaches across a range of sustainability topics. While there is still a potential for both beneficial and adverse effects to occur, it has been shown that implementation of a new approach to transport planning (in the form of the TWTP) is consistently preferable to maintaining the current approach.

A key element is that since the previous approach was developed, there has been a progressive and constant evolution of policy and legislative approaches to a range of environmental and social issues, that are not reflected (or are only partially reflected) in the previous approach to transport planning. For example, there is now a requirement for Biodiversity Net Gain and consideration of Local Nature Recovery Strategies. The issue of a changing climate and the urgent need to adapt and make the transport network more resilient to the challenges this will inevitably bring is also much more of note than previously.

Other key areas of enhanced sustainability performance (compared to the current approach to transport planning) through the new TWTP include a clearer and stronger focus on active travel, a greater focus on the use of public and demand responsive transport, enhanced digital connectivity, a greater focus on the need to avoid the use of natural resources (or re-use where possible), as well as much more proactive consideration of health and equalities – the TWTP makes clear note of that as schemes progress, Health Impact Assessment and Equalities Impact Assessment will be conducted as needed to evaluate potential impacts on individuals or groups, thereby guiding the design and delivery process.

Policy assessment

The ISA then examined each of the 'Guiding Principles', the supporting Goals and associated policies. These were as follows:

Guiding Principle 1: Transforming travel Choices - Providing a genuine range of attractive and reliable travel options

- Walking, wheeling and cycling are safer, more accessible and attractive travel options
- Public transport is frequent, reliable and more affordable
- People are supported to make informed and sustainable travel choices

Guiding Principle 2: Improving Accessibility - Designing a safe, accessible, people centred transport system

- Thriving and healthy local communities
- Everyone feels safe to travel
- An inclusive and accessible transport network

Guiding Principle 3: Unlocking potential - Maintaining prosperity while maximising the potential of the borough

- Strong cross-border connections
- Sustainable, mixed-use developments
- A greater share of greener journeys

Guiding Principle 4: Fit for the Future - Keeping Telford and Wrekin moving, now and for the future

- Reliable and well-maintained networks
- Adaptable and resilient networks
- Sustainably and inclusively designed networks

Background

The TWTP is not starting from a 'blank sheet of paper' and is reflective of the existing transport network, spatial challenges, and needs of the borough. Previous plans and strategies (not just in transport planning, but in urban planning in general) mean that there is a legacy of past decisions that reflected the transport, economic, social and financial aspirations of previous generations. For example, Telford New Town was designed and built on the assumption that most people would travel by car, and this form of transport still dominates both space and travel habitats in the borough. The borough has a distinctive blend of urban and rural areas, and car usage is particularly high in areas outside the main population centres in Telford which are often less well served by public transport.

As such, this means that there are elements of the TWTP that can be considered as more 'traditional' (in transport planning terms), including upgrades to the road network – this would include junction improvements and potentially highway widening schemes, or capacity increases. In some cases these could result in heavy civil engineering works, though it is recognised that this will be in limited areas to address specific issues such as congestion hotspots or providing connections to new developments. Nevertheless, due to the nature of these works, there will likely be environmental implications. For example, road widening could involve a direct loss of habitat, have an adverse effect on the water environment through pollution incidents during construction or polluted runoff during operation, or result in new or expanded features in the landscape. This is reflected in the assessment of the Delivery Plan. On the whole, effective planning is key to managing such issues and the TWTP sets out how this can be done and it should be noted that road capacity schemes will only be considered once all other options have been explored. Nevertheless, it remains that increasing road capacity can help mitigate congestion in the short term, supporting more reliable journeys and reduced carbon, air and noise impacts. However, without careful planning, increased road capacity can lead to induced demand in the longer term. This would likely cause increased carbon, air quality, noise etc impacts.

Environmental

The TWTP performs strongly across a number of goals and policy areas in terms of air quality and carbon emissions. This can be seen through the focus on 'greener journeys' that include an uptake of EV's, active modes such as walking, wheeling and cycling, the focus on public transport, sustainable mixed use developments and ensuring sustainable and inclusive design. However, some policy areas performs less well in terms of air and carbon emissions, including supporting longer, cross border connections, as well as support for road capacity enhancements.

An increased resilience to the effects of climate change is also anticipated, particularly through the Goal relating to adaptable and resilient networks, where effects are anticipated to be major beneficial. Adaptable and resilient networks are also anticipated to be significantly beneficial in terms of biodiversity, the water environment and economic growth.

Across a number of ISA Objectives, effects of the TWTP are anticipated to be, for the most part, slight. The TWTP includes policies relating to sites designated for nature conservation, soil resources, geodiversity and heritage. It is worth noting that there are no 'European Sites' designated within the Plan area, though there are other sites designated at other 'levels', such as SSSI. Reliable and well maintained networks will provide some opportunities for significant beneficial effects in terms of the use of natural resources.

Landscape and Visual

In terms of landscape, townscape and visual amenity, it is anticipated that the TWTP could result in significant beneficial effects across a number of policy areas. For example, it is considered that the thriving and healthy local communities goal, with its focus on placemaking will provide clear opportunities for improvement. Sustainable mixed use developments, with a focus on the requirements of the new Local Plan, will similarly provide opportunities for improvement to landscapes and townscapes. Protection and enhancement of landscape is also a key policy area in respect of the goal for sustainably and inclusively designed networks.

Economic

The TWTP is considered to perform particularly well across a large number of Goals in relation to the ISA Objective to promote economic growth and job creation, and improve access and connectivity to jobs and skills for all (Objective 13). For example, a focus on strong cross border connections can be anticipated to allow for easier access to additional markets for business, while reliable, well maintained resilient networks will ensure that people can access their jobs and opportunities for training. Thriving and healthy local communities will also benefit economically.

Maximising economic (and other) benefits will require close liaison with partner organisations (such as National Highways and Network Rail), as well as local communities (including through Town and Parish Councils) and the TWTP recognises that need – particularly in relation to the goal of sustainable and mixed use developments which has a policy to support the Local Plan.

Social

The TWTP also performs strongly across multiple Goals in respect of health, equalities and rural connectivity, with significant beneficial effects anticipated in a number of aspects.

In relation to the focus on active travel modes such as walking, wheeling and cycling, there are clear opportunities for people to build activity into their everyday activities. It can be anticipated that this will have beneficial effects for all, but it is also important to note that

not all groups in society will benefit to the same extent. Those who are very young, the elderly, those with certain disabilities or health conditions (including pregnancy), may struggle (or may be incapable) to travel by active modes. The distances in rural areas may also mean that active travel routes would be more likely to be used for recreation, rather than the full connectivity they can bring in denser areas.

The TWTP has a strong focus on enhancing the public transport offering, which will likely benefit a wider range of the population. There are groups within society who may not feel comfortable utilising public transport, and the TWTP does recognise such barriers and 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 a commitment to developing a safety strategy and and further developing an overarching 'Safe System' approach, as well as initiatives such as a voluntary taxi 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. Consideration is given to improving the perception of safety, as well as absolute risk, since this can deter people from using certain transport modes. This will be particularly important for the young, the elderly and those with certain disabilities.

Improved facilities such as step free access, upgraded footbridges, and connections to town centres will help to reduce severance for a greater range of people. Reducing the need to travel will also help to remove some barriers in respect of accessibility. Increased digital connectivity, which is considered in the TWTP, will allow some commercial opportunities to be taken, alongside potentially the option to have appointments online, or to work from home. This may help to reduce some of the connectivity issues in rural areas, though it would have cost implications and not all would feel comfortable utilising technology for such needs, for example the elderly, or perhaps those for whom English isn't their first language.

For those who cannot access public transport, or may struggle with active travel and digital connectivity, there are still options set out within the TWTP. For example, note is made that taxis and private hire vehicles play an important role in the transport network, providing flexible, door-to-door journeys and helping people complete trips, such as accessing rail stations or airports. They are particularly valuable for people without access to a car, including many disabled users. The Dial-a-Ride community transport scheme, which offers a door-to-door service for eligible residents who cannot access conventional public transport due to mobility problems, will also continue. All vehicles are easy to access, having the ability to carry passengers in wheelchairs.

Inclusive Design and Assessment

From a holistic sustainability perspective, the Goal to have sustainably and inclusively designed networks is of key importance. This expresses the desire to have transport networks that are planned and delivered in a way that supports the environment, strengthens communities and contributes to a thriving economy. The TWTP sets out a number of important components that will help ensure that this can happen. For example, a key element set out in this policy area is that as schemes are brought forward for design and planning, proactive consideration will be made of health and equalities. This will include the undertaking of Health Impact Assessment and Equalities Impact Assessment as needed to evaluate potential impacts on vulnerable individuals or groups (including those noted as having protected characteristics under equalities legislation), 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 there will be a continuing undertaking of Habitats Regulations Assessment where required to ensure that transport schemes avoid adverse effects on internationally important sites.

Cumulative Effects and Monitoring

It is recognised that the TWTP will not act or be delivered in isolation and will influence and be influenced by other Plans, Policies or developments across and beyond Telford and Wrekin. It is anticipated that the TWTP will act to benefit those other Plans and Policies, though there is a potential for some adverse effects. Nevertheless, it is considered that the TWTP sets out an approach to further assessment that will address any cumulative effects arising.

It is also important that Telford & Wrekin Council understand the effect of the implementation of the TWTP and the ISA has set out a potential series of monitoring indicators. These will also complement those KPIs and monitoring indicators which Telford & Wrekin Council have identified in the TWTP section 'Measuring Success'. It is the intention that monitoring will cover social, environmental and economic effects and it will involve measuring indicators that will enable the establishment of a causal link between the implementation of the TWTP and the likely effects (both positive and negative) being monitored. This will be of particular benefit to those involved with the next iteration of the Transport Delivery Plan and if required, will allow early remediation to be undertaken of any identified adverse effects.

In conclusion therefore, while the nature of a transport plan means that there will inevitably be some adverse effects on the environment and people, it is considered that the TWTP sets out a strong set of 'Guiding Principals' and Goals that will allow for a strong sustainability performance to be achieved via the implementation of this plan.

**Protect
Care and Invest
to create a
better borough**



**Telford & Wrekin
COUNCIL**