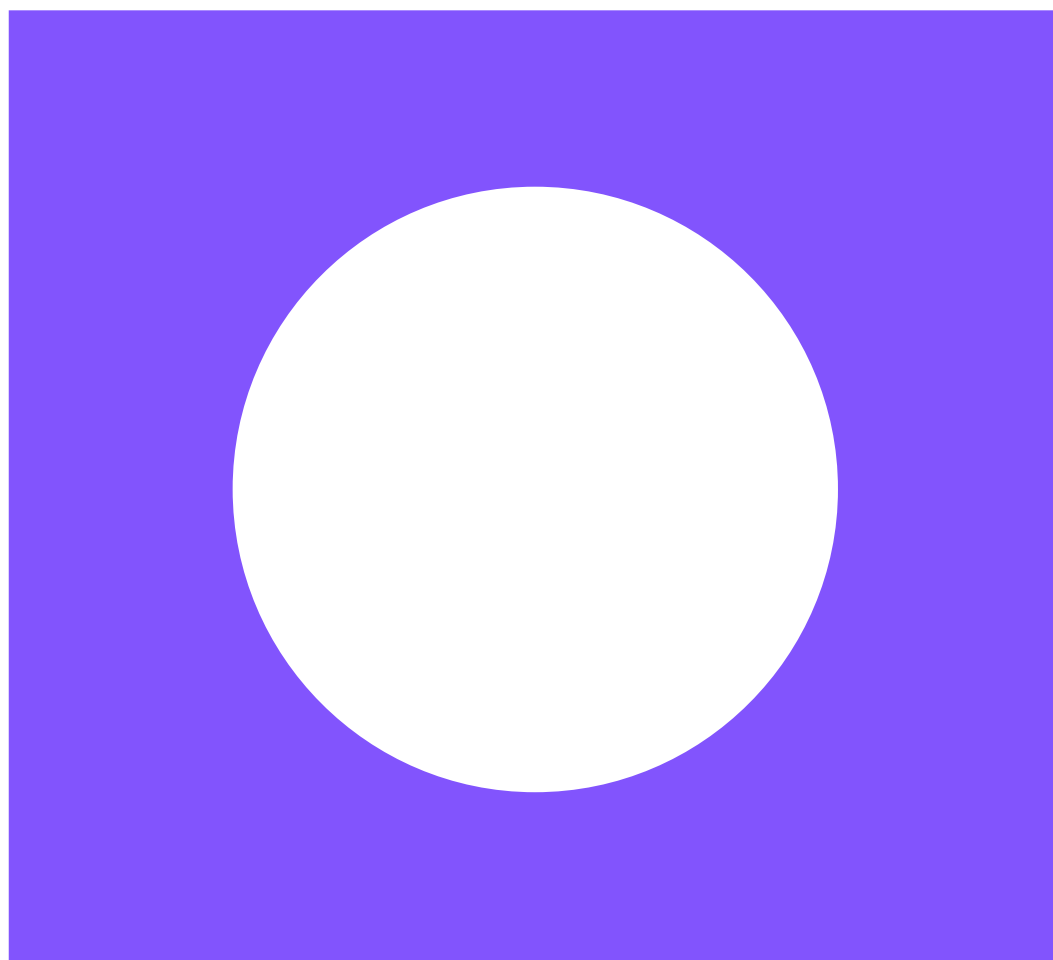




Cheshire West and Chester Local Transport Plan 4

Integrated Sustainability Appraisal

October 2025

This page left intentionally blank for pagination.

Mott MacDonald
1st Floor
10 George Street
Edinburgh EH2 2PF
United Kingdom

T +44 (0)131 221 2300
mottmac.com

Cheshire West and Chester
Council

Cheshire West and Chester Local Transport Plan 4

Integrated Sustainability Appraisal

October 2025

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
A	23.05.25	AH	JF	NL	Draft for Client comment
B	05.06.25	AH	JF	NL	For Consultation
C	13.10.25	AH	NL	JF	Post-Consultation Version

Document reference: C

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

Executive summary	1
1 Introduction	6
1.1 Background	6
1.2 Purpose of the Integrated Sustainability Appraisal	6
1.2.1 Compliance with the SEA Regulations	8
1.2.2 Limitations of the ISA Report	8
1.3 Cheshire West and Chester Local Transport Plan	8
1.4 LTP4 Core Strategy	10
1.4.1 The Case for Change	10
1.4.2 Ambition	10
1.4.3 LTP4 Approach	11
2 Integrated Sustainability Appraisal Process	16
2.1 Introduction to the ISA Process	16
2.2 ISA Methodology	17
2.3 Integration of ISA and LTP4 Development	18
2.4 Proposed Approach to the ISA	19
2.4.1 Scope of the ISA	19
2.4.2 ISA Framework	19
2.4.3 Assessment Methodology	26
2.4.4 Compatibility of objectives	27
2.4.5 Developing and assessment of alternatives	31
2.4.6 Assessing the Preferred Plan	31
2.4.7 Transboundary Effects	31
3 Assessment of the Local Transport Plan 4 Strategic Alternatives	32
3.1 LTP4 Strategic Alternatives	32
3.1.1 Do Nothing	32
3.1.2 Conventional - a safe, accessible and efficient transport system	36
3.1.3 National Policy - an accessible, efficient and low carbon transport system	40
3.1.4 Transformational - an accessible, affordable and low carbon transport system	44
3.2 Comparison of Strategic Alternatives	48
3.3 Assessment of the LTP4	50
4 Climate Change and Air Quality	51
4.1 Policy Context	51

4.2	Baseline information	53
4.2.1	Climate	53
4.2.2	Carbon	53
4.2.3	Air Quality	61
4.3	Key trends and future evolution of the baseline	62
4.4	Evidence gaps and proposed work	64
4.5	Key sustainability issues and opportunities	64
4.6	ISA scope and influence on the LTP4	65
4.7	ISA framework	66
4.8	LTP4 Core Strategy Assessment	66
4.8.1	Summary	67
5	Biodiversity, Flora and Fauna	69
5.1	Policy Context	69
5.2	Baseline information	72
5.3	Key trends and future evolution of the baseline	82
5.4	Evidence gaps and proposed work	83
5.5	Key sustainability issues and opportunities	83
5.6	ISA Scope and Influence on the LTP4	84
5.7	ISA framework	84
5.8	LTP4 Core Strategy Assessment	85
5.8.1	Summary	85
6	Water	87
6.1	Policy Context	87
6.2	Baseline information	89
6.3	Key trends and future evolution of the baseline	96
6.4	Evidence gaps and proposed work	96
6.5	Key sustainability issues and opportunities	96
6.6	ISA Scope and Influence on the LTP4	97
6.7	ISA framework	97
6.8	LTP4 Core Strategy Assessment	98
6.8.1	Summary	98
7	Land Resources	100
7.1	Policy Context	100
7.2	Baseline information	101
7.3	Key trends and future evolution of the baseline	105
7.4	Evidence gaps and proposed work	105
7.5	Key sustainability issues and opportunities	105
7.6	ISA Scope and Influence on the LTP4	106
7.7	ISA framework	106
7.8	LTP4 Core Strategy Assessment	106

7.8.1	Summary	106
8	Health and Wellbeing	108
8.1	Policy Context	108
8.2	Baseline information	110
8.3	Key trends and future evolution of the baseline	113
8.3.1	Life expectancy	113
8.3.2	Employment	114
8.4	Evidence gaps and proposed work	115
8.5	Key sustainability issues and opportunities	115
8.6	ISA Scope and Influence on the LTP4	116
8.7	ISA framework	118
8.8	LTP4 Core Strategy Assessment	119
8.8.1	Summary	119
9	Infrastructure	122
9.1	Policy Context	122
9.2	Baseline information	125
9.2.1	Transport Infrastructure	125
9.2.2	Community Infrastructure	126
9.2.3	Digital Infrastructure	126
9.3	Key trends and future evolution of the baseline	127
9.4	Evidence gaps and proposed work	127
9.5	Key sustainability issues and opportunities	127
9.6	ISA Scope and Influence on the LTP4	128
9.7	ISA framework	128
9.8	LTP4 Core Strategy Assessment	129
9.8.1	Summary	129
10	Equality	131
10.1	Policy Context	131
10.2	Baseline information	133
10.3	Key trends and future evolution of the baseline	135
10.4	Evidence gaps and proposed work	135
10.5	Key sustainability issues and opportunities	135
10.6	ISA Scope and Influence on the LTP4	136
10.7	ISA framework	139
10.8	LTP4 Core Strategy Assessment	139
10.8.1	Summary	139
11	Landscape, Townscape, Heritage and the Historic Environment	142
11.1	Policy Context	142
11.2	Baseline information	144

11.2.1	Landscape	144
11.2.2	Heritage and Historic Environment	147
11.3	Key trends and future evolution of the baseline	151
11.4	Evidence gaps and proposed work	152
11.5	Key sustainability issues and opportunities	152
11.6	ISA Scope and Influence on the LTP4	154
11.7	ISA framework	154
11.8	LTP4 Core Strategy Assessment	155
11.8.1	Summary	155
12	LTP4 Core Strategy Assessment Summary	157
13	In-combination Assessment	160
14	Mitigation and Monitoring	163
14.1	Mitigation and Recommendations	163
14.2	Monitoring Proposals	164
14.3	Next Steps	165
A.	Review of Relevant Policies, Plans and Programmes	166
B.	Policy Appraisals	195
B.1	Core Policy 1 – Putting the vision at the heart of decisions	195
B.2	Core Policy 2 - Smarter places, smarter travel	198
B.3	Core Policy 3 – Real choices in how we travel	201
B.4	Core Policy 4 – Let’s join things up: a ‘One System’ approach	204
B.5	Core Policy 5 – Making the most of our existing streets	208
B.6	Core Policy 6 – Local issues, local voices	212
B.7	Core Policy 7 – Protecting our people, our neighbourhoods and our environment	215
C.	Health Impact Assessment	219
D.	Equality Impact Assessment	220
E.	Consultation Log and Updates	221

Executive summary

Introduction

Cheshire West and Chester Council is drafting its fourth Local Transport Plan (LTP4). The LTP4 is a statutory document which sets out the Council's vision and plan for how transport can address the strategic challenges faced by the borough. It forms part of the Council's Policy Framework and will influence delivery of local transport, regeneration, public health, and other relevant programmes across the borough.

A number of statutory documents are required to support development of the LTP4 including environmental and social assessments:

- Strategic Environment Assessment (SEA)
- Sustainability Appraisal (SA)
- Health Impact Assessment (HIA)
- Equality Impact Assessment (EqIA)
- Habitats Regulations Assessment (HRA)

The assessments above are aligned and have fed into each other as part of an Integrated Sustainability Appraisal (ISA) process.

This report is the ISA Report for the Cheshire West and Chester LTP4. The purpose of this Integrated Sustainability Appraisal (ISA) Report is to present the results of the ISA process for the LTP4 including the potential effects (positive and negative) of the LTP4 policies and projects, mitigation and enhancement measures, and monitoring proposals. An iterative process has been undertaken between the LTP4 development and ISA, so that the results of the assessment and proposed recommendations have fed into the LTP4 development.

The HIA and EqIA form technical appendices to this ISA Report and have fed into the ISA objectives on health and equality. The HRA has been undertaken separately in line with legislation and a separate HRA Report produced alongside the draft LTP4 to report the results. The results of the HRA have fed into the ISA objectives on biodiversity.

An ISA Scoping Report was produced and consulted upon in 2023/2024. The Scoping Report presented the results of the initial scoping stages of the ISA process. The statutory consultation bodies (Natural England, Environment Agency and Historic England) were consulted on this document through a ten-week consultation period alongside a broader public engagement exercise on the LTP4 Case for Change. Consultation comments received were reviewed and the Scoping Report was updated as appropriate. The updated scoping information is included within this ISA Report.

The ISA Report was consulted upon alongside the Draft LTP4 Core Strategy in Summer 2025. Responses received were reviewed and the ISA Report updated (see Appendix E).

Cheshire West and Chester Local Transport Plan 4

The LTP4 will set out the Council's plans and proposals for improving local transport over the next 20 years. The LTP4 strategy is structured as follows:

- Core Strategy: This document sets out the case for change, the vision the Council is seeking to deliver through the Local Transport Plan 4 period, and key principles which direct how this will be achieved

- **Policy Papers:** These will set out a more detailed policy position on how this vision will be achieved in relation to a specific mode of transport or topic area.

The Council are phasing the consultation and adoption of these documents. The Core Strategy is being consulted upon in summer 2025, with adoption in late 2025. The Policy Papers will be developed throughout 2025/2026. Therefore, this report currently only covers the Core Strategy. Once the Policy Papers are available the ISA Report will be updated to include them, providing the opportunity for an additional consultation period.

Assessment of Strategic Alternatives

Different approaches to the development of a strategy for LTP4 have been considered, taking account of previous LTPs, changes in national policy, recent social, economic and environmental trends and identified priorities for Cheshire West and Chester. Three alternatives have been considered:

- **Conventional** – a safe, accessible and efficient transport system. A ‘Conventional’ LTP is based on a well-functioning transport system that enables the efficient movement of people and goods. Interventions therefore focus on making the transport network as efficient as possible for the movement of people and goods, whether that is the road, rail or bus network.
- **National Policy** – an accessible, efficient and low carbon transport system. A ‘National Policy’ LTP shares the vision of an efficient transport system but also recognises that any future transport system must be a low-carbon one, in line with the national commitment to reach net zero carbon by 2050. Interventions therefore focus on making the road, rail or bus network as efficient as possible, whilst significantly reducing transport-related carbon emissions.
- **Transformational** – an accessible, affordable and low carbon transport system. A ‘Transformational’ LTP is focussed on net zero and addressing the poverty emergency. Interventions therefore focus on reducing the carbon emissions from the road, rail or bus network, moving towards a net zero system, but making transport easier, safer, and cheaper for everyone, giving people the opportunities to easily access employment, education and local centres.

The three alternatives were assessed as part of the ISA process using the ISA Framework developed during the scoping stage. A ‘Do Nothing’ option was also assessed which assumes that the LTP4 is not implemented but that current policies continue. This helps to provide a future baseline to demonstrate the effects without the LTP4.

Assessment of the LTP4 Core Strategy

The Core Strategy was assessed using the ISA Framework. The table below presents a summary of the results. Overall the LTP4 Core Strategy is likely to have positive environmental and socio-economic effects from increased accessibility (both affordability and connectivity), increased choice and reliability of sustainable transport modes, economic growth, and health benefits. The LTP promotes sustainable transport modes including low and zero emission transport modes which will help reduce transport-related emissions providing benefits for air quality, GHG reduction and health. Re-use of existing assets and maximising capacity is favoured over new infrastructure which will help protect wildlife connectivity and reduce construction related emissions. The LTP also contains policies that aim to reduce negative effects associated with transport infrastructure and protect and enhance the natural and built environment. The LTP recognises the importance of quality transport networks in playing their part in creating and protecting distinctive, beautiful, vibrant places that people have reason to value. It also supports sustainable and active travel to connect communities with local green spaces, increase street-level greenery and provide biodiversity, health and wellbeing benefits.

LTP4 Core Strategy ISA Summary Results

ISA Themes	ISA Objectives	LTP4 Core Strategy Policies							Cumulative Effects
		CP1 Delivering the vision	CP2 Travel demand & behaviour	CP3 Choice of modes	CP4 One system approach	CP5 Role of roads	CP6 Community engagement & empowerment	CP7 Environment & social	
Climate Change and Air Quality	Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	+	+	+	+	+++	+	+	+
	Reduce the emission of greenhouse gasses, in particular CO ₂	++	++	++	+	+++	+	++	++
	Protect air quality where it is of a high standard and to improve it elsewhere	++	+	+	+	+++	+	+	++
Biodiversity, Flora and Fauna	Protect and enhance the borough's biodiversity and wildlife habitats.	+	+	+	+	++	0	+++	+
Water	Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	+	0	0	0	++	+	++	+
	Protect and enhance the quality of the water environment	0	+	+	+	++	+	+	+
Land Resources	Protect land and soil quality	+	+	+	0	+	+	+++	+
Health and Wellbeing	Create a safe environment to live in and reduce the threat of crime	++	++	++	++	++	0	0	++
	Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment	++	++	++	++	0	0	0	++
	Maintain and improve the vitality and viability of the city, town and local centres	+++	+++	0	+++	0	0	0	++
	Enable environments that promote health and wellbeing	+++	++	+++	++	+++	++	++	++
Infrastructure	Make the best use of existing transport infrastructure	+	++	+	+++	+++	+	+	++
	Ensure everyone has access to high quality and affordable public transport, cycling and walking infrastructure	++	++	+++	++	+	++	++	+++
	Ensure everyone has access to high-speed digital connectivity	0	++	0	+	0	+	0	++
Equality	Promote regeneration, particularly of deprived areas	++	+++	++	+++	0	+	+	++
	Improve accessibility of transport services for all	+++	+++	++	+++	+	++	++	+++
	Improve affordability of transport services	++	0	+	0	0	+	++	++
Landscape, Townscape and Heritage	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness, design and sense of place	+	+	+	+	++	+	++	+

ISA Themes	ISA Objectives	LTP4 Core Strategy Policies							Cumulative Effects
		CP1 Delivering the vision	CP2 Travel demand & behaviour	CP3 Choice of modes	CP4 One system approach	CP5 Role of roads	CP6 Community engagement & empowerment	CP7 Environment & social	
	Preserve and enhance heritage assets, sites, features, areas and settings of archaeological, historical and cultural heritage importance	0	0	0	0	++	++	++	+

Mitigation

Recommendations have been identified for the LTP4 to strengthen environmental and socio-economic outcomes. The majority of recommendations were incorporated into the LTP4 Core Strategy and the remaining recommendations will be addressed in subsequent iterations of the Core Strategy following consultation and within the Policy Papers where appropriate.

Monitoring

Monitoring the significant effects of implementing the LTP4 is an essential ongoing element of the ISA process. Monitoring helps ensure that the identified ISA objectives are being achieved, allows early identification of unforeseen adverse effects and thus appropriate remedial action can be taken. Monitoring will be an important requirement to measure performance and ensure the LTP is being successfully implemented.

The LTP itself includes a set of indicative measurement and performance indicators which will be monitored to assess the success and progress of the LTP. These indicators are presented below. The ISA Framework also includes a set of indicators under each ISA objective. Once the Policy Papers have been included as part of the assessment process, these indicators will be refined into monitoring proposals. This will enable the key effects to be monitored across the LTP4 implementation.

LTP4 performance indicators:

- 50% reduction in carbon emissions from transport by 2030 (against a 2019 baseline), with near-zero emissions by 2045
- 50% reduction in the proportion of communities at high risk of transport-related social exclusion by 2030, rising to 75% by 2045.
- 50% of trips made by sustainable modes by 2030
- 90% of cars and vans to be electric vehicles by 2045.
- No transport-related Air Quality Management Areas declared
- A 'Vision Zero' target, with zero people killed or seriously injured on CW&C local road network by 2045

A detailed monitoring and evaluation plan will be developed to accompany the final Local Transport Plan, incorporating consultation feedback on this ISA and the broader Core Strategy.

Next Steps

The Policy Papers that make up the other part of the Local Transport Plan strategy will be developed as an iterative part of the ISA process through 2025 and 2026. The ISA Report and HRA Report will be updated to present this process and outcomes. Public consultation will be undertaken in early 2026.

1 Introduction

1.1 Background

The Transport Act 2000, as amended by the Local Transport Act 2008, requires local transport authorities to produce a Local Transport Plan (LTP). The Local Transport Authority with strategic transport powers for the area is Cheshire West and Chester Council ('the Council'); a unitary authority with the functions of both a county and borough Council. As such, responsibility for the LTP rests with the Council.

Good transport is a vital factor in building sustainable communities. It underpins the economy, connects communities, and shapes the places people live and work. Within the 2024-2028 Borough Plan, which outlines the Council's ambitions for the area, the Council states that it has a fundamental role to play in addressing the area's climate and poverty emergencies and meeting the Borough Plan missions for a stronger future.¹

The Council aims to create a transport system which supports good health, provides opportunities to work, learn and succeed near where people live, and contribute to strong communities.

The Council is drafting its fourth Local Transport Plan (LTP4). The LTP4 is a statutory document which sets out the Council's vision and plan for how transport can address the strategic challenges faced by the borough. It forms part of the Council's Policy Framework and will influence delivery of local transport, regeneration, public health, and other relevant programmes across the borough.

LTP4 replaces LTP3, which was adopted in 2011.² The Council are seeking to replace it, as the age of LTP3 means it is now out of date with local, regional, and national developments; particularly around climate and poverty. As a result, it does not adequately deliver against the challenges and priorities relevant to the Council today.

1.2 Purpose of the Integrated Sustainability Appraisal

A number of statutory documents are required to support development of the LTP4 as outlined in Annex A of the DfT guidance³. These include environmental and social assessments including:

- Strategic Environment Assessment (SEA)
- Sustainability Appraisal (SA)
- Health Impact Assessment (HIA)
- Equality Impact Assessment (EqIA)
- Habitats Regulations Assessment (HRA)

The assessments above are aligned and have fed into each other as part of an Integrated Sustainability Appraisal (ISA) process. This report is the ISA Report for the Cheshire West and Chester LTP4. The purpose of this Integrated Sustainability Appraisal (ISA) Report is to present the results of the ISA process for the LTP4 including the potential effects (positive and negative) of the LTP4 policies and projects, mitigation and enhancement measures, and monitoring proposals.

The HIA and EqIA form technical appendices to this ISA Report and have fed into the ISA objectives on health and equality. The HRA has been undertaken separately in line with legislation and a

¹ Cheshire West and Chester Council (2023) 'Borough Plan 2024-2028'. Available at: [Borough Plan 2024-2028 | Cheshire West and Chester Council](#)

² Cheshire West and Chester (2011) 'Local Transport Plan 2011-2026'. Available at: [Local Transport Plan 2011-2026 | Cheshire West and Chester Council](#)

³ Department for Transport (2009) Guidance on Local Transport Plans. Available at: <http://webarchive.nationalarchives.gov.uk/20110505104156/http://www.dft.gov.uk/adobepdf/165237/ltp-guidance.pdf>

separate HRA Report produced alongside the draft LTP4 to report the results. The results of the HRA have fed into the ISA objectives on biodiversity.

An ISA Scoping Report was produced and consulted upon in 2024. The Scoping Report presented the results of the initial scoping stages of the ISA process. It set out the relevant policy context, baseline information, key trends, key sustainability issues and opportunities, and the ISA Framework and proposed approach and assessment methodology. The statutory consultation bodies (Natural England, Environment Agency and Historic England) were consulted on this document through a ten-week consultation period alongside a broader public engagement exercise on the LTP4 Case for Change. Consultation comments received were reviewed and the Scoping Report was updated as appropriate. The updated scoping information is included within this ISA Report.

This ISA Report presents a summary of the scoping information and the assessment of the LTP4. An iterative process has been undertaken between the LTP4 development and ISA, so that the results of the assessment and proposed recommendations have fed into the LTP4 development. The ISA Report was consulted upon alongside the Draft LTP4 Core Strategy in Summer 2025. Responses received were reviewed and the ISA Report updated (see Appendix E).

The ISA Report is structured around a topic-based approach using the SEA Regulations topics and additional social topics as follows:

- Chapter 1: Introduction – background context, purpose of ISA, introduction to the LTP4
- Chapter 2: Integrated Sustainability Appraisal Process – method and approach, ISA Framework
- Chapter 3: Assessment of the Local Transport Plan 4 Strategic Alternatives – assessment of strategic alternatives including a do-nothing scenario
- Chapter 4: Climate change and air quality (including carbon) – baseline and assessment of LTP4 under the climate change and air quality theme
- Chapter 5: Biodiversity, flora and fauna - baseline and assessment of LTP4 under the biodiversity, flora and fauna theme
- Chapter 6: Water (including water quality and flood risk) – baseline and assessment of LTP4 under the water theme
- Chapter 7: Land resources (including soils and agricultural land) – baseline and assessment of LTP4 under the land resources theme
- Chapter 8: Health and wellbeing (including human health, safety, employment and economy) – baseline and assessment of LTP4 under the health and well-being theme
- Chapter 9: Infrastructure (including material assets such as transport, community and digital infrastructure) – baseline and assessment of LTP4 under the infrastructure theme
- Chapter 10: Equality (including population, deprivation and socio-demographics) – baseline and assessment of LTP4 under the equality theme
- Chapter 11: Landscape, townscape, heritage and the historic environment (including archaeological remains) – baseline and assessment of LTP4 under the landscape, townscape and heritage theme
- Chapter 12: Core Policy Assessment Summary
- Chapter 13: In-combination Assessment
- Chapter 14: Mitigation, Monitoring and Conclusion
- Appendix A: Plans and Programmes Review
- Appendix B: Policy Appraisals
- Appendix C: Health Impact Assessment
- Appendix D: Equality Impact Assessment
- Appendix E: Consultation Log and Updates

1.2.1 Compliance with the SEA Regulations

This ISA Report has been prepared in accordance with the requirements for an Environmental Report as set out in the SEA Regulations. Table 1.1 indicates where the specific requirements in the SEA Regulations relating to the Environmental Report can be found within this report.

Table 1.1: SEA Regulations Requirements Signposting Table

SEA Regulations Environmental Report Requirements	Section of ISA Report where Requirement is found
An outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes	Section 1.3-1.4, Appendix A
The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme	Chapters 4-11
The environmental characteristics of areas likely to be significantly affected	Chapters 4-11
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 and 92/43/EEC	Chapters 4-11
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	Chapter 4-11, Appendix A
The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, historic environment, landscape and the interrelationship between the above factors	Chapter 4-13, Appendix B
The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme	Chapter 14
An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	Chapter 3
A description of the measures envisaged concerning monitoring in accordance with Article 10	Chapter 14
A non-technical summary of the information provided under the above headings	Non-technical summary at start of report

1.2.2 Limitations of the ISA Report

In order to produce this ISA Report, published data and information provided by third party organisations has been relied upon. The baseline information collated in this Report is the most up-to-date information currently available; however, it is possible that conditions described in this report may change over time. This dataset has been reviewed and updated as appropriate throughout the ISA process, as new information becomes available. The Scoping Report in Appendix B highlights topic specific evidence gaps and assumptions.

1.3 Cheshire West and Chester Local Transport Plan

Cheshire West and Chester Council are committed to delivering a transformed transport network through the LTP4. The LTP4 will set out the Council's plans and proposals for improving local transport over the next 20 years. The LTP4 consists of a longer-term Integrated Transport Strategy for the period 2025 to 2045. This will include:

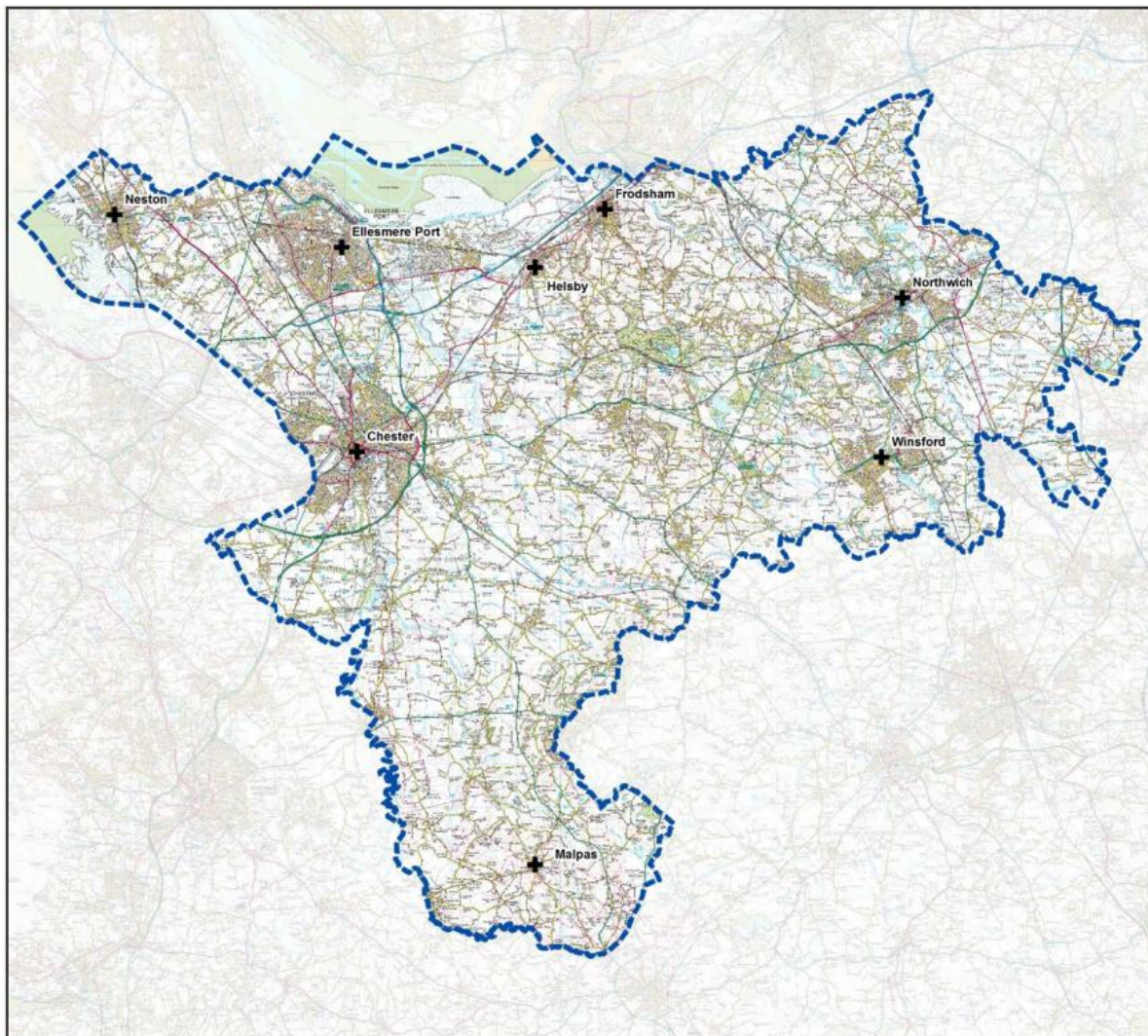
- An assessment of the characteristics, future trends and issues that will have an impact on travel in the local area in the years to come.

- Consideration of local views and aspirations which have been reviewed following extensive consultation and engagement with partners and the wider community.
- A set of goals and objectives that support both national and local aspirations for transport.
- An analysis of local transport issues, challenges and opportunities alongside a series of policies and suggested actions to deliver transport priorities over the plan's lifetime.

This will be accompanied by a separate Implementation Plan covering the first three years of the strategy. There will also be subsequent three-year implementation plans.

The LTP4 covers the area of Chester West and Chester Council as presented in Figure 1.1.

Figure 1.1: Cheshire West and Chester LTP4 area (including key settlements)



Source: CW&C Local Flood Risk Management Strategy

The LTP4 strategy is structured as follows:

- Core Strategy: This document sets out the case for change, the vision the Council is seeking to deliver through the Local Transport Plan 4 period, and key principles which direct how this will be achieved
- Policy Papers: These will set out a more detailed policy position on how this vision will be achieved in relation to a specific mode of transport or topic area.

CW&C are phasing the consultation and adoption of these documents. The Core Strategy is being consulted upon in summer 2025, with adoption in late 2025. The Policy Papers will be developed

throughout 2025/2026. Therefore, this report currently only covers the Core Strategy. Once the Policy Papers are available the ISA Report will be updated to include them.

1.4 LTP4 Core Strategy

The Core Strategy is formed of sections setting out the case for change; the ambition for LTP4; and the LTP4 Approach.

1.4.1 The Case for Change

The introductory Case for Change section of the report identifies that through LTP4, the Council needs to address the following challenges:

- Create a more inclusive society, ensuring ownership of private transport is not a barrier to accessing employment, training, health or other services and opportunities
- Tackle climate change and be ready for its impacts
- Create healthier, happier, greener places to live
- Sustainably growing the economy

However, the case for change also identifies a series of population needs that LTP4 also must address:

- A growing and aging population
- An unbalanced use of transport: disproportionate car dependency; coupled with falling bus usage and low active travel uptake
- Reduced need to travel due to changing work and lifestyle patterns
- Rural and urban population differences and needs
- Growing demand and lower budgets

1.4.2 Ambition

The second section of the report sets out the Council's ambition; through an overarching vision supported by priorities and targets.

The Council aims to take a vision-led approach; and set out their vision as the following:

'A fairer and more sustainable transport system which enables a stronger, thriving future.'

Cheshire West and Chester is made up of a rich variety of communities, and making this vision happen will look different in different parts of the borough:

- The transport network will enhance Chester's position as a modern and well-connected regional centre, proud of its history and confident about its future. The city's integrated transport links will provide safe, accessible and convenient travel for all, making efficient use of constrained city centre space, improving quality of life, supporting a vibrant tourism offer and enhancing the city's role as an important economic centre.
- Market towns will be important economic hubs, home to lively and successful high streets, well-connected and accessible to the surrounding communities they serve. The places people live will be safe, healthy and attractive, and residents won't need to own a car to get to work or key services locally.
- Rural towns and villages will benefit from clean transport which enhances the features which make our countryside special and protects the quality of life for those who live there. Transport and travel opportunities will provide affordable and accessible connections into larger nearby urban centres when this is required.

The supporting priorities are set out in the table below.

Table 1.2: Priorities

Priorities
Tackling the climate emergency and making sure that our transport networks are able to cope with a rapidly changing environment. We want to reduce the carbon emissions from transport and achieve a net zero carbon transport system by 2045, delivering the Council's Climate Emergency Response Plan.
Creating a fairer transport system. We're committed to making transport more affordable and inclusive by improving access to jobs, education and essential services, especially for communities who face barriers and exclusion due to poor transport links. This means offering real choices in how people travel, and ensuring the transport system works for everyone – including people on lower incomes, rural communities, young people, and those with additional mobility needs
Sub- Priorities
Enable people to live healthier and happier lives by giving us all the chance to be more active, reducing social exclusion, tackling air pollution and noise hotspots, eliminating deaths and serious injuries on our streets, and making our transport networks safer for everyone
Champion inclusive, sustainable economic growth. We want to see a better transport system which helps businesses thrive, supports reliable movement of goods and freight, and makes it easier for people to access work and training. This includes strengthening connections to regional and international gateways, supporting efficient freight movement, welcoming visitors and boosting our tourism economy — helping places across our borough prosper
Create and protect great places with attractive, connected, greener neighbourhoods. Transport and travel are about much more than a means of getting around. We want transport and travel networks to play their part in creating and protecting special, beautiful and lively places that people can enjoy spending time in, and enhancing access to green space and nature

Source: Cheshire West & Chester (2025), LTP4 Core Strategy

1.4.3 LTP4 Approach

The final section of the Core Strategy sets out the approach to LTP4, formed of a series of core overarching policy positions. The Core Strategy policies were assessed in this report against the ISA objectives.

The table below sets out each Core Strategy Policy. The development of the Core Strategy and ISA is an iterative process, whereby the draft policies and supporting text were assessed, recommendations were identified based on the assessment results and the Core Strategy was updated. Table 1.3 presents the draft Core Strategy policies that were assessed and the final policies. Section 14 demonstrates how the ISA recommendations were incorporated into the Core Strategy and the policy wording updated.

Table 1.3: LTP4 Core Strategy Policies

Core Strategy Policy	Draft Policy Wording	Final Policy Wording
CP1 – Putting the vision at the heart of decisions	Our Local Transport Plan 4 vision will be the driving force for all transport planning and decision-making in the borough. We will ensure: - that all transport solutions, policies and programmes we deliver or endorse move us towards achieving our vision for a fairer and more sustainable transport system which enables a stronger, thriving future, and accommodate a future where this vision is realised. - that our approach to delivering our vision remains dynamic, informed by ongoing monitoring and evaluation, with flexibility to 'change tack' where necessary to bring us closer to the end goal of our vision. In addition, we will not: - deliver or support projects, policies or programmes which will take us further away from achieving our vision (as a whole), even where this may benefit one of our priorities in isolation.	Our Local Transport Plan 4 vision will be at the heart of all our transport decisions and plans within Cheshire West and Chester. a) All transport initiatives we deliver or endorse must help us achieve our vision and priorities, and accommodate a future where this vision is realised; and, b) We will remain flexible, adapting our activity to best achieve our vision, informed by ongoing monitoring and evaluation. c) We will not support schemes that move us away from the overall vision, even if they benefit one priority in isolation. For example, economic development must be supported by investment in transport that enables sustainable, inclusive access for workers, customers and freight – not increased car dependency. To facilitate this, we will quantify what a future that meets our vision looks like by setting out the expected mix of travel - such as walking, cycling, public transport and vehicle use - for both people and businesses across different parts of the borough. This will form a key part of our monitoring and evaluation plan within the LTP4 Implementation Plan.
CP2 - Smarter places, smarter travel	We will - use our role in planning local transport networks and development proposals to promote opportunities to reduce the need to travel, particularly at the busiest times. This will particularly involve: - Promoting co-location of new development, community services, and sustainable transport hubs with good access to walking, cycling and public transport, ensuring developments achieve a high level of integrated connectivity - Ensure our transport system supports access to digital opportunities for everyone, both in terms of infrastructure and skills - Where travel is required, we will encourage changes to daily patterns which reduce the need for trips to be made during peak hours, and prioritise travel by sustainable modes, which better align to our vision and maximise allow the most efficient use of limited highways space. - carry out blended research activity to better understand travel behaviours, habits and propensities of those living in and travelling through Cheshire West and Chester, and use this to design targeted intervention programmes to encourage transport behaviours and choices which deliver on our vision.	We will shape how and where people travel by improving access to jobs, services and opportunities - not by restricting movement, but by designing a transport system that works better for everyone. We will: a) Work with developers, employers, schools and service providers to ensure new developments and workplaces are well-connected to new or existing public transport, walking, wheeling and cycling networks, and with day-to-day services to support the communities they serve. b) Support flexible working patterns, car sharing, better public transport timetables, and smarter planning (including travel plans) to reduce peak-time pressure and improve access for shift workers, freight and business travel. c) Promote digital access opportunities where appropriate, while recognising that not all services — or people — can rely on digital alternatives. This includes both ensuring infrastructure availability and helping to support digital skills. d) Continue to build our understanding of how people travel and use this insight to shape services and infrastructure that meet real needs and expand opportunities. e) When we are assessing transport proposals, we will require appraisal over a 12-hour period rather than only peak hours, to identify opportunities to spread demand outside peak hours. Additionally, to support smarter travel choices and ensure that infrastructure investment translates into real-world impact, we will embed scheme activation as a strategic use of capital funding. Where permitted by grant conditions, up to 10% of transport enhancement capital grant allocations will be used to deliver activation activities that are essential to making new infrastructure effective.

Core Strategy Policy	Draft Policy Wording	Final Policy Wording
CP3 – Real choices in how we travel	When developing, assessing and designing transport projects, networks and policies, we will prioritise ways of travelling which best deliver against our vision. This applies to both passenger and freight transport, reducing reliance on single occupancy private car use (particularly in petrol and diesel cars) and promoting efficient and sustainable movement of goods. In order of priority, this will be as follows: • People walking or wheeling (includes powered or unpowered wheelchairs, mobility scooters and rollators) • People cycling or riding (including cargo bikes, micromobility and e-bikes) • People using public transport (bus, coach, rail and community transport) • People using shared transport (car clubs, car-pooling and car share) • Ultra-low emission vehicles, including electric cars and vans (including private, business and taxi and public hire vehicles) • Other private motor vehicles, including petrol and diesel cars and vans (including private, business and taxi and public hire vehicles) Any proposals which provide benefits to modes at the bottom of this hierarchy will need to demonstrate how they also enable greater benefits for higher-priority modes.	When developing transport initiatives, we will prioritise transport modes that help us build a fairer and more sustainable system for both people and goods. In order of priority, this means: 1. People walking or wheeling (includes powered or unpowered wheelchairs, mobility scooters and rollators) 2. People cycling or riding (including cargo bikes, equestrians, micromobility, and e-bikes) 3. People using public transport (bus, coach, rail and community transport) 4. People using shared transport (car clubs, carpooling and car share) 5. Ultra-low emission vehicles, including electric cars and vans (including private, business and taxi and public hire vehicles) 6. Other private motor vehicles, including petrol and diesel cars and vans (including private, business and taxi and public hire vehicles)
CP4 – Let's join things up: a 'One System' approach	We will adopt a One System approach to our transport networks, recognising that an individual's journey is often made up of more than one mode. We will look for opportunities to maximise the links between different transport modes to provide seamless, joined up travel throughout the borough. These links can be: • Physical (e.g. co-locating services, creating multimodal hubs, or conducting engineering improvements to reduce interchange times) • Operational (e.g. coordinating bus and rail timetables, enabling joint ticketing solutions, or establishing multi-operator forums such as our Enhanced Partnership to better coordinate services) • Digital (e.g. combined journey planning or payment platforms) Ultimately, a 'joined up' network is as much a matter of perception as one of engineering or design. The One System approach must feel integrated to those travelling within the borough. This includes the importance of collaboration with government, neighbouring authorities, transport operators and other key stakeholders who manage, operate and oversee parts of the borough's transport system.	We will take a 'One System' approach to transport planning, working closely with operators, neighbouring authorities, and partners to create a joined-up travel experience across all modes and beyond the borough's boundaries. This includes: a) Ensuring communities have access to high-quality services and transport links as a foundation for integration. b) Developing multimodal hubs and improving interchange facilities (including parking for cars and cycles) to reduce transfer times and improve accessibility. c) Aligning timetables and services across bus, rail, and other modes to support smoother journeys, and improving access to real-time information services. d) Implementing integrated ticketing solutions, including contactless payment and fare capping, to simplify travel and reduce costs. e) Making accurate, accessible transport data available to third-party developers to support better journey planning tools and travel apps f) Support cross-boundary journeys and regional coordination, including through opportunities presented by devolution. All integration measures will be developed in consultation with residents, user groups, and accessibility advocates, and will be underpinned by a commitment to improving the quality and reliability of individual services. We will also support economic growth by improving connections between employment sites, visitor destinations and transport hubs—making it easier for people to access jobs, services and attractions across the borough and beyond.

Core Strategy Policy	Draft Policy Wording	Final Policy Wording
CP5 – Making the most of our existing streets	Investment in our highways network will be primarily focused on maximising use of the existing asset (including upgrading it to enable modal shift to sustainable modes), improving resilience to the consequences of climate change, and carrying out essential maintenance activities. As a general principle, we will not support or promote new road building projects or any project which adds physical highway capacity for general traffic. Such schemes will only be supported where they meet the following criteria:	We will prioritise investment in our existing highway network to improve safety, support modal shift, maintain essential infrastructure, and increase resilience to climate change. This includes enhancing biodiversity, drainage and green infrastructure as part of street design. As a general principle, we will not support or promote new road-building schemes or projects that add road space for general traffic. Instead, we will focus on making better use of the network we already have, ensuring it works efficiently and equitably for all users. Exceptions will only be considered where schemes meet strict criteria, which will be set out in a Policy Paper supporting this Core Strategy. These include demonstrating that: a) The scheme has been subject to a robust options appraisal, including demand management alternatives, and is the only effective way to meet a clear and unavoidable need, such as addressing priority road danger hotspots, adapting to climate impacts, or directly providing access to sustainable development. b) The design prioritises infrastructure for safe, efficient travel by walking, wheeling and cycling and public transport, in line with Core Policy 3. c) Measures are included to prevent increased vehicle speeds on new and existing routes, which lead to higher emissions and more severe collisions. d) Wider environmental and social impacts have been carefully considered, in line with Core Policy 7. All decisions will be guided by evidence, local context, and engagement with communities, ensuring that changes benefit all users and do not disadvantage those who rely on car travel where alternatives are not yet viable.
CP6 – Local issues, local voices	We will need to work in partnership with stakeholders, operators and local communities in order to achieve our vision. We will involve the people affected by proposed changes when designing transport policy and services. This includes local residents, businesses, local interest groups and other key stakeholders. In doing so, we will always seek to hear the views of under-represented groups and obtain an accurate and representative picture of the views of the local community as a whole, avoiding being swayed by the vocal minority. We will also empower and enable communities to take responsibility for their local transport networks where appropriate to do so, offering local communities in both rural and urban areas the opportunity to help shape their neighbourhoods.	We will work in partnership with local communities, stakeholders and transport operators to improve shape a fairer, more responsive transport system. To do this, the Council will: a) Involve affected communities in the design of transport plans, ensuring the views of residents, businesses, and underrepresented groups are properly represented. b) We will work directly with local business communities to understand and address specific transport challenges they face, such as freight access, staff commuting patterns, customer connectivity, and delivery reliability. c) Tailor engagement to local contexts, including rural areas and public transport users, using inclusive, accessible, targeted consultation methods. d) Treat engagement as an ongoing conversation, not a one-off event. This means keeping communities informed about transport options, demonstrating how their views have influenced decisions, and supporting behaviour change. e) Empower communities to take part in shaping their local transport networks and neighbourhoods, including through volunteering, co-design and locally-led initiatives

Core Strategy Policy	Draft Policy Wording	Final Policy Wording
CP7 – Protecting our people, our neighbourhoods and our environment	In developing, assessing and designing transport projects, networks and policies, we will seek to ensure that new proposals: ● Protect environmentally important landscapes (such as wildlife habitats and peatland), heritage assets. ● Enhance inclusivity, health and environmental quality, by creating green spaces and biodiverse habitats, ensuring new schemes deliver biodiversity net gain, improving access to nature, using nature-based solutions to improve climate resilience, facilitating social interaction and inclusion, and increasing opportunities for physical activity. ● Reduce road danger, public safety concerns, and community severance, to ensure inclusive and accessible transport for all. All new transport proposals will give due regard to environmental and social considerations, with sustainability appraisals carried out to inform decision-making.	We will ensure that all new transport proposals we promote or support give due regard to environmental, social and health considerations, supported by sustainability and equality appraisals. Our transport system and the networks that comprise it will contribute to healthier, safer and more inclusive communities, and protect the natural and built environment. In developing transport initiatives, we will seek to ensure that new proposals: ● Protect and enhance important landscapes, habitats, heritage and cultural sites. ● Improve environmental quality, climate resilience and access to nature, including through green infrastructure, trees, biodiverse habitats, and sustainable drainage. Transport initiatives should align with and deliver on the Cheshire and Warrington Local Nature Recovery Strategy. ● Promote inclusivity and affordability, improving access to services, boosting social interaction, enabling physical activity and reducing barriers for vulnerable groups. ● Improve safety and reduce the negative impacts of traffic, particularly in residential areas, by addressing road danger, community severance and public safety concerns. All major proposals will be assessed for their impact on equality, health, biodiversity and climate resilience, ensuring that transport supports vibrant, connected and liveable places.

2 Integrated Sustainability Appraisal Process

2.1 Introduction to the ISA Process

The ISA process aims to integrate environmental and social considerations into the LTP4 development process. It is a tool to help assess the contribution that the LTP4 makes to sustainable development and to use this information to inform decision-making on policies and to improve their sustainability where possible. The ISA process is conducted at a strategic level and enables consultation on the potential effects of a plan with a wide range of stakeholders. As discussed in Chapter 1 several different assessments feed into the ISA process and each have their own legislative drivers which are explained below.

Sustainability Appraisal and Strategic Environmental Assessment

SA is a process that identifies and reports on the likely effects of a plan and the extent to which the plan's implementation will impact upon the environmental, social and economic objectives for an area. SA incorporates SEA, which focuses on environmental objectives, whilst SA also includes social and economic objectives. SA is driven by The Planning and Compulsory Purchase Act 2004, and SEA by The Environmental Assessment of Plans and Programmes Regulation 2004 (as amended).

The SEA Regulations require an assessment of the effects of certain plans and programmes on the environment. Article 3 (2b) states that SEA is required for plans and programmes which are prepared for transport, set the framework for development consents, and/or are likely to have a significant environmental effect. It has therefore, been decided that the Cheshire West and Chester LTP4 will require an SEA.

Health Impact Assessment

The approach to HIA used the World Health Organisation's (WHO) definition of health as a 'state of complete physical, mental and social well-being and not merely the absence of disease or infirmity'. The HIA also considered health inequity (avoidable differences in health), introducing a notion of fairness.

The HIA drew on guidance provided by the Institute of Environmental Management (IEMA) on scoping and determining significance of Human Health in Environmental Impact Assessment, providing a framework for identifying and assessing direct and indirect significant health effects.

Equality Impact Assessment

The EqIA was delivered in compliance with the Equality Act 2010 and Public-Sector Equality Duty (PSED), which encourages public bodies to understand how different people will be affected by their activities. This helps to ensure policies and services are appropriate and accessible to all and meet different people's needs.

Habitats Regulations Assessment

The LTP4 is subject to the provisions of the Conservation of Habitats and Species Regulations 2017 (as amended) ('the Habitats Regulations'). Regulations 63 and 64 transposed the provisions of Articles 6(3) and 6(4) of Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the 'Habitats Directive') as they related to plans or projects in England and Wales.

The process of undertaking this assessment is known as a HRA. A HRA determines whether a plan or project will result in Likely Significant Effects (LSE) on any Habitats Site as a result of the plan's implementation (either on its own or 'in combination' with other plans or projects) and, if so, whether there will be any adverse effects on site prior to any consent or permission being determined. The Regulations define the nature and roles of statutory bodies, competent authorities and the appropriate nature conservation body as well as the requirements for information to be submitted to these bodies

to enable them to undertake the required assessments. The HRA has been undertaken as a separate process to the ISA, although the results have fed into the ISA topic on biodiversity.

2.2 ISA Methodology

The ISA involved several stages based on the SEA and SA process stages as outlined in Table 2.1. These include:

- Stage A – Scoping: Setting the context and objectives, establishing the baseline and deciding on the scope
- Stage B – Assessment: Developing and refining plans options and alternatives and assessing their effects
- Stage C – Reporting: Preparing the ISA Report
- Stage D – Consultation and decision-making: Consulting on the draft LTP4 and the ISA Report and updating following consultation
- Stage E – Monitoring: Monitoring implementation of the plan

Table 2.1: ISA Process Stages and Tasks

ISA Stage	ISA Task	Task and Purpose
Stage A Setting the context and objectives, establishing the baseline and deciding on the scope	A1: Identifying other relevant plans, programmes, and environmental protection objectives	Relevant plans and programmes will be reviewed at International, European, National and Local Level. This is to establish how the LTP4 is affected by outside factors, to suggest ideas for how any constraints can be addressed, and to help to identify ISA objectives
	A2: Collecting baseline information	Environmental and social baseline information will be collated and reviewed to provide an evidence base for the ISA and to help inform the assessment of the LTP4, monitoring, and development of ISA objectives
	A3: Identifying sustainability challenges and opportunities	The key sustainability challenges and opportunities for LTP4 area will be identified to help focus the ISA, setting of the ISA objectives, prediction of effects and monitoring
	A4: Developing ISA objectives	An ISA Framework including objectives will be developed to provide a means by which the sustainability performance of the LTP4 and alternatives can be assessed
	A5: Consulting on the scope of ISA	The above tasks will be presented in an ISA Scoping Report and issued for consultation. Consultation aims to ensure that the ISA covers the likely significant environmental effects of the LTP4 and obtain agreement on the scope, approach and assessment methodology
Stage B Developing and refining alternatives and assessing effects	B1: Testing the plan or programme objectives against the ISA objectives	A compatibility matrix will be produced for the LTP4 objectives and the ISA objectives to identify potential synergies or inconsistencies between the objectives and help in developing alternatives
	B2: Developing strategic alternatives	To develop alternative strategies for delivering the LTP4 vision and objectives
	B3: Predicting the effects of the draft plan or programme, including alternatives	To predict the sustainability effects of the LTP4 alternatives and the preferred LTP4 policies and projects
	B4: Evaluating the effects of the draft plan or programme, including alternatives	To evaluate the significant sustainability effects of the LTP4 alternatives and the preferred LTP4 policies and projects to help refine the LTP4
	B5: Considering ways of mitigating adverse effects	To ensure that adverse effects are identified and potential mitigation measures are considered
	B6: Proposing measures to monitor the effects of plan or programme implementation	To detail the means by which the sustainability performance for the LTP4 can be assessed. Monitoring will be linked to effects identified during the assessment process and any uncertainties or gaps
Stage C Preparing the ISA Report	C1: Preparing the ISA Report	To present the predicted sustainability effects of the LTP4, including alternatives, in a form suitable for public consultation and use by decision-makers
Stage D	D1: Consulting on the draft plan or programme and ISA Report	To give the public and the Consultation Bodies (Natural England, Environment Agency, Historic England) an opportunity to express their

ISA Stage	ISA Task	Task and Purpose
Consulting on the draft plan or programme and the ISA Report		opinions on the findings of the ISA Report and to use it as a reference point in commenting on the LTP4. To gather more information through the opinions and concerns of the public
	D2: Assessing significant changes	Following consultation responses will be reviewed and the ISA Report updated to ensure that the sustainability implications of any significant changes to the LTP4 at this stage are assessed and taken into account
	D3: Decision making and providing information	A Post-Adoption Statement will be produced to provide information on how the ISA Report and consultees' opinions were taken into account in deciding the final form of the LTP4 to be adopted and final plans for monitoring
Stage E Monitoring implementation of the plans or programme	E1: Developing aims and methods for monitoring	To track the sustainability effects of the plan or programme to show whether they are as predicted; to help identify adverse effects
	E2: Responding to adverse effects	To prepare for appropriate responses where adverse effects are identified

2.3 Integration of ISA and LTP4 Development

The development of the LTP4 and ISA is an iterative process. Table 2.2 shows how that ISA stages fit into the LTP4 preparation process.

Table 2.2: ISA and LTP4 Preparation Process

LTP4 Stage	ISA Stage
LTP Evidence Base Preparation of the LTP4 Evidence Base including policy review and baseline.	Stage A The ISA plans and programme review, baseline review, identification of key issues and opportunities and the development of the ISA Framework was informed by the LTP4 evidence base and vision and priorities. An ISA Scoping Report was produced presenting the outcomes of the above tasks. The Draft ISA Scoping Report was issued for consultation alongside the Case for Change Document. Consultation responses were reviewed fed into the subsequent ISA process.
LTP4 Vision and Priorities Developing the strategic direction for the LTP4 including the vision and priorities.	
Engagement This stage includes stakeholder mapping and developing an engagement strategy. It also involves preparing the Case for Change Document and supporting documents that will go out for public engagement. Public engagement will be undertaken and responses reviewed and analysed.	
Draft LTP4 Production Using evidence and knowledge gathered from the preceding stages, the theme-based strategies, mode-based policies and geography-based strategies will be developed and refined. The LTP4 document itself will be produced.	Stage B and C The ISA Framework and assessment method developed during Stage A were used to assess the LTP4 strategic alternatives to help inform the preferred direction for the LTP4. The LTP4 draft policies and projects were assessed and refined through an iterative process. The Draft ISA Report was produced presenting the outcomes of the ISA process including mitigation and monitoring.
Draft Implementation Plan The implementation plan sets out more detailed actions, timescales and fundings for implementing the LTP4 policies and strategies. This includes a sifting process from a long list to a short list of actions and projects, and then appraisal of the short-listed actions and projects.	
Consultation The Draft LTP4 documentation will be issued for public consultation.	Stage D The Draft ISA Report was issued for public consultation alongside the Draft LTP 4 document. Consultation comments were reviewed, and the ISA Report finalised to reflect consultation comments and any updates to the LTP4. An ISA Post-Adoption Statement will be produced detailing how the ISA process has influenced the development of the LTP4, how consultation comments were addressed and proposal for monitoring.
Final LTP4 Following the consultation process, the LTP4 documents including the LTP4 Strategy and Implementation Plan will be finalised taking in account consultation comments where appropriate.	
Adoption The LTP4 is adopted by the Council and with an accompanying Adoption Statement.	

2.4 Proposed Approach to the ISA

2.4.1 Scope of the ISA

The spatial, temporal and technical scope of the ISA is set out below:

- **Spatial scope**— The proposed study area for the ISA of LTP4 covers the Cheshire West and Chester Council area (see Figure 1.1). However, transboundary effects may occur outside the council area, therefore, where there could be potential pathway, such as to Habitat Sites, the spatial extent was extended to cover potential pathway effects.
- **Temporal scope**— The LTP4 sets out a long-term transport strategy for Cheshire West and Chester up to 2045. It will be accompanied by an Implementation Plan covering the first three years with subsequent three-year implementation plans.
- **Technical scope**— The SEA Regulations require that the likely significant effects on the environment are assessed based on a number of topics. These topics are listed below along with wider social and economic topics and are scoped into the ISA.
 - Climate change and air quality— climate projections, greenhouse gas emissions, carbon climate resilience, air quality
 - Biodiversity, flora and fauna – designated and non-designated sites, species and habitats
 - Water— water quality and flood risk
 - Land resources – soils and agricultural land
 - Health and wellbeing— population, human health, employment and economy
 - Infrastructure – materials assets including critical infrastructure
 - Equality— deprivation and socio-demographics
 - Landscape, townscape and heritage— architectural and archaeological heritage and historic landscapes, designated and non-designated national and local landscapes
 - The interrelationship between these factors

2.4.2 ISA Framework

The complete set of sustainability objectives and appraisal criteria that form the ISA Framework have been collated from the relevant topic chapters and are presented in Table 2.3.

Table 2.3: ISA Framework

Theme/Topic	ISA Objective	Appraisal Criteria	Indicators
Climate Change and Air Quality	Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	Is it vulnerable to extreme weather events?	Number of major transport network disruptions caused by extreme weather events Has outcomes of CCRA been integrated into project planning
		Is it vulnerable to flooding associated with climate change?	Number of major transport network disruptions due to extreme flooding
	Reduce the emission of greenhouse gasses, in particular CO ₂	Will it affect carbon or other GHG emissions?	Yearly transport related emissions across the Borough
		Will it increase electric vehicle uptake?	Number of electric vehicles registered annually in the Borough Number of electric vehicle charging points per population
		Will it encourage sustainable forms of transport?	Modal share by transport mode
	Protect air quality where it is of a high standard and to improve it elsewhere	Will it reduce the number of people, particularly the vulnerable, exposed to particulates and nitrogen dioxide concentrations, helping to achieve national and international standards for air quality?	Annual average background nitrogen dioxide concentration in AQMAs (ug/m3) Number of AQMAs Number of tonnes of NOx emitted annually from road transport Number of tonnes of PM emitted annually from road transport
		Will it encourage a shift to more sustainable modes of transport?	Patronage levels by transport mode
Biodiversity, Flora and Fauna	Protect and enhance the borough's biodiversity and wildlife habitats.	Will it affect designated or non-designated sites, irreplaceable habitats or assets, or areas of priority habitat?	Loss or gain/enhancement due to transport related projects (% or ha) Number of planning approvals that generated any adverse impacts on sites of acknowledged biodiversity importance Loss of irreplaceable habitats (% or ha) Number of transport intervention impacting on water sensitive sites and habitats Number of transport intervention resulting in a net increase in nutrient loading affecting Nutrient Neutrality sites.
		Will it provide opportunities for the enhancement and creation of habitats and to foster species conservation, diversity and resilience to climate change?	Percentage net gain in biodiversity due to transport interventions Area or length of green infrastructure developed

Theme/Topic	ISA Objective	Appraisal Criteria	Indicators
Water	Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	Will it maintain, enhance or increase greening in rural and urban areas including tree cover and woodlands?	Scale of tree cover loss or creation from transport projects (number of trees or % cover) Scale (ha) of habitat creation and enhancement from transport projects
		Will it affect the ability of the natural environment to adapt to climate change effects?	Amount of habitat fragmentation associated with transport projects Area or length of habitats connected/habitat networks created through transport projects/policy Air pollutant concentration levels around designated sites
	Protect and enhance the quality of the water environment	Will it contribute to or reduce risk of flooding?	Amount (ha) of impermeable area created by transport projects Run-off rates Percentage of relevant development incorporating SuDS or other nature-based solutions for flood risk and water quality Amount (ha) of new flood storage / flood plain created
		Is it susceptible to flood risk e.g. in a flood risk area?	Number of planning applications for transport related projects granted contrary to the advice of the Environment Agency on flood risk grounds Amount of transport development within flood plains
		Will it affect surface water or ground water bodies?	Water quality/ecological status of surface water bodies and groundwater bodies
Land Resources	Protect land and soil quality	Will it impact on the extent and quality of soils?	Amount of top soil removed for transport related projects
		Will it impact the best and most versatile agricultural land?	Number of transport related planning applications permitted on Best and Most Versatile Agricultural Land
		Will it affect geological SSSIs and RIGS?	Number and conditions of RIGS
		Will it impact peatland?	Amount (ha) of peatland lost or degraded through transport development Amount (ha) of peatland restored through transport policy

Theme/Topic	ISA Objective	Appraisal Criteria	Indicators
Health and Wellbeing	Create a safe environment to live in and reduce the threat of crime	Will it create a travel environment that is (and feels) safe for all users, day and night?	Number of transport related crime incidents per year
		Will it improve road safety and reduce the number of people killed and seriously injured on the roads?	Total number of people killed or seriously injured (KSI) in road traffic collisions Total number of children (aged under 16) killed or seriously injured (KSI) in road traffic collisions
	Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment	Will it support sustainable economic growth?	Workforce catchment by public transport Unlocking development land
		Will it improve accessibility to jobs?	Employment rates Number of jobs within 30 minutes
		Will it support tourism and the visitor economy?	Tourism revenue per year
		Will it increase efficiency of freight transport including low emission freight movements?	Proportion of freight by mode (road, rail, water, cargo bike) Proportion of road freight by electric vehicles
		Will it improve provision and/or access to open space and nature for all?	Percentage increase of local green spaces Percentage of the LTP4 area population having access to a natural greenspace within 400m of their home Length of greenways constructed
	Maintain and improve the vitality and viability of the city, town and local centres	Will it safeguard shops, leisure and services in existing centres, with transport for all?	Footfall within local and town centres Public transport access to local and town centres
		Will it provide improved physical, social and environmental infrastructure in the city, town and local centres?	Length of new or improved/maintained footpaths and cycleways
	Enable environments that promote health and wellbeing	Will it promote active lifestyles?	Percentage of physically active adults Percentage of adult population that walk or cycle each week Obesity percentages of children

Theme/Topic	ISA Objective	Appraisal Criteria	Indicators
			Percentage of under 18's that walk and cycle each week
		Will it reduce noise from transport related sources?	Percentage population exposed to road, rail and air transport noise of 65 dB(A) or more during the daytime Percentage population exposed to transport noise of 55 dB(A) or more during the night-time
Infrastructure	Make the best use of existing transport infrastructure	Will it maximise efficiency of existing transport infrastructure to facilitate movement of people and goods?	Delays to freight – number of lost hours due to traffic delays Condition of the network Number of public transport services disrupted due to network maintenance or emergency repairs Average vehicle occupancy Active travel usage Public transport usage
	Ensure everyone has access to high quality and affordable public transport, cycling and walking infrastructure	Will it provide infrastructure to encourage sustainable and active modes of transport?	Km of new or improved footpaths and cycleways Number of new public transport infrastructure projects delivered
	Ensure everyone has access to high-speed digital connectivity	Will it increase household coverage and connection to high-speed broadband?	Percentage of households connected to high-speed broadband
		Will it increase the coverage of 4G/5G across the borough?	Percentage of borough covered by 4G/5G
Equality	Promote regeneration, particularly of deprived areas	Will it improve socio-economic conditions, particularly in deprived and rural areas through improved transport connections?	Key services (shops, dentist, GP, hospital) availability within 30-minute public transport catchment of deprived areas Education (including early years, primary, secondary and adult) availability within 30-minute public transport catchment of deprived areas Transport related social exclusion risk
		Will it help reduce overall unemployment, particularly long-term and youth unemployment,	No of jobs within 30 mins Journey time statistics

Theme/Topic	ISA Objective	Appraisal Criteria	Indicators
		by removing barriers, improving resilience and enabling growth?	
	Improve accessibility of transport services for all	Will it provide reliable and integrated transport accessibility?	Frequency and reliability of public transport Service satisfaction levels
		Will it provide accessible alternatives to private car travel for all, including disabled, older and vulnerable people?	Equity of access (compliance with the Equality Act): - Percentage of bus stops with Real Time Passenger Information (RTPI) and full physical accessibility - Percentage of accessible and low-level buses - Percentage of accessible rail stations.
		Will it reduce severance to address deficiencies and inequalities in access to services, facilities and communities?	Percentage of population within 30mins of key services and employment centres
	Improve affordability of transport services	Will it affect public transport costs for the user?	Public transport fares
		Will it affect motoring costs for the user?	Motoring costs
Landscape, Townscape and Heritage	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness, design and sense of place	Will it protect and reinforce the borough's landscapes and the natural, cultural and historic elements which make them distinct?	Amount of landscaping provided within transport related projects Percentage area of transport schemes that incorporate improvements to public realm and design sympathetic to the existing local built environment
		Will it protect and enhance the Sandstone Ridge landscape?	Amount (ha) of transport development within the Sandstone Ridge landscape
	Preserve and enhance heritage assets, sites, features, areas and settings of archaeological, historical and cultural heritage importance	Will it ensure the continued protection and enhancement of physical sites and areas of importance to cultural and historical heritage and their settings?	Number of heritage assets or their setting harmed by transport schemes Number of heritage assets on the Heritage at Risk Register affected by transport projects Number of transport related planning applications within Conservation Areas or requiring Listed Building consent Number of transport projects granted planning permission contrary to advice from Historic England

Theme/Topic	ISA Objective	Appraisal Criteria	Indicators
		Will it preserve and enhance the local character, culture and identity?	Number of new active travel routes created using existing historic locations such as old train lines, waterways, former industrial sites, and green spaces
			Increase in access to the historic environment
		Will it ensure the protection and enhancement of archaeological remains?	Number of projects where archaeological preservation in situ was applied
			Harm or loss of archaeological remains due to transport development
			Improvement/benefit to archaeological remains

2.4.3 Assessment Methodology

The LTP4 consists of policies and projects, designed to deliver the Plan's vision and priorities. The ISA assessed the environmental and social implications of the short-listed LTP4 policies and projects.

The assessment was based on a qualitative eight-point scale as presented in Table 2.4 to describe the significance of effects. Moderate and major positive and negative effects were considered of significance whereas no effect and minor positive and negative effects were considered non-significant.

Table 2.4: Criteria for Assessing Significance of Effects

Assessment Scale	Significance of Effect
+++	Major positive effect
++	Moderate positive effect
+	Minor positive effect
0	Neutral or no effect
-	Minor negative effect
--	Moderate negative effect
---	Major negative effect

The level of significance was assigned after considering the scale and magnitude of the identified effect against the importance of the receptor. Table 2.5 shows how the scale/magnitude was considered against the importance of the receptor being considered. The list of receptors given in the table is not exhaustive but provides examples of how the magnitude of predicted effects was considered to determine the significance of impacts. The significance of impacts may not always be clear cut in each case, and professional judgement was used in some cases to determine overall significance.

Table 2.5: Defining Magnitude of Effects

Magnitude	Description of Effect
High	Negative effects would result in the complete loss of the receptor and/or severe damage to its integrity/quality/key characteristics/features/elements
	Positive effects would result in a large-scale improvement, enhancement or restoration of a receptor, large scale improvements to integrity/quality, or creation of a new internationally/nationally important resource
Medium	Negative effects would result in some loss of or damage to the receptor, but not sufficient to adversely affect its overall integrity. Partial loss of or damage to quality/key characteristics/features/elements
	Positive effects would result in some improvement, enhancement or restoration of a receptor, improvements to integrity/quality, or creation of a new regionally important resource
Low	Negative effects would result in some measurable change to the receptor and/or change in quality or alteration of one or more key characteristics/features/elements
	Positive effects would result in a small improvement to or addition of one or more key characteristics/features/elements. Creation of a new locally important receptor/resource

In order to determine the significance of effects, the identified magnitude of specific effects was combined with the relative sensitivity of the receptor in question. The means of combining sensitivity and magnitude is illustrated in Table 2.6.

Table 2.6: Criteria for Determining Significance of Effects

Magnitude of Effect (negative or positive)			Sensitivity
Low	Medium	High	
Moderate to Major Significance	Major Significance	Major Significance	VERY HIGH sensitivity Receptor is vulnerable and highly sensitive to change. Effects cannot easily be mitigated.
Moderate to Major Significance	Moderate to Major Significance	Major Significance	HIGH sensitivity Receptor is vulnerable and sensitive to change. Effects may be mitigatable with careful design and planning.
Minor to Moderate Significance	Moderate to Major Significance	Moderate to Major Significance	MEDIUM sensitivity Receptor is somewhat vulnerable and sensitive to change. Effects can be mitigated.
Minor Significance	Minor to Moderate Significance	Minor to Moderate Significance	LOW sensitivity Receptor is not vulnerable or sensitive to change.

2.4.4 Compatibility of objectives

It is important that the priorities develop for the CW&C LTP4 are compatible with the ISA objectives. A compatibility assessment of the ISA objectives and LTP4 priorities is presented in Table 2.8. It demonstrates that the ISA objectives and LTP4 priorities are compatible and support each other.

The following key was used to illustrate compatibility:

Table 2.7: Compatibility Matrix key

✓	Objective and priority are compatible
○	Objective and priority are not related
□	Objective and priority are potentially incompatible
?	Uncertainty over relationship

Table 2.8: Compatibility Matrix

ISA Objectives	CW&C LTP4 Priorities				
	Priority 1: Tackling the climate emergency and making sure that our transport networks are able to cope with a rapidly changing environment. We want to reduce the carbon emissions from transport and achieve a net zero carbon transport system by 2045	Priority 2: Tackling the poverty emergency and creating a more inclusive society, by making sure that everyone has affordable access to employment, education, health and other opportunities or opportunities.	Priority 3: Enable people to live healthier and happier lives by giving us all the chance to be more active, reducing air pollution and noise, adopting a 'Vision Zero' approach to stopping people being killed and seriously injured on our roads, and making our transport networks safer for everyone.	Priority 4: Grow our local economy in a sustainable and inclusive manner by giving businesses the chance to grow, making it easier for people to get to work opportunities and making it easier to move goods and materials easily, efficiently, and reliably	Priority 5: Create and protect great places with attractive, connected, greener neighbourhoods.
1. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	✓	✓	✓	✓	✓
2. Reduce the emission of greenhouse gasses, in particular CO ₂	✓	○	✓	✓	✓
3. Protect air quality where it is of a high standard and to improve it elsewhere	✓	○	✓	✓	✓
4. Protect and enhance the borough's biodiversity and wildlife habitats	✓	○	✓	○	✓
5. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	✓	✓	✓	✓	✓
6. Protect and enhance the quality of the water environment	○	○	✓	○	✓
7. Protect land and soil quality	✓	○	✓	✓	✓
8. Create a safe environment to live in and reduce the threat of crime	○	○	✓	○	✓

	CW&C LTP4 Priorities				
	Priority 1: Tackling the climate emergency and making sure that our transport networks are able to cope with a rapidly changing environment. We want to reduce the carbon emissions from transport and achieve a net zero carbon transport system by 2045	Priority 2: Tackling the poverty emergency and creating a more inclusive society, by making sure that everyone has affordable access to employment, education, health and other opportunities or opportunities.	Priority 3: Enable people to live healthier and happier lives by giving us all the chance to be more active, reducing air pollution and noise, adopting a 'Vision Zero' approach to stopping people being killed and seriously injured on our roads, and making our transport networks safer for everyone.	Priority 4: Grow our local economy in a sustainable and inclusive manner by giving businesses the chance to grow, making it easier for people to get to work opportunities and making it easier to move goods and materials easily, efficiently, and reliably	Priority 5: Create and protect great places with attractive, connected, greener neighbourhoods.
ISA Objectives					
9. Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment	✓	✓	✓	✓	✓
10. Maintain and improve the vitality and viability of the city, town and local centres	✓	✓	✓	✓	✓
11. Enable environments that promote health and wellbeing	✓	✓	✓	✓	✓
12. Make the best use of existing transport infrastructure	✓	✓	✓	✓	✓
13. Ensure everyone has access to high quality and affordable public transport, cycling and walking infrastructure	✓	✓	✓	✓	✓
14. Ensure everyone has access to high-speed digital connectivity	✓	✓	✓	✓	○
15. Promote regeneration, particularly of deprived areas	○	✓	✓	✓	✓
16. Improve accessibility of transport services for all	✓	✓	✓	✓	○

	CW&C LTP4 Priorities				
	Priority 1: Tackling the climate emergency and making sure that our transport networks are able to cope with a rapidly changing environment. We want to reduce the carbon emissions from transport and achieve a net zero carbon transport system by 2045	Priority 2: Tackling the poverty emergency and creating a more inclusive society, by making sure that everyone has affordable access to employment, education, health and other opportunities or opportunities.	Priority 3: Enable people to live healthier and happier lives by giving us all the chance to be more active, reducing air pollution and noise, adopting a 'Vision Zero' approach to stopping people being killed and seriously injured on our roads, and making our transport networks safer for everyone.	Priority 4: Grow our local economy in a sustainable and inclusive manner by giving businesses the chance to grow, making it easier for people to get to work opportunities and making it easier to move goods and materials easily, efficiently, and reliably	Priority 5: Create and protect great places with attractive, connected, greener neighbourhoods.
ISA Objectives					
17. Improve affordability of transport services	✓	✓	✓	✓	○
18. Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness, design and sense of place	✓	○	✓	○	✓
19. Preserve and enhance heritage assets, sites, features, areas and settings of archaeological, historical and cultural heritage importance	○	○	✓	○	✓

2.4.5 Developing and assessment of alternatives

A range of alternative strategies were developed to meet the LTP4 vision and priorities. Each strategy was assessed as part of the ISA to inform the preferred strategy direction and enable the subsequent development of LTP4 policies and projects. The alternative strategies were assessed using the ISA Framework and assessment methodology described above. The results of the alternatives assessment are presented in Chapter 3.

2.4.6 Assessing the Preferred Plan

The draft LTP4 Core Strategy was assessed through the ISA process using the ISA Framework and assessment methodology described above. Outcomes and any identified mitigation measures were fed back into the LTP4 development to refine policies. Once the LTP4 Policy Papers are in development, these will also be assessed through the ISA process and reported upon.

The cumulative effects of the LTP4 Core Strategy were assessed which involved assessing the effects of the LTP4 as a whole on the ISA objectives and any cumulative effects on sensitive receptors. The cumulative effects assessment will be updated once the Policy Papers are available.

The cumulative effects of the LTP4 together with other plans, programme and projects was also considered.

2.4.7 Transboundary Effects

It is possible that the LTP4 could have transboundary effects (effects outside the Council boundary). These effects were considered during the assessment of the LTP4 and recorded as part of the assessment process where relevant.

3 Assessment of the Local Transport Plan 4 Strategic Alternatives

3.1 LTP4 Strategic Alternatives

Different approaches to the development of a strategy for LTP4 have been considered, taking account of previous LTPs, changes in national policy, recent social, economic and environmental trends and identified priorities for Cheshire West and Chester. Three alternatives have been considered:

- **Conventional** – a safe, accessible and efficient transport system. A ‘Conventional’ LTP is based on a well-functioning transport system that enables the efficient movement of people and goods. Interventions therefore focus on making the transport network as efficient as possible for the movement of people and goods, whether that is the road, rail or bus network.
- **National Policy** – an accessible, efficient and low carbon transport system. A ‘National Policy’ LTP shares the vision of an efficient transport system but also recognises that any future transport system must be a low-carbon one, in line with the national commitment to reach net zero carbon by 2050. Interventions therefore focus on making the road, rail or bus network as efficient as possible, whilst significantly reducing transport-related carbon emissions.
- **Transformational** – an accessible, affordable and low carbon transport system. A ‘Transformational’ LTP is focussed on net zero and addressing the poverty emergency. Interventions therefore focus on reducing the carbon emissions from the road, rail or bus network, moving towards a net zero system, but making transport easier, safer, and cheaper for everyone, giving people the opportunities to easily access employment, education and local centres.

The three alternatives were assessed as part of the ISA process using the ISA Framework developed during the scoping stage (see Table 2.3 for ISA Framework). Positive and negative effects were identified using the key in Table 2.4 and the results are presented in Table 3.1 to 3.4, with a comparison summary in Table 3.5.

A ‘Do Nothing’ option was also assessed which assumes that the LTP4 is not implemented but that current policies continue. This helps to provide a future baseline to demonstrate the effects without the LTP4.

3.1.1 Do Nothing

The Do Nothing scenario assumes that the LTP4 is not implemented but that other national and local policies remain in place.

Table 3.1: Do Nothing scenario ISA

ISA Theme	ISA Objective	Summary of Effects	
Climate change & air quality	Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	-	Under a Do Nothing scenario transport infrastructure is likely to be piecemeal and may not take account of future climate change effects such as warmer wetter winter leading to increased flooding and risk to transport networks; temperature extremes leading to transport network failures, and storm events causing disruption across the network.
	Reduce the emission of greenhouse gasses, in particular CO ₂	--	The scenario is likely to see car use grow and congestion getting worse. The gradual switch to electric cars will help support greenhouse gas reduction in the long-term but it is likely to be hindered by a lack of electric vehicle infrastructure.
	Protect air quality where it is of a high standard and to improve it elsewhere	--	The scenario is likely to result in continuing traffic growth and associated air pollution, especially on main arterial roads around cities and towns. CW&C borough has many rural areas where people rely on the private car. The Do Nothing scenario is unlikely to improve rural transport links and therefore, car use will continue.
Biodiversity, flora and fauna	Protect and enhance the borough's biodiversity and wildlife habitats	--	Continued traffic growth under the Do Nothing scenario may lead to increased habitat fragmentation and pollution, having potentially adverse effects on local biodiversity. Emissions from transport will continue to contribute to climate change increasing vulnerability of species and habitats.
Water	Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	-	Under a Do Nothing scenario existing policies on avoiding transport infrastructure on floodplains and in flood risk areas, as well as ensuring infrastructure does not contribute to increased flood risk would still be adopted. However, development may be piecemeal and not take account of future climatic changes and flood risk. It is likely that road development would continue affecting drainage and run-off rates.
	Protect and enhance the quality of the water environment	-	Increased traffic and infrastructure development under this scenario could potentially lead to more runoff and pollution, negatively impacting water quality.
Land resources	Protect land and soil quality	0	New transport infrastructure has the potential to cause loss of agricultural land and soils and degrade the quality of existing soils depending on its location. However, this is largely controlled by external policies that discourage development on the best and most versatile agricultural land. Although there is potential for peatland in the region to be damaged or destroyed by new transport infrastructure (which could release carbon into the atmosphere) this is largely controlled by policies restricting development in peatland areas.

ISA Theme	ISA Objective	Summary of Effects	
Health and wellbeing	Create a safe environment to live in and reduce the threat of crime	0	Traffic growth can lead to more collisions and conflicts between other road users such as motorcycles, cyclists and pedestrians. A transport network that cannot meet peak capacity can also be dangerous and stressful for users.
	Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment	--	Traffic growth and congestion can hinder economic growth through increasing journey times affecting the movement of goods and people. An inadequate or inefficient transport system can also discourage people and businesses from moving to and investing in an area. Traffic growth and congestion will further add to future climate change impacts and these future climate change impacts are likely to affect the transport network, further hindering sustainable economic growth.
	Maintain and improve the vitality and viability of the city, town and local centres	-	Congested town centres and poor public transport provision can discourage people and visitors who may go to out-of-town shopping centres instead or shop online.
	Enable environments that promote health and wellbeing	-	Current walking and cycling provision will remain but opportunities to facilitate modal shift away from the private car and to more active forms of transport will be missed. Increased traffic and congestion will also negatively affect health and wellbeing through pollution and driver stress. Issues with accessibility and affordability may affect people's ability to access key services negatively impacting their health and wellbeing.
Infrastructure	Make the best use of existing transport infrastructure	-	Do Nothing is unlikely to affect existing transport infrastructure. However, investment in the existing infrastructure may fall which could affect its operation.
	Ensure everyone has access to high quality and affordable public transport, cycling and walking infrastructure	-	The current provision of public transport, cycling and walking facilities will continue but demand may increase putting pressure on these services. Opportunities to provide improved walking and cycling infrastructure including linking up more areas may be missed. Investment in public transport may not be as high as needed to increase capacity and efficiency of the network.
	Ensure everyone has access to high-speed digital connectivity	0	Do Nothing is unlikely to affect digital connectivity as the government scheme to get households connected will continue and social tariffs are available for lower income households. However, it can be difficult for rural areas to get fully connected, and affordability and digital literacy remain an issue.
Equality	Promote regeneration, particularly of deprived areas	-	Do Nothing is unlikely to prioritise sustainable and affordable transport services in deprived areas. Opportunities may be missed to regenerate areas and unlock development potential.

ISA Theme	ISA Objective	Summary of Effects	
	Improve accessibility of transport services for all	-	Accessibility of transport services is not likely to improve under a Do Nothing scenario from current provision. Accessibility may decrease as demand increases and the capacity cannot meet the demand. This can especially effects groups including the elderly and mobility impaired.
	Improve affordability of transport services	-	Affordability of transport services may decrease as costs of motoring increase and alternative modes are transport are not adequately invested in or where integrated ticketing is not implemented. This can disproportionately affect lower income households and those in deprived areas from accessing education, employment and services.
Landscape, Townscape and Heritage	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness, design and sense of place	-	Under a Do Nothing scenario increased traffic and congestion is likely which can negatively impact landscape and townscape character through noise, air pollution and visual intrusion. It can also affect sense of place by creating barriers between areas where it's hard to cross roads.
	Preserve and enhance heritage, the historic environment, culture and identity	-	New transport projects that preserve heritage features and open up access to heritage areas are unlikely.

3.1.2 Conventional - a safe, accessible and efficient transport system

A 'Conventional' LTP is based on the premise that a well-functioning transport system that enables the efficient movement of people and goods is essential for a healthy economy. Interventions therefore focus on making the transport network as efficient as possible for the movement of people and goods, whether that is the road, rail or bus network. As well as the efficiency of the transport network, a 'conventional' LTP will prioritise interventions to ensure and improve the accessibility, safety and resilience of the transport network. Providing an efficient network that is accessible and safe for all users will contribute to the strength of the local economy and the vitality of city, town and village centres. The 'conventional' LTP is primarily focused on the transport sector and assumes a relatively fixed future scenario of continuing economic growth and associated traffic. The strategy is therefore based on supporting the economic growth and accommodating the expected increase in traffic, particularly in terms of private car. It does not accommodate a broader Triple Access Planning approach incorporating land use planning and digital connectivity. It will support the delivery of the LTP priorities relating to Local Economy and Health and Wellbeing.

Table 3.2: Conventional Alternative ISA

ISA Theme	ISA Objective	Summary of Effects	
Climate change & air quality	Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	-	This strategy primarily aims at improving the efficiency and resilience of the transport network. While it enhances the network's ability to withstand disruptions, it does not explicitly address climate change adaptation measures such as flood risk management or integration with land use planning. The focus on economic growth and increased traffic without broader environmental considerations means it may not significantly reduce vulnerability to climate hazards. In addition it has the potential to increase risks through the creation of impermeable surfaces from the new infrastructure and hard standing designed to support traffic growth and movement of people and goods
	Reduce the emission of greenhouse gasses, in particular CO ₂	--	This strategy does not explicitly focus on reducing greenhouse gas emissions. Its primary aim is to improve the efficiency and resilience of the transport network to support economic growth. As such, it assumes continued traffic growth and does not incorporate significant measures to reduce CO ₂ emissions. The emphasis on accommodating traffic growth without integrating low-carbon initiatives means this strategy is unlikely to significantly reduce CO ₂ emissions. Transition to electric vehicles will reduce CO ₂ emissions in the future but this strategy does not focus on incentivising the transition or providing the necessary EV infrastructure to facilitate it.
	Protect air quality where it is of a high standard and to improve it elsewhere	--	This strategy does not explicitly focus on air quality improvement. Its primary aim is to enhance the efficiency and resilience of the transport network to support economic growth. As it assumes continued traffic growth, it may not significantly contribute to reducing air pollution and in certain areas and key routes may increase it.
Biodiversity, flora and fauna	Protect and enhance the borough's biodiversity and wildlife habitats	--	There are numerous designated sites in the area as well as areas of ancient woodland and peatland. This strategy does not explicitly address biodiversity and wildlife habitat protection. Its primary aim is to enhance the efficiency and resilience of the transport network to support economic growth. As it assumes continued traffic growth, it may lead to increased habitat fragmentation and pollution, having potentially adverse effects on local biodiversity and reducing its resilience to future climate change effects.
Water	Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	-	Much of Cheshire West and Chester is in flood zone 2 and 3. The strategy does not explicitly address flood risk reduction. Its primary aim is to enhance the efficiency and resilience of the transport network to support economic growth. While it may include some measures to improve the resilience of infrastructure, it does not integrate broader flood risk management or land use planning.
	Protect and enhance the quality of the water environment	-	This strategy does not explicitly address the protection or enhancement of water quality. Its primary aim is to enhance the efficiency and resilience of the transport network to support economic growth. Increased traffic and infrastructure development could potentially lead to more runoff and pollution, negatively impacting water quality.
Land resources	Protect land and soil quality	-	The strategy is likely to result in traffic growth and associated pollution which could affect soils. Infrastructure development to accommodate increased traffic may cause

ISA Theme	ISA Objective	Summary of Effects	
			loss of agricultural land. It is assumed that development would not be allowed to degrade peatland habitat which is protected by other policies.
Health and wellbeing	Create a safe environment to live in and reduce the threat of crime	+	The strategy aims to prioritise interventions to ensure and improve the accessibility, safety and resilience of the transport network. Providing a transport network safe for all will help support a safe environment for people to go about their lives. However, increased traffic can also lead to road user conflicts and traffic collisions.
	Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment	+	The strategy will support sustainable economic growth by enhancing connectivity; improved transport infrastructure connecting businesses to markets, and facilitating trade and commerce. While it aims to improve accessibility, it does not specifically focus on inclusivity or addressing social inequalities. The potential transport interventions will generate employment opportunities during construction and maintenance phases as well as improve accessibility to jobs when operational. Future traffic growth without sustainable alternatives modes of transport may hinder economic growth in the long-term, particularly given the impact of more frequent major climate events.
	Maintain and improve the vitality and viability of the city, town and local centres	0	In the short-term, the improved transport infrastructure will help to safeguard shops, leisure and services in existing centres, by increasing connectivity for customers and employees. However, in the long-term it is unlikely to improve the attractiveness of centres, equity of access to jobs and customers or prepare centres for the impacts of climate change.
	Enable environments that promote health and wellbeing	-	Current walking and cycling provision will remain but opportunities to facilitate modal shift away from the private car and to more active forms of transport will be missed. In addition increased traffic growth could potentially lead to higher noise levels, air pollution and collisions, negatively impacting the quality of life in urban areas.
Infrastructure	Make the best use of existing transport infrastructure	0	It is not clear whether the strategy will make best use of existing transport infrastructure or build new infrastructure to increase the efficiency of the transport network.
	Ensure everyone has access to high quality and affordable public transport, cycling and walking infrastructure	-	The strategy supports improvements in public transport and accessibility to facilitate economic growth and movement of people, however, does not have a strong emphasis on affordability or the development of cycling and walking infrastructure.
	Ensure everyone has access to high-speed digital connectivity	0	The strategy does not include provision on digital connectivity. However, the government scheme to get households connected will continue and social tariffs are available for lower income households. However, it can be difficult for rural areas to get fully connected, and affordability and digital literacy remain an issue.
Equality	Promote regeneration, particularly of deprived areas	+	While it supports economic growth and accessibility which may support regeneration, the strategy does not include targeted measures to improve socio-economic conditions in deprived and rural areas and to reduce specific types of unemployment.
	Improve accessibility of transport services for all	0	While it aims to improve accessibility and safety, it does not explicitly prioritise alternatives to private car travel for disabled, older, and vulnerable people. The focus is more on overall network efficiency rather than specific accessibility needs. The strategy

ISA Theme	ISA Objective	Summary of Effects	
			does not specifically address severance issues or inequalities in access to services and communities. Its primary goal is to support economic growth and accommodate traffic increases, which may not fully address social and spatial inequalities.
	Improve affordability of transport services	-	There is potential for increased costs with this strategy of public transport and motoring costs.
Landscape, Townscape and Heritage	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness, design and sense of place	-	This strategy focuses on improving the efficiency and resilience of the transport network to support economic growth. While it aims to enhance accessibility and safety, it does not explicitly address the protection or reinforcement of natural, cultural, and historic landscapes. The emphasis on accommodating traffic growth could potentially lead to increased development pressures on these landscapes. Its primary focus on economic growth and traffic efficiency may not align with the conservation needs of landscapes such as the Sandstone Ridge.
	Preserve and enhance heritage, the historic environment, culture and identity	-	This strategy focuses on improving the efficiency and resilience of the transport network to support economic growth. While it aims to enhance accessibility and safety, it does not explicitly address the preservation or enhancement of heritage assets. The emphasis on accommodating traffic growth and economic development could potentially lead to increased development pressures on heritage assets.

3.1.3 National Policy - an accessible, efficient and low carbon transport system

A 'National Policy' LTP shares the premise that a well-functioning transport system is essential for a healthy economy but also recognises that any future transport system must be a low-carbon one, in line with the national commitment to reach net zero carbon by 2050. Interventions therefore focus on making the road, rail or bus network as efficient as possible, whilst significantly reducing transport-related carbon emissions. A 'national policy' LTP will also prioritise interventions to ensure and improve the accessibility of the transport network. Providing an efficient and low carbon network that is accessible for all users will support the local economy and the vitality of city, town and village centres, reduce transport's impacts on the environment and provide a foundation for a low carbon future. This strategy assumes that future economic growth must include effective reductions in carbon emissions and that the transport network needs to incorporate the changes needed to move towards a net zero carbon transport system. The strategy is therefore based on supporting economic growth within the context of a low carbon economy and the move towards a net zero transport system. It will particularly support the delivery of the LTP priorities relating to Climate Emergency, Local Economy, and, to some extent, Creating a Great Place to Live.

Table 3.3: National Policy Alternative ISA

ISA Theme	ISA Objective	Summary of Effects	
Climate change & air quality	Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	+	By focusing on a low-carbon transport system, the plan aims to decrease greenhouse gas emissions, which are a major contributor to climate change. This can help mitigate the severity of climate-related events such as extreme weather and flooding. In addition, efficient and well-maintained transport networks are less likely to be disrupted by climate hazards. In the long-term the strategy will reduce vulnerability to climate change; however, it does not explicitly focus on immediate climate adaptation measures like flood risk management.
	Reduce the emission of greenhouse gasses, in particular CO ₂	+++	This strategy explicitly aims to reduce transport-related carbon emissions in line with national commitments to reach net zero carbon by 2050. It includes interventions to make the transport network more efficient while significantly lowering its carbon footprint. This strategy has a strong potential to reduce CO ₂ emissions.
	Protect air quality where it is of a high standard and to improve it elsewhere	++	The strategy will reduce the number of people exposed to particulates and nitrogen dioxide concentrations, helping to achieve national and international standards for air quality and may encourage a shift to more sustainable modes of transport.
Biodiversity, flora and fauna	Protect and enhance the borough's biodiversity and wildlife habitats	+	There are numerous designated sites in the area as well as areas of ancient woodland and peatland. The strategy aims to reduce impacts to the environment, significantly reducing transport-related carbon emissions. The reduction in emissions can improve overall environmental quality, which may have some positive effects on biodiversity. The goal of net zero carbon by 2050 aligns with broader environmental conservation efforts, creating a synergistic effect that benefits both the climate and biodiversity.
Water	Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	Much of Cheshire West and Chester is in flood zone 2 and 3. The strategy aims to reduce transport-related carbon emissions, which can indirectly benefit flood risk management by mitigating climate change impacts. However, it does not explicitly focus on flood risk reduction measures.
	Protect and enhance the quality of the water environment	+	The strategy should result in fewer emissions in the environment, reducing in fewer pollutants entering surface water potentially improving water quality in the long term.
Land resources	Protect land and soil quality	0	The strategy will unlikely have any major effects on soil, however, reduced traffic pollution may benefit soil quality and health. There is potential for agricultural land to be lost as a result of transport interventions.
Health and wellbeing	Create a safe environment to live in and reduce the threat of crime	+	The strategy aims to make the road, rail or bus network more efficient and accessible which may support safety. However, transport network safety is not specifically mentioned. Transition to a low carbon transport may encourage modal shift which can have positive and negative implications, for example, fewer cars on the road may decrease collisions, however, more bicycles may increase user conflict.
	Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment	++	The focus on reducing carbon emissions and promoting a low-carbon transport system enhances sustainability and resilience. It addresses environmental impacts and supports long-term economic stability. It also aims to improve accessibility for all users,

ISA Theme	ISA Objective	Summary of Effects	
			contributing to a more inclusive transport system. The potential transport interventions will generate employment opportunities during construction and maintenance phases as well as improve accessibility to jobs when operational.
	Maintain and improve the vitality and viability of the city, town and local centres	++	The improved transport infrastructure will help to safeguard shops, leisure and services in existing centres, by increasing connectivity for customers and employees. By reducing carbon emissions and improving air quality, it creates a healthier and more attractive environment for residents and businesses.
	Enable environments that promote health and wellbeing	++	The strategy will likely encourage active modes of transport. The strategy indirectly promotes active lifestyles by focusing on low-carbon transport solutions, which can include public transport, walking, and cycling. By reducing carbon emissions and improving air quality, it creates a more pleasant environment for active transport. The emphasis on low-carbon transport can also help reduce noise pollution, as electric vehicles and public transport options tend to be quieter than traditional combustion engines.
Infrastructure	Make the best use of existing transport infrastructure	+	It is assumed that a focus on net zero would result in less construction of new infrastructure and more repurposing and enhancement of existing infrastructure.
	Ensure everyone has access to high quality and affordable public transport, cycling and walking infrastructure	+	The emphasis on low-carbon transport solutions and improved accessibility supports the development of high-quality public transport and active transport infrastructure, though affordability may not be the primary focus.
	Ensure everyone has access to high-speed digital connectivity	0	The strategy does not include provision on digital connectivity. However, the government scheme to get households connected will continue and social tariffs are available for lower income households. However, it can be difficult for rural areas to get fully connected, and affordability and digital literacy remain an issue.
Equality	Promote regeneration, particularly of deprived areas	+	Though the strategy description does not include targeted measures to improve socio-economic conditions in deprived and rural areas and to reduce specific types of unemployment, the emphasis on sustainability and accessibility can improve socio-economic conditions and create job opportunities.
	Improve accessibility of transport services for all	+	Improved air quality and reduced traffic congestion can enhance the liveability of urban areas. The strategy supports integrated and sustainable transport solutions, improving accessibility and reducing environmental impacts, but could benefit from more targeted measures for vulnerable groups and severance reduction.
	Improve affordability of transport services	0	The strategy does not specially address affordability of transport services.
Landscape, Townscape and Heritage	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness, design and sense of place	0	Promoting sustainable, low carbon transport solutions is likely to have indirect benefits for landscape, townscape and sense of place through reduced congestion and pollution, particular in urban areas. Active travel modes can make use of heritage features such as disused railway lines. However, conflicts can arise in heritage areas such as conservation areas when infrastructure is needed for public transport schemes e.g. overhead lines for trams.

ISA Theme	ISA Objective	Summary of Effects	
	Preserve and enhance heritage, the historic environment, culture and identity	0	Enhancing the accessibility of the transport network may support access to heritage assets for tourists and local residents. This may increase public engagement of these sites, strengthening a sense of community and cultural appreciation. In addition a well-functioning, low-carbon transport system can boost the local economy helping to provide funding for the maintenance and preservation of heritage assets. However, the strategy does not explicitly talk about heritage, culture or the historic environment so the scale of benefits is unclear.

3.1.4 Transformational - an accessible, affordable and low carbon transport system

A 'Transformational' LTP is based on the premise that a new approach to managing the transport system is required, with a focus on the societal and environmental benefits that a well-managed transport system can provide working alongside land use planning and digital accessibility. The future transport system will still be essential for a healthy economy, but it must be low-carbon and affordable and accessible for all. It will recognise the contribution transport makes to a quality 'place' as well as its movement function. Interventions therefore focus on reducing the carbon emissions from the road, rail or bus network, moving towards a net zero system, but making transport easier, safer, and cheaper for everyone, giving people the opportunities to easily access employment, education and local centres, including the 1 in 7 households in the Borough without access to a car. Providing an accessible, affordable and low carbon network and reducing the negative impacts of transport on the Borough will bring significant benefits for society and the environment and also support the local economy and the vitality of city, town and village centres. The 'transformational' strategy is flexible and adaptable enough to take account of future changes in the economy and the transport system, including the impacts of economic pressures or policy interventions that may affect demand for travel and levels of traffic. The strategy is therefore based on implementing social and environmental improvements whilst accommodating the impacts of economic growth. It will support the delivery of all the LTP priorities particularly those relating to Climate Emergency, Poverty Emergency, Health and Wellbeing and Creating a Great Place to Live.

Table 3.4: Transformational Alternative ISA

ISA Theme	ISA Objective	Summary of Effects	
Climate change & air quality	Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	++	This strategy explicitly integrates land use planning and digital accessibility, which can greatly enhance climate resilience. By focusing on reducing carbon emissions and making transport more accessible and affordable, it also addresses social vulnerabilities. The strategy therefore has good potential for reducing vulnerability to climate change and associated hazards.
	Reduce the emission of greenhouse gasses, in particular CO ₂	+++	This strategy integrates a comprehensive approach to managing the transport system, focusing on reducing carbon emissions from all transport modes. It emphasises the transition to a net zero system, making transport more accessible and affordable, and reducing the negative environmental impacts of transport. The strategy supports major reductions in CO ₂ emissions by promoting sustainable transport options and reducing reliance on high-carbon modes of transport.
	Protect air quality where it is of a high standard and to improve it elsewhere	++	This strategy integrates reducing carbon emissions and promoting sustainable transport options. By reducing reliance on high-carbon modes of transport and incorporating land use planning, it will likely improve air quality.
Biodiversity, flora and fauna	Protect and enhance the borough's biodiversity and wildlife habitats	++	There are numerous designated sites in the area as well as areas of ancient woodland and peatland. The strategy aims to reduce impacts to the environment and reduce transport-related carbon emissions. The transformational strategy's holistic approach may support substantial improvements in biodiversity and wildlife habitats by promoting sustainable transport solutions and integrating environmental considerations into planning.
Water	Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	+	Much of Cheshire West and Chester is in flood zone 2 and 3. This strategy integrates a comprehensive approach to managing the transport system, focusing on reducing carbon emissions and promoting sustainable transport options. By incorporating land use planning and digital accessibility, it can enhance flood risk management.
	Protect and enhance the quality of the water environment	+	The strategy should result in fewer emissions in the environment, reducing in fewer pollutants entering surface water potentially improving water quality in the long term.
Land resources	Protect land and soil quality	0	The strategy will unlikely have any major effects on soil, however, reduced traffic pollution may benefit soil quality and health. There is potential for agricultural land to be lost as a result of transport interventions.
Health and wellbeing	Create a safe environment to live in and reduce the threat of crime	++	The strategy aims to make the road, rail or bus network more efficient, accessible and affordable which may support safety. However, transport network safety is not specifically mentioned. Transition to a low carbon transport may encourage modal shift which can have positive and negative implications, for example, fewer cars on the road may decrease collisions, however, more bicycles may increase user conflict.

ISA Theme	ISA Objective	Summary of Effects	
	Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment	+++	This strategy supports economic growth by creating a transport system that is not only efficient but also affordable and accessible. The focus on affordability and accessibility ensures that the transport system benefits all segments of society and promoting the potential for investment. The potential transport interventions will also generate employment opportunities during construction and maintenance phases as well as improve accessibility to education, employment and services when operational.
	Maintain and improve the vitality and viability of the city, town and local centres	++	This strategy provides comprehensive support for the vitality and viability of city, town, and local centres. By integrating land use planning and digital accessibility, it promotes sustainable urban development and reduces reliance on high-carbon transport modes. The improved transport infrastructure will help to safeguard shops, leisure and services in existing centres, by increasing connectivity for customers and employees.
	Enable environments that promote health and wellbeing	++	The holistic approach of this strategy supports substantial promotion of active lifestyles and significant noise and pollution reduction through sustainable transport solutions and environmental improvements.
Infrastructure	Make the best use of existing transport infrastructure	+	It is assumed that a focus on net zero would result in less construction of new infrastructure and more repurposing and enhancement of existing infrastructure.
	Ensure everyone has access to high quality and affordable public transport, cycling and walking infrastructure	+++	The emphasis on low-carbon transport solutions and improved accessibility supports the development of high-quality public transport and active transport infrastructure. The strategy also focusses on affordability to help ensure everyone has access to high-quality and affordable public transport.
	Ensure everyone has access to high-speed digital connectivity	++	This strategy explicitly integrates high-speed digital connectivity as a core component. By promoting digital accessibility alongside land use planning and sustainable transport, it ensures that digital infrastructure is developed in tandem with physical transport networks.
Equality	Promote regeneration, particularly of deprived areas	+++	This strategy explicitly aims to make transport more accessible and affordable for all, including those in deprived and rural areas. By integrating land use planning and digital accessibility, it promotes equitable access to employment, education, and services. The focus on reducing environmental impacts and promoting social inclusion can significantly improve socio-economic conditions. The comprehensive approach to making transport affordable and accessible can remove barriers to employment, particularly for long-term and youth unemployed.
	Improve accessibility of transport services for all	+++	The strategy supports reliable and integrated transport accessibility, provides accessible alternatives to private car travel, and may effectively reduce severance and inequalities.
	Improve affordability of transport services	++	In the long term this strategy will likely result in lower fuel public transport costs and lower motoring costs. The strategy focusses on affordability of transport helping to ensure equal access.

ISA Theme	ISA Objective	Summary of Effects	
Landscape, Townscape and Heritage	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness, design and sense of place	+	Promoting sustainable, low carbon transport solutions is likely to have indirect benefits for landscape, townscape and sense of place through reduced congestion and pollution, particular in urban areas. Active travel modes can make use of heritage features such as disused railway lines . However, conflicts can arise in heritage areas such as conservation areas when infrastructure is needed for public transport schemes e.g. overhead lines for trams. By promoting sustainable transport solutions and integrating land use planning, it is likely that the transport development will be sympathetic to the landscape. Integrating environmental considerations into transport planning, it will likely support the conservation of landscapes and local distinctiveness.
	Preserve and enhance heritage, the historic environment, culture and identity	+	Enhancing the accessibility of the transport network may support access to heritage assets for tourists and local residents. This may increase public engagement of these sites, strengthening a sense of community and cultural appreciation. In addition a well-functioning, low-carbon transport system can boost the local economy helping to provide funding for the maintenance and preservation of heritage assets. However, the strategy does not explicitly talk about heritage, culture or the historic environment so the scale of benefits is unclear.

3.2 Comparison of Strategic Alternatives

The results of the assessment of the three LTP strategies and the Do Nothing scenario are compared in Table 3.5.

The conventional strategy is likely to result in positive effects for the economy, regeneration and accessibility as it focusses on an accessible transport system that prioritises economic growth and efficient movement of people and goods. However, this is likely to be at the detriment of the environment due to traffic growth and associated emissions and pollution. It is also unlikely to significantly improve health and wellbeing or social inclusion as active travel modes, modal shift and affordability are not prioritised.

The National Policy strategy is likely to result in positive effects for the economy and environment and to a lesser extent social inclusion. It focuses on transition to a low carbon transport system which will help facilitate modal shift and electric vehicle use reducing emissions and pollution associated with diesel and petrol vehicles. This will have knock-on benefits for the environment and greenhouse gas reduction helping to support national net zero commitments. The strategy aims to improve accessibility for all users contributing to a more inclusive transport network but does not address affordability issues potentially limiting its effectiveness.

The Transformational strategy is likely to result in significant positive economic, environmental and social effects. The emphasis on low-carbon transport solutions and improved accessibility supports the development of high-quality public transport and active transport infrastructure. The holistic approach in this strategy supports economic growth, environmental improvement and social accessibility and inclusion. Transition to a low carbon transport system integrated with land use planning will help support environmental improvement from reduced emissions and pollution, which will also benefit health and wellbeing. This strategy explicitly aims to make transport more accessible and affordable for all, including those in deprived and rural areas. By integrating land use planning and digital accessibility, it promotes equitable access to employment, education, and services. The focus on reducing environmental impacts and promoting social inclusion can significantly improve socio-economic conditions and remove barriers to employment.

Although the transformational strategy performs the best in terms of overall economic, environment and social benefits, it is likely to require the largest investment and therefore, this needs to be considered alongside the benefits. Its positive effects could also be strengthened in terms of biodiversity, heritage, social outcomes, road safety and use of existing infrastructure. The strategy focusses on low carbon as a means of environmental improvement and supporting nature recovery but transport infrastructure can also be used to enhance biodiversity and create green corridors and habitat networks which in turn support species resilience. Therefore, whichever strategy is chosen biodiversity net gain should play a bigger role. None of the strategies mention heritage, although they do promote the viability and vitality of local town centres and will have indirect positive effects through reduced traffic and congestion. Therefore, heritage and culture should also be built into the preferred strategy. All of the strategies focus on accessibility for users with the transformational strategy also focussing on affordability. To maximise benefits the needs of different user groups should be integrated into transport planning together with linking up deprived areas with areas for employment, education and key services.

Table 33.5: Comparison of Strategic Alternatives

ISA Theme	ISA Objective	Do Nothing	Conventional	National Policy	Transformational
Climate change & air quality	Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	-	-	+	++
	Reduce the emission of greenhouse gasses, in particular CO ₂	--	--	+++	+++
	Protect air quality where it is of a high standard and to improve it elsewhere	--	--	++	++
Biodiversity, flora and fauna	Protect and enhance the borough's biodiversity and wildlife habitats	--	--	+	++
Water	Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	-	-	0	+
	Protect and enhance the quality of the water environment	-	-	+	+
Land resources	Protect land and soil quality	0	-	0	0
Health and wellbeing	Create a safe environment to live in and reduce the threat of crime	0	+	+	++
	Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment	--	+	++	++
	Maintain and improve the vitality and viability of the city, town and local centres	-	+	++	+++
	Enable environments that promote health and wellbeing	-	-	++	++
Infrastructure	Make the best use of existing transport infrastructure	-	0	+	+
	Ensure everyone has access to high quality and affordable public transport, cycling and walking infrastructure	-	-	+	+++
	Ensure everyone has access to high-speed digital connectivity	0	0	0	++
Equality	Promote regeneration, particularly of deprived areas	-	+	+	+++
	Improve accessibility of transport services for all	-	0	+	+++
	Improve affordability of transport services	-	-	0	++
Landscape, Townscape and Heritage	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness, design and sense of place	-	-	0	+
	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness, design and sense of place	-	-	0	+

3.3 Assessment of the LTP4

The following chapters presents the findings from the assessment of the Core Strategy. Chapters 4-11 are structured around the ISA topics and include tables providing a summary of the LTP Core Strategy assessment results and a commentary on the potential effects is presented below each summary table. A summary of the policy assessments and cumulative effects assessment are presented in Chapter 12. The full assessment tables are presented in Appendix B.

4 Climate Change and Air Quality

4.1 Policy Context

A full review of the plans and programmes relevant to the LTP4 is presented in Appendix A structured by topic and the relevant plans for climate change and air quality are bulleted in the box below. This section pulls out a few of the key plans and explains what they are, key objectives and themes and implications for the ISA and LTP4.

Plans and Programmes reviewed:

- UN Framework Convention on Climate Change (1992)
- Kyoto Protocol to the UN Framework Convention on Climate Change (1997)
- Commitments arising from the World Summit on Sustainable Development, Johannesburg (2002)
- Health Effects of Transport-Related Air Pollution (WHO, 2005)
- Ambient Air Quality Directive (2008/50/EC)
- Thematic Strategy on Air Pollution (2005)
- Limiting Global Climate Change to 2 degrees Celsius - The way ahead for 2020 and beyond (2007)
- A Clean Planet for all: A European strategic long-term vision for a prosperous, modern, competitive and climate neutral economy (2018)
- Promotion of the use of energy and renewable sources Directive (2009/28/EC)
- EU Climate Adaptation Strategy (2012)
- Paris Agreement (2015)
- National Emissions Ceilings Directive (2016/2284/EU)
- EC Strategy on Climate Change: Control Measures Through Until 2020 and Beyond (2007)
- EC Green Paper on Adaptation to Climate Change in Europe (2007)
- Energy Act (2013)
- Climate Change Act (2019)
- UK Climate Change Risk Assessment, Defra (2017)
- Air Quality (England) Regulations 2000 (as amended) and Air Quality (Standards) Regulations (2010)
- Draft Clear Air Strategy (DEFRA, 2018)
- National Air Quality Strategy (2007)
- UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations, DfT (2017)
- Climate Change Impacts and Adaptation, Environment Agency (2018)
- Decarbonising Transport: A Better, Greener Britain (2021)
- Air Quality Standards Regulation (2010)
- Clean Air Strategy (2019)
- Chief Medical Officer's Annual Report (2022) – Air Pollution
- National Adaptation Programme (NAP) 2018 to 2020 (2018)
- Climate Change 6th Carbon Budget (2020)
- The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting, Defra (2018)

- Transport for the North Transport Decarbonisation Strategy (2021)
- Cheshire West and Chester Climate Emergency Response Plan (2020)
- Cheshire West Air Quality Strategy: Low Emission Strategy (2023)

Over the past 20 years it has become increasingly clear that the current change in the climate being seen worldwide is a direct result of human activity and the release of greenhouse gases. Greenhouse gas emissions should be reduced by at least 100% of 1990 levels (net zero) by 2050 according to the Climate Change Act - and the government has pledged to achieve this. Climate change is likely to lead to the following effects in the UK: hotter, drier summers; milder, wetter winters; rising sea levels; and more extreme weather events. This will lead to more droughts, more flooding and increased temperatures in summer. The urban heat island effect means that risks of heat stress are more severe in cities.

The UK target is important to meet the commitments agreed under the 2015 Paris Agreement, which sets out a global action plan to limit global warming to well below 2°C and pursue efforts to limit it to 1.5°C above pre-industrial levels. Further to this, the UK committed to reducing greenhouse gas emissions by a minimum of 81% by 2035, compared to 1990 levels, as part of the UK's 2025 Nationally Determined Contribution (NDC).

The EU Climate Adaptation Strategy (2012) aims to make Europe more resilient to the effects of climate change by taking a coordinated approach and improving coordination between Member States. The focus covers three key objectives: Promoting action by Member States, 'Climate proofing' action at an EU level and better-informed decision-making.

Decarbonising Transport: A Better, Greener Britain (2021) suggests that a decarbonised transport network does not simply mean changing how we power our vehicles. It means we should make better use of limited road space for all users, and provide more mobility options, especially for short journeys that dominate UK travel. It requires decarbonisation and transport improvements to be delivered at a local level by making quantifiable carbon reductions a fundamental part of local transport planning and funding.

The Climate Change 6th Carbon Budget (2020) is developed to support the required pathways for reducing global emissions and reaffirmed the acceleration of carbon reduction targets by 2035.

The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting, Defra (2018) is the second National Adaptation Programme (NAP) and sets out the Government's response to the second Climate Change Risk Assessment (CCRA). It also outlines the actions that will be taken to address the climate change issues identified in the CCRA across the following key sectors: Natural environment; Infrastructure; People and the built environment; Business and industry; and Local government.

The Transport for the North Transport Decarbonisation Strategy (2021) sets out a range of scenarios and policy interventions to contribute to 2050 Net Zero.

The Cheshire West and Chester Climate Emergency Response Plan (2020) recognises that a climate emergency is being faced that will have an impact on all aspects of our lives and, while it is undeniably a global challenge, it can only be solved through concerted action at a local level.

The Air Quality Standards Regulations (2010) set out specific requirements for the measurement and reporting of various pollutants, including nitrogen dioxide, particulate matter, and sulphur dioxide. In addition, local authorities are required to develop and implement action plans to address areas of poor air quality.

The Chief Medical Officer's Annual Report (2022) sets out the effects of air pollution on health, but the majority of the report focusses on achievable solutions. It sets out how a reduction in air pollution in London has led to reduced childhood asthma hospital admissions. Further reductions in air pollution will lead to significant reductions in coronary heart disease, strokes, and lung cancer.

The Cheshire West Air Quality Strategy: Low Emission Strategy (2023) addresses the health impacts of poor air quality. The primary objective of the LES is to reduce traffic emissions.

4.2 Baseline information

4.2.1 Climate

The current climate baseline has been obtained from the Met Office UK Climate Projections (UKCP18) observational data for the North West England region where CW&C is located⁴.

Current observations show that the UK climate is changing. For North West England, where CW&C is located, observations show that between 1981-2000 and 2001-2020, annual mean temperatures have increased by 0.54°C. Mean winter temperatures have increased by 0.48°C and summer mean temperatures have increased by 0.49°C. The observed changes between the periods of 1981-2000 and 2001-2020 indicate that increases in mean annual, summer and winter precipitation have occurred. Annual mean precipitation has increased by 4%, winter by 5% and summer by 24%.

Alongside observed increases in average temperatures, there is also evidence of increases in extreme climate events. Increases in extreme maximum summer temperatures are reflected by the number of record extreme monthly temperature records being set in the UK in the most recent decade⁵. Heatwaves are also becoming more common and extreme with the Met Office issuing their first ever red warning for heat in the lead up to the summer 2022 heatwaves.

Although temperatures are increasing and are projected to increase into the future (see Section 3.3), cold weather does and will still occur with periods of low temperatures, snow and ice. However, UK observations show that there have been 5% fewer days of both air and ground frost in the most recent decade (2012-2021) compared to the average between 1991-2000, and this has been 21% and 18% fewer days respectively compared to the 1961-1990 average⁶.

Climate projections have been obtained for UKCP18 to outline what the future climate may look like in North West England; these are presented in Section 4.3. Overall, the climate projections identified for North West England are in line with those identified for the rest of the UK where we are projected to see hotter, drier summers and warmer, wetter winters. These changes in seasonal averages will also likely be punctuated by more extreme events such as heatwaves, droughts and extreme precipitation.

4.2.2 Carbon

CW&C Council declared in May 2019 that the borough is in a climate emergency. In response to this, the Council have developed a Climate Emergency Response Plan where they have set a target for CW&C Council to be carbon neutral by 2030 and the borough, as a whole, to be carbon neutral by 2045. It is recognised that this will be a challenge given the borough is the

⁴ Met Office (2018). UK Climate Projections (UKCP18) Interface. Available online at: [Welcome to UKCP \(metoffice.gov.uk\)](https://www.metoffice.gov.uk/ukcp18) (accessed August 2023)

⁵ CCC (2021). CCRA3 – Regional Summary for England. Available online at: <https://www.ukclimaterisk.org/wp-content/uploads/2021/06/CCRA-Evidence-Report-England-Summary-Final.pdf> (accessed August 2023)

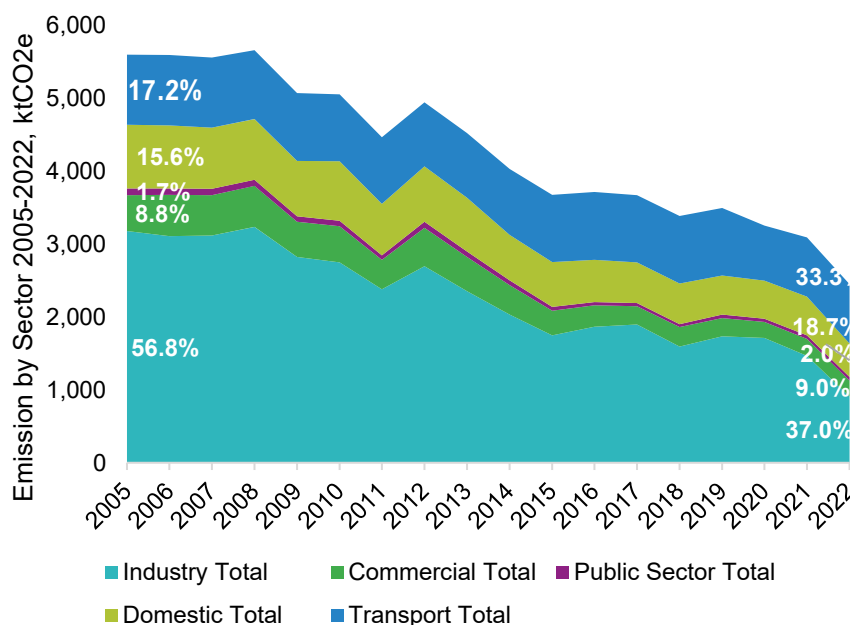
⁶ Kendon, M et al. (2022). State of the UK Climate 2021. Available at: <https://rmets.onlinelibrary.wiley.com/doi/10.1002/joc.7787> (accessed August 2023)

fourth highest emitter of all local authorities in the UK as a result of the industry present in the borough⁷. The borough contains areas of peat which store large amounts of carbon. Peatlands are discussed further under Land Resources in Section 7.

In 2021, the total greenhouse gas (GHG) emissions for the borough were reported as approximately 4,230 kilo tonnes of carbon dioxide equivalent (ktCO₂e)⁸. This has decreased by 38% compared to 2005 levels. Transport is the second highest emitter, accounting for 20% of total emissions in 2021, following industry which was responsible for 43%.

Figure 4.1 illustrates CW&C's total carbon emissions annually from 2005 to 2019. The coloured regions show the proportion of emissions across industrial, commercial, public, domestic, and transport sectors. The significant fall since 2005 has been driven by reductions in commercial emissions. This sector now accounts for only 8% of total CO₂ emissions respectively. In comparison, the transport sector has also witnessed a reduction in its absolute contribution to emissions throughout CW&C, but the sector has witnessed the largest increase in its share of overall emissions (17% in 2005 to 24% in 2021).

Figure 4.1: Historic emissions by sector 2005-2022, CW&C, ktCO₂



Source: [Department for Business, Energy & Industrial Strategy](#)

The majority of the transport related emissions are from road transport as shown in Table 4.1.

Table 4.1: CW&C transport related emissions (2022)

Transport mode	ktCO ₂ e	Percentage of total transport emissions
Road Transport (A roads)	304	37%
Road Transport (Motorways)	268	33%

⁷ CW&C Climate Emergency Response Plan (undated). Available at: [1fda32_ed13dbc05f4e4a1487fa98aa6f5ec332.pdf \(westcheshireclimateplan.co.uk\)](#)

⁸ Department for Energy Security and Net Zero (2023). UK local authority and regional greenhouse gas emissions national statistics: 2005-2021. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1166194/2005-21-uk-local-authority-ghg-emissions.xlsx

Transport mode	ktCO ₂ e	Percentage of total transport emissions
Road Transport (Minor roads)	177	22%
Diesel Railways	11	1%
Transport 'Other'	55	7%

Source: Department for Energy Security and Net Zero

The Cheshire West and Chester Climate Emergency Response Plan highlights that a significant change is needed in the way people travel in order to achieve the Council's carbon neutrality target. Currently, 74% of employed residents travel to work by car, with 15% of residents commuting out of the CW&C region. 40% of households own more than one car, and within the Chester urban area, fewer than 10% of journeys to work were undertaken on public transport.⁹

The Quantified Carbon Reduction (QCR) tool produced by Transport for the North (TfN) is a beta-version dashboard that is designed for local authorities to better understand GHG emissions arising from vehicles within their boundaries. The QCR tool outlines six scenarios based on a business as usual (BAU) uptake of electric vehicles vs an accelerated uptake of electric vehicles. The Common Analytical Scenario (CAS) has a core, high, and low demand scenario for a BAU and an accelerated electric vehicle uptake approach. The data presented in Table 4.2 is provided by the Department for Energy Security and Net Zero and the Department for Business, Energy & Industrial Strategy and relate to the UK local authority and regional GHG emissions for a variety of sectors/industries, whereas the data contained within the QCR tool are modelled scenarios from the TfN's Highway Assignment model. The information outlined below has been sourced from the QCR tool.

Table 4.3 shows the reductions in GHG emissions for the CAS Core scenario (i.e. the median demand) v.s the accelerated uptake of electric vehicles (with demand maintaining the same). The table also shows the reductions in GHG emissions for the CAS High scenario (i.e. increased demand) for BAU and accelerated EV uptake.

Table 4.2: GHG emissions for core and high scenarios for BAU and accelerated EV uptake

Year	CAS Core scenario – BAU (tCO ₂ e)	CAS Core scenario - Accelerated EV uptake (tCO ₂ e)	CAS High scenario (tCO ₂ e)	CAS High scenario - Accelerated EV uptake (tCO ₂ e)
2018	612.25	612.25	612.25	612.25
2045	554.87	62.19	611.39	68.94
% change	-9%	-90%	-0.1%	-89%

Battery electric vehicles are not anticipated to outnumber petrol and diesel licenced vehicles until 2035 and 2045 respectively under the BAU CAS Core scenario. By comparison, under the same CAS Core scenario, battery electric vehicles are anticipated to outnumber petrol and diesel licences vehicles by 2030 under the accelerated electric vehicle uptake scenario. This is shown in Table 4.3 and Table 4.4 below.

⁹ CW&C (no date) Cheshire West and Chester Climate Emergency Response Plan. Available at: [1fda32_ed13dbc05f4e4a1487fa98aa6f5ec332.pdf](https://www.westcheshireclimateplan.co.uk/1fda32_ed13dbc05f4e4a1487fa98aa6f5ec332.pdf) (westcheshireclimateplan.co.uk)

Table 4.3: Licenced vehicles under the BAU CAS Core scenario

Year	Petrol	Diesel	Battery electric vehicle
2018	113255	96564	219
2020	102,846	93,806	2,545
2025	74491	89151	9,356
2030	43947	87,791	17,117
2035	20122	85,793	28,531
2040	6978	70,067	45,919
2045	1903	47,903	67,321
2050	303	31,641	90,481

Table 4.4: Licenced vehicles under the Accelerated electric vehicle uptake CAS Core scenario

Year	Petrol	Diesel	Battery electric vehicle
2018	113255	96564	219
2020	102867	103172	2970
2025	78750	93740	22999
2030	47952	66333	68263
2035	21614	36655	123800
2040	6695	16673	177360
2045	1343	6914	219024
2050	111	2635	247825

Battery electric vehicles are not anticipated to outnumber petrol and diesel licenced vehicles until 2035 and 2045 respectively under the BAU CAS High scenario. By comparison, under the same CAS High scenario, battery electric vehicles are anticipated to outnumber petrol and diesel licences vehicles by 2030 under the accelerated electric vehicles uptake scenario. This is shown in Table 4.5 and Table 4.6.

Table 4.5: Licenced vehicles under the BAU CAS High scenario

Year	Petrol	Diesel	Battery electric vehicle
2018	113255	96564	219
2020	102846	93806	2545
2025	74491	89151	9356
2030	43947	87791	17117
2035	20122	85793	28531
2040	6978	70067	45919
2045	1903	47903	67321
2050	303	31641	90481

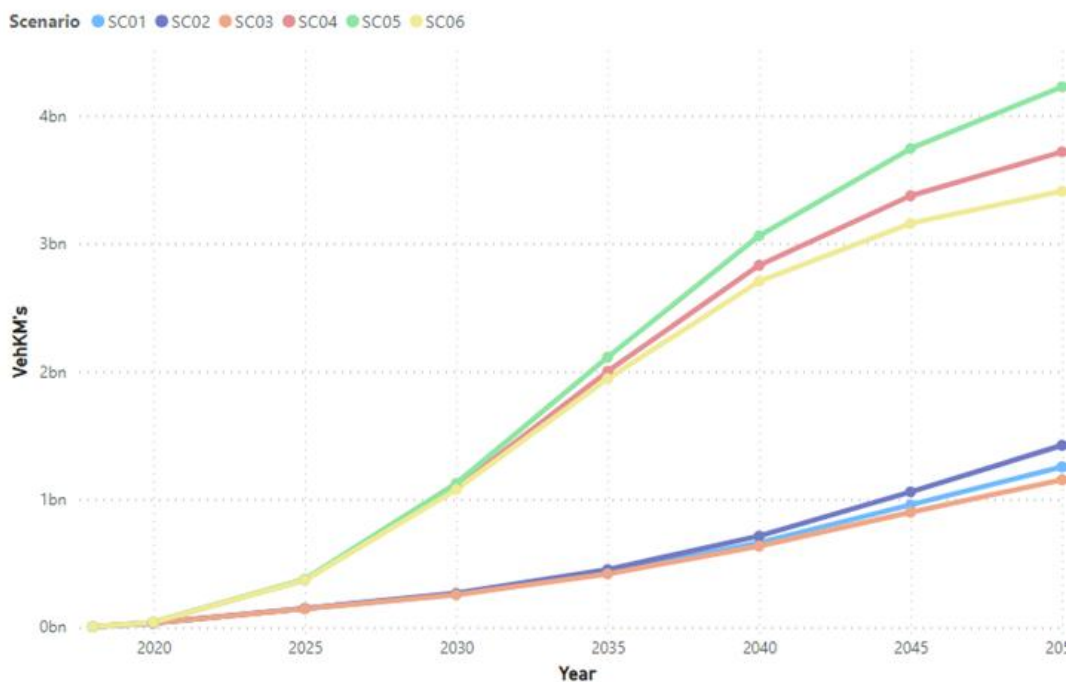
Table 4.6: Licenced vehicles under the Accelerated electric vehicle uptake CAS High scenario

Year	Petrol	Diesel	Battery electric vehicle
2018	113255	96564	219
2020	102867	103172	2970
2025	78750	93740	22999
2030	47952	66333	68263
2035	21614	36655	123800
2040	6695	16673	177360
2045	1343	6914	219024
2050	111	2635	247825

Figure 4.2 below visualises how vehicle kilometres (KMs) increase for battery electric vehicles for all scenarios as time progresses. Vehicle KMs increase most under the accelerated battery electric vehicle uptake scenarios.

Figure 4.2: Yearly battery electric vehicles vehicle kilometres travelled per scenario

Yearly Vehicle KM's Travelled per scenario



Note: SC01 = median demand with BAU battery electric vehicle uptake, SC02 = high demand with BAU battery electric vehicle uptake, SC03 = low demand with BAU battery electric vehicle uptake, SC04 = median demand with accelerated battery electric vehicle uptake, SC05 = high demand with accelerated battery electric vehicle uptake, and SC06 = low demand with accelerated battery electric vehicle uptake.

Figure 4. 4.3 below visualises how vehicle KMs decrease for petrol vehicles for all scenarios as time progresses. The decline in vehicle KMs is more gradual for all scenarios.

Figure 4.3: Yearly petrol vehicles travelled per scenario

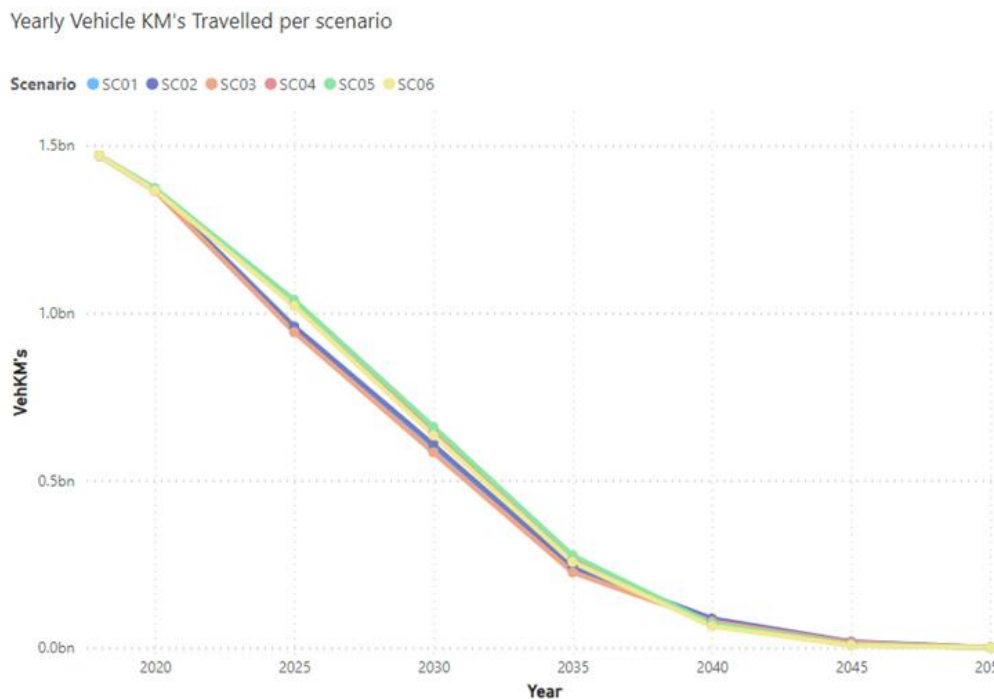
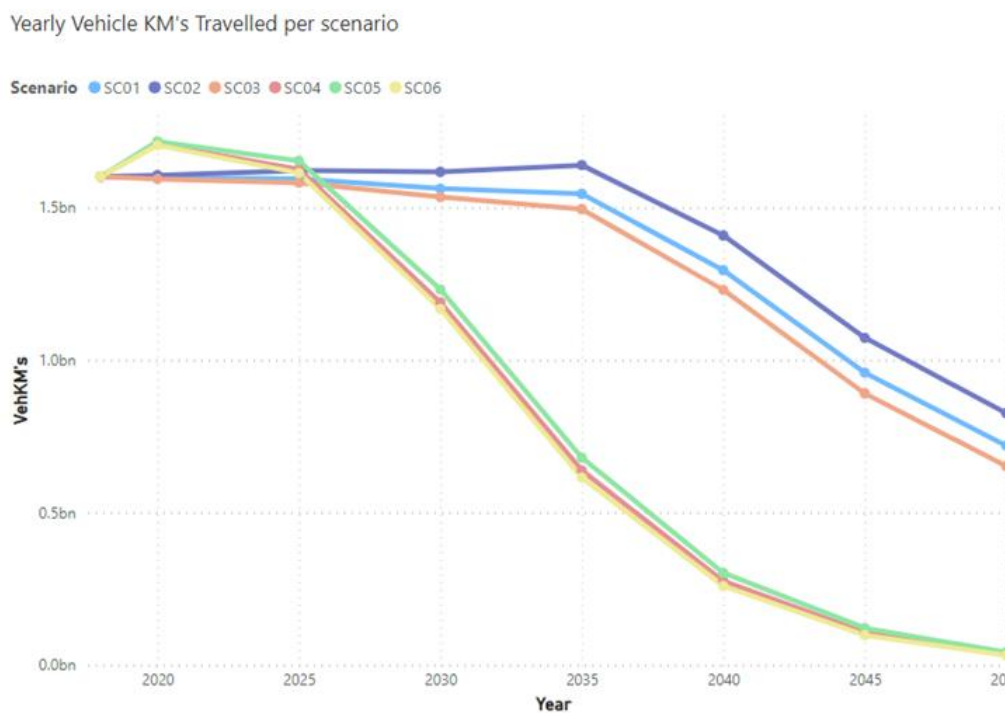


Figure 4. 4.4 below visualises how vehicle KM's decrease for diesel vehicles for all scenarios as time progresses. Diesel vehicle KM's decrease faster under the accelerated battery electric vehicle uptake scenarios.

Figure 4.4: Yearly diesel vehicle kilometres travelled per scenario

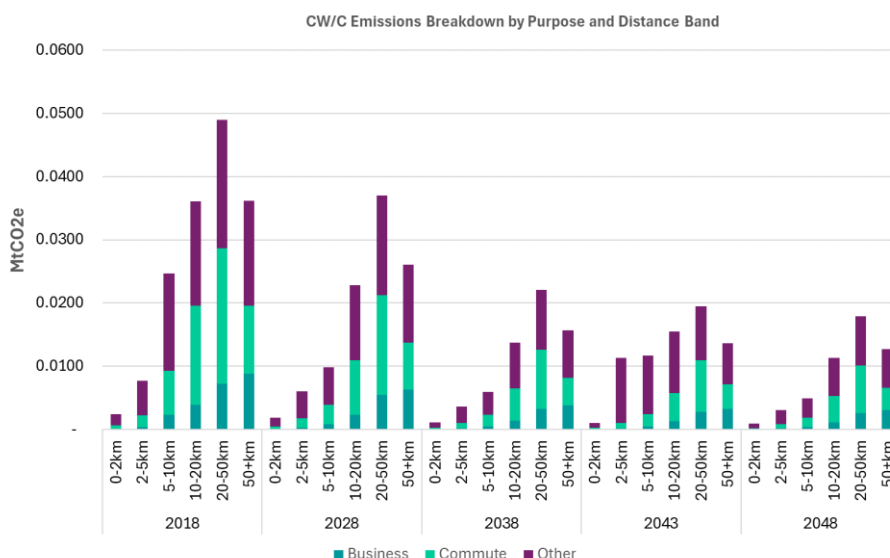


In addition to the TfN QCR tool which presents data above, forecasts specific to CW&C have been developed. Figure 4.5 shows the forecast emissions produced by travel, by purpose and

distance from 2018 to 2048. Total emissions for each journey purpose decrease year on year, with emissions associated with commute journeys witnessing the most significant reductions. Although commute emissions decline overall, they still retain a significant proportion of collective emissions; this is a similar case for 'other' journeys.

The category 20-50km remains the highest contributor as a distance category throughout, with 10-20km and 50+km being the next highest, varying in the different future years.

Figure 4.5: Transport emissions by purpose and distance



Source: CW&C Transport Decarbonisation Tool, 2024

The forecast emissions by vehicle type are shown in Table 4.7. By 2050, it is forecast that there will be a significant decline in emissions attributed to cars, largely due to electric vehicle uptake, and to a lesser extent LGVs. Both the absolute amount and proportion of emissions produced by HGVs are expected to increase compared to cars and LGVs.

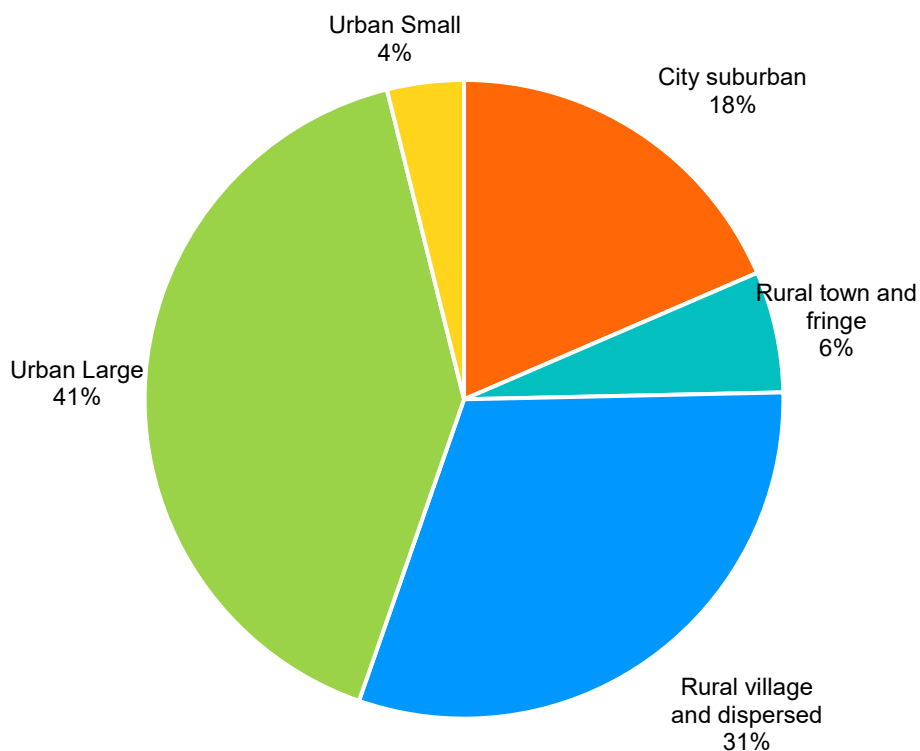
Table 4.7: Emissions by vehicle type (tCO2e) 2019 and 2050

Vehicle Type	2019	2050
Car	134,577	49,556
LGV	26,516	19,618
HGV	47,682	61,884

Source: CW&C Transport Decarbonisation Tool, 2024

Figure 4.6 shows how transport carbon emissions vary according to where the journey originates. Journeys originating in urban areas with large populations (100,00-250,000) are responsible for the highest emission totals, with rural village and dispersed origins second at 30%. Combined, these origins account for over 70% of total emissions, with the rest segmented between city suburbs, small urban areas and the rural town & fringe areas.

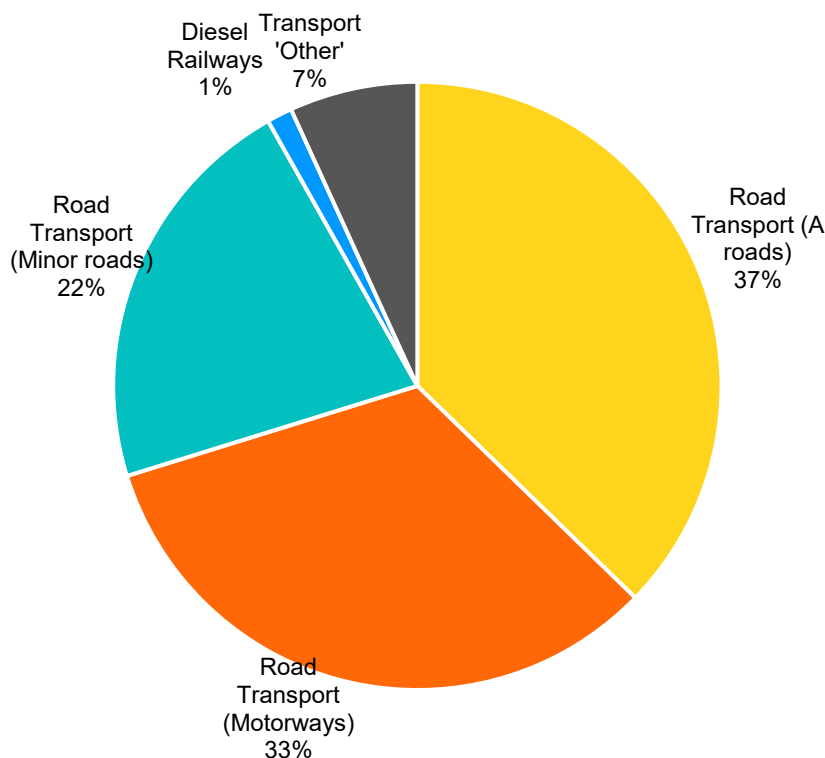
Figure 4.6: Emissions by Origin Location Type (2019)



Source: CW&C Transport Decarbonisation Tool, 2024

Emissions for road transport fell significantly in 2020, as a result of the COVID pandemic, but levels have gradually risen since up to 2022. A roads have consistently accounted for the largest proportion of emissions (37%), followed by motorways (33%) and minor roads (22%).

Figure 4.7: Emissions by transport category (2022)



Source: CW&C Transport Decarbonisation Tool, 2024

4.2.3 Air Quality

There are two designated Air Quality Management Areas (AQMAs) within the borough of Cheshire West and Chester (CW&C):

- Chester City Centre AQMA – declared due to exceedances of the annual mean nitrogen dioxide (NO₂) objective, primarily from road traffic emissions.
- Thornton-le-Moors AQMA – declared due to exceedances of the 15-minute mean sulphur dioxide (SO₂) objective, attributed to industrial emissions.

The Whitby Road/Station Road AQMA and the Frodsham AQMA have both been revoked, following several consecutive years of compliance with national air quality objectives and a sustained downward trend in NO₂ concentrations.

Monitoring and Trends

CW&C operates a network of 12 continuous air quality monitoring stations, with six located within the borough and six in neighbouring areas. These stations provide real-time data and support long-term air quality assessments.

Key findings from the 2024 Air Quality Annual Status Report include:

- NO₂ Levels: There has been a consistent downward trend in NO₂ concentrations across the borough. No exceedances of the annual mean NO₂ objective were recorded at any monitoring site within the Chester City Centre AQMA in 2023.
- PM₁₀ Levels: Concentrations of particulate matter (PM₁₀) have remained largely static over the past five years.

- **PM_{2.5} Considerations:** Although there are currently no statutory local authority targets for PM_{2.5} under the Local Air Quality Management (LAQM) framework, the government expects local authorities to take proactive measures to reduce emissions from sources within their control.
- **SO₂ Trends:** Due to the episodic nature of SO₂ exceedances, which are linked to industrial activity, no significant long-term trend has been identified.

CW&C remains committed to improving air quality and continues to monitor and assess pollutant levels in line with national guidance and local priorities.

4.3 Key trends and future evolution of the baseline

Climate projections have been obtained for UKCP18 to outline what the future climate may look like in North West England. The temperature and precipitation projections for the late 21st century¹⁰ (2080-2099) are presented in Table 4.7 for the high emissions scenario (Representative Concentration Pathway 8.5 (RCP8.5)) under the 50th percentile¹¹. The baseline period 1981-2000 was selected and seasonal averages are presented to include summer (June, July, August) and winter (December, January, February) months.

Table 4.8: UKCP18 temperature and precipitation projections for North West England (2090s, RCP8.5, 1981-2000)

Parameter	Winter	Summer
Mean temperature change	3.1°C	4.8°C
Maximum temperature change	3.0°C	5.3°C
Minimum temperature change	3.3°C	4.4°C
Mean precipitation change	+26.6%	-32.7%

Source: Met Office UKCP18

Temperatures are projected to increase by the 2090s, with higher increases projected for summer months. Mean temperatures are projected to increase by 3.1°C in winter months and by 4.8°C in summer months from 3.7°C and 14.2°C respectively. Maximum temperatures are projected to increase by 3.0°C and 5.3°C (from 6.3°C and 18.2°C) for summer and winter months respectively. For winter, minimum temperatures are projected to increase by 3.3°C from 1°C and by 4.4°C from 10.3°C in summer months. Temperature increases can cause effects such as changes to growing seasons, species migration and conditions for pests and diseases. Higher maximum temperatures can cause effects associated with heatwaves such as human health implications, greater demand for water and effects on the transport network from infrastructure buckling, rutting and melting, potential heat stress for transport users, effects on new landscaping associated with transport projects, and potential earthworks stability issues from dry soils.

The precipitation projections indicate more significant seasonal differences where winter precipitation is projected to increase whereas decreases are projected for summer. Mean precipitation is projected to increase by 26.6% from 11.9mm in winter months and decrease by 32.7% from 8.6mm during summer months. More precipitation during winter may lead to flooding events affecting transport infrastructure. Less precipitation during the summer may lead to drought conditions.

¹⁰ The 2090s have been selected at this stage as it is assumed that the transport assets design life will cover this period.

¹¹ The UKCP18 projections are probabilistic. The central estimate, representing 'as likely as not' probability of change (50th percentile), has been selected.

Evidence of changes to daily extreme precipitation are beginning to emerge¹², however, with it is projected that there will be an increase in the intensity and frequency of extreme rainfall occurring throughout the year. In summer months, despite there being an overall projected decrease in precipitation, more intense rainfall events may occur more frequently as summer storms.

Overall, the climate projections identified for North West England are in line with those identified for the rest of the UK where we are projected to see hotter, drier summers and warmer, wetter winters. These changes in seasonal averages will also likely be punctuated by more extreme events such as heatwaves, droughts and extreme precipitation. Climate change has the potential to reduce the capacity and efficiency of some existing infrastructure¹³ (including highways, and railways), this may include:

- Railway tracks buckling and road tarmac rutting and melting during hot weather.
- Reduced capability from mechanical and electrical systems which are sensitive to temperature changes.
- Passengers using public transport experiencing heat stress.
- During periods of drought, increased risk of subsidence affecting infrastructure foundations.
- During periods of extreme precipitation, the urban drainage capacity may exceed capacity resulting in urban flooding affecting transport infrastructure.

The updated energy and emissions projections 2021 to 2040¹⁴, estimate that under energy and emissions projections (EEP) ready policies, emissions are projected to fall by 18% between 2020 and 2040. The UK met the first and second carbon budgets with headroom of 36 and 384 MtCO₂e respectively. Under the reference scenario, it is projected that the UK will meet the third carbon budget with headroom of around 352 MtCO₂e and the fourth carbon budget with headroom of around 20 MtCO₂e. However, shortfalls against the fifth and sixth carbon budgets of 73 and 976 MtCO₂e respectively are predicted.

Transport policies now include greater ambition on the uptake of electric vehicles. For EEP 2021-2040, the savings predicted to be attribute to road vehicle policies are 10 MtCO₂e higher in the fourth and 39 MtCO₂e higher in the fifth carbon budget period than in the Net Zero Strategy baseline. Savings are 54 MtCO₂e greater in the sixth carbon budget period. The main driver is an increased forecast of electric vehicle uptake. This is driven by statistics which show consumers opting for battery electric and plug-in hybrid cars, and lower battery cost projections which make battery electric vehicles more attractive for consumers.¹³

Using the data from Transport for the North, future emissions have been forecast under five different scenarios:

- Baseline Emissions (CW&C BAU)
- Accelerated EV uptake (UE-ZEV)
- Local authority adjusted EV uptake (UE-ZEV-LA)
- Net Zero Strategy Delivery Pathway (NZS)
- Committee on Climate Change Pathway (CCC).

¹² CCC (2021). CCRA3 – Regional Summary for England.

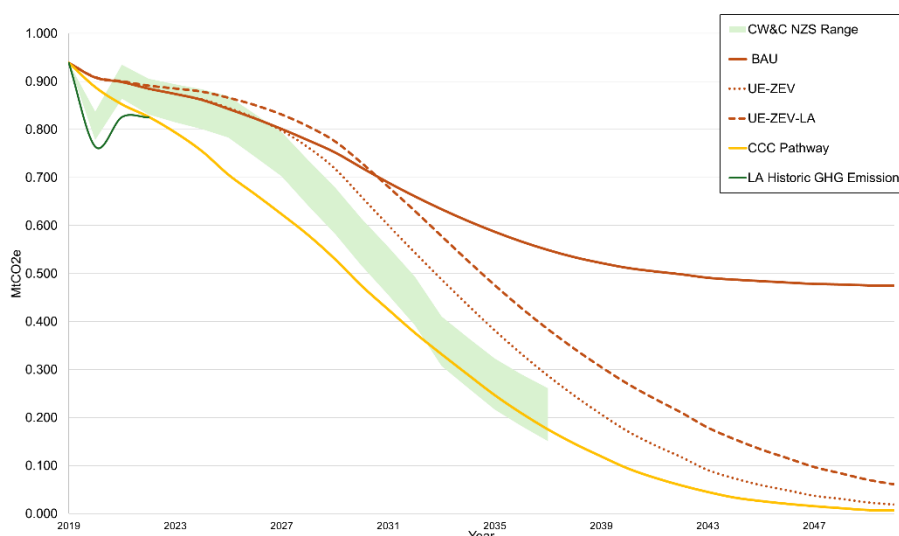
¹³ UKRI (2015) – Infrastructure Climate Change Impacts. [091221-NERC-LWEC-InfrastructureClimateChangeImpacts-ReportCard2016.pdf](https://ukri.org/infrastructureclimatechangeimpacts-reportcard2016.pdf) (ukri.org)

¹⁴ Department for Business, Energy and Industrial Strategy (October 2022) Updated energy and emissions projections 2021 to 2040. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1111625/updated-energy-and-emissions-projections-2021-2040.pdf

The variations between the scenarios are largely due to different levels of electric vehicle uptake. Forecasted rates of decarbonisation under these five scenarios are shown in Figure 4.8, along with the historic transport emissions estimate for CW&C.

Figure 4.8 indicates that in the year 2045 significant residual emissions remain, from 0.134MtCO₂e in the UE-ZEV scenario, up to 0.484 MtCO₂e in the BAU scenario. This suggests significant efforts in the future are required to reduce emissions further than the projections indicate at this time.

Figure 4.8: Transport decarbonisation forecasts



Source: CW&C Transport Decarbonisation Tool, 2024

A major cause of air quality problems are the emissions of nitrogen oxides and particulate matter from vehicle exhausts. Serious health problems such as respiratory, cardiovascular illness and even premature death can also be associated with air pollution.

New development, economic growth and tourism may lead to increased car journeys and congestion within the area leading to localised air quality effects. Public transport improvements, electrification of railways, national air quality targets, emissions standards for new vehicles, and a shift to electric vehicles should contribute to reducing future air quality impacts from motor vehicles. In addition, there is an increased trend in remote working following the Covid-19 pandemic, and this is likely to continue which would result in a decrease in traffic movements, and a benefit to air quality.

4.4 Evidence gaps and proposed work

The QCR tool produced by TfN is a beta-version dashboard and is awaiting the publication of DfT's QCR technical guidance for consultation. Therefore, the QCR dashboard is under development and updates following advice from users and will accommodate the final QCR guidance once published.

4.5 Key sustainability issues and opportunities

The key sustainability issues relating to climate change and air quality at a strategic planning level are:

- The climate projections identified for North West England are hotter, drier summers, and warmer, wetter winters. These changes in seasonal averages will also likely be punctuated by more extreme events such as heatwaves, droughts and extreme precipitation. LTP4 policies and projects will need to take these future climate changes into account to ensure the transport network is resilient.
- Transport is the second highest emitter of carbon emissions in the Borough and the majority of these transport related emissions are from road transport.
- Difficulties improving accessibility to services and facilities, in particular within the rural areas resulting in a reliance on individual car use and increased GHG emissions.
- High levels of Nitrogen Dioxide in one Air Quality Management Areas and high levels of Sulphur Dioxide in one Air Quality Management Area in the borough. New development could contribute to or be affected by poor air quality. Poor air quality can have a significant impact on people's health, such as increasing incidences of respiratory illness.

The key sustainability opportunities relating to climate change and air quality at a strategic planning level are:

- Transport has a key role to play in helping to meet the UK carbon budgets and the CW&C carbon neutral commitments
- Transport has a key role to play in helping to meet National and local air quality targets, supporting the UK Government's international commitments.
- Homeworking increased significantly in borough due to COVID. This may reduce over time, but there is an opportunity to continue and expand levels of homeworking to continue to reduce travel and therefore reduce carbon emissions.
- There are opportunities to reduce the carbon impact of new infrastructure, both in terms of embodied carbon (the carbon emitted during production of the concrete, steel, timber etc that are used to construct infrastructure) and carbon emitted from the operation of the infrastructure (lighting, and technology).
- There are opportunities for urban greening and tree planting as carbon sinks and to reduce heat island issues. The Mersey Forest Plan sets out an ambition to increase woodland cover from 8 percent to 20 percent across the Mersey Forest area over a 25-year period and woodlands store an average of 5.5 tonnes of carbon dioxide per hectare per year.
- Green infrastructure could also be supported and can help to reduce air temperatures, improve air quality and to slow and contain run-off from heavy rainfall.
- Transport development should incorporate trees and green infrastructure where possible as carbon sinks and to reduce heat island issues.
- There should be greater provisions to encourage the use of public transport and sustainable modes of transport (walking and cycling) to reduce emissions within the borough and reliance on the private car.
- Greater coverage of electric vehicle infrastructure including charging to encourage uptake of electric vehicles.

Ecological receptors, including the potential implications of climate change and air pollution on these receptors, is discussed in further detail within Section 4.5.

4.6 ISA scope and influence on the LTP4

The topics of climate change, carbon and air quality are scoped into the ISA as they are key for transport and therefore the LTP4. Energy in terms of new energy generation and infrastructure and energy related to new buildings has been scoped out as it is not relevant for the LTP4 and is covered under the Local Plan.

The main ways in which the LTP4 could influence climate, carbon and air quality are:

- Influencing behavioural change and levels of sustainable transport through provision of reliable, safe and attractive public transport, walking and cycling that are well connected to services and facilities
- Encouraging electric vehicle uptake through greater provision of charging points and infrastructure
- Inclusion of smart design policies for new transport infrastructure focussing on carbon reduction and climate resilience
- Inclusion of policies to promote green infrastructure and habitat creation as part of transport infrastructure
- Contribute to reducing transport-related emissions to support local and national air quality targets.

4.7 ISA framework

The proposed ISA framework for climate, carbon and air quality is presented in Table 4.8. Climate and air quality in relation to ecological receptors is discussed in further detail within Section 5.7.

Table 4.9: ISA framework for climate, carbon and air quality

ISA Objective	Appraisal Criteria	Indicators
Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	Is it vulnerable to extreme weather events?	Number of major transport network disruptions caused by extreme weather events
	Is it vulnerable to flooding associated with climate change?	Has outcomes of CCRA been integrated into project planning Number of major transport network disruptions due to extreme flooding
Reduce the emission of greenhouse gasses, in particular CO ₂	Will it affect carbon or other GHG emissions?	Yearly transport related emissions across the Borough
	Will it increase electric vehicle uptake?	Number of electric vehicles registered annually in the Borough Number of electric vehicle charging points per population
	Will it encourage sustainable forms of transport?	Modal share by transport mode
Protect air quality where it is of a high standard and to improve it elsewhere	Will it reduce the number of people, particularly the vulnerable, exposed to particulates and nitrogen dioxide concentrations, helping to achieve national and international standards for air quality?	Annual average background nitrogen dioxide concentration in AQMAs (ug/m ³)
		Number of AQMAs
		Number of tonnes of NO _x emitted annually from road transport Number of tonnes of PM emitted annually from road transport
	Will it encourage a shift to more sustainable modes of transport?	Patronage levels by transport mode

4.8 LTP4 Core Strategy Assessment

Table 4.9 displays the assessment results of the seven core policies (CPs) against the ISA objectives within the Climate Change and Air Quality theme.

Table 4.10: Policy Assessment Summary - Climate Change and Air Quality

Theme	ISA Objective	CP1	CP2	CP3	CP4	CP5	CP6	CP7
-------	---------------	-----	-----	-----	-----	-----	-----	-----

Climate Change and Air Quality	Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	+	+	+	+	+++	+	+
	Reduce the emission of greenhouse gasses, in particular CO ₂	++	++	++	+	+++	+	++
	Protect air quality where it is of a high standard and to improve it elsewhere	++	+	+	+	+++	+	+

4.8.1 Summary

Objective 1: Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards

CP5 concludes major positive effects in this objective due to its focus on managing investment into highway networks to maximise the use of existing assets and improving their resilience to climate change. By upgrading existing infrastructure to support sustainable modes of transport (e.g., public transport, cycling, walking), the policy promotes a reduction in greenhouse gas emissions, which can help reduce climate change effects. Additionally, limiting new road building and focusing on sustainable transport options can reduce overall traffic volumes, potentially lowering the risk of flooding caused by increased surface runoff from extensive road networks

Objective 2: Reduce the emission of greenhouse gasses, in particular CO₂

CP5 concludes provide major positive effects in this objective as the policy actively works to reduce new road building and maximise the use of existing assets, and by extension, reducing the need for additional infrastructure and associated carbon, and improving asset resilience to climate change. The policy allows for small-scale changes to tackle road danger hotspots, which can improve traffic flow and reduce emissions from idling and congestion. New road projects are only supported if they are necessary for climate adaptation or provide access to sustainable development sites. This ensures that any new infrastructure aligns with broader sustainability goals, potentially reducing emissions.

CP6 concludes a minor positive effect on this objective. The promotion of partnerships and working closely with stakeholders including local communities will likely educate and empower local people to support sustainable travel and may cause a model shift and reduce emissions, thus improving air quality.

CP4 concludes provide minor positive effects on this objective. The creation of multimodal hubs can encourage the use of public transport and active travel modes (e.g., walking and cycling), thus reducing reliance on private vehicles and lowering CO₂ emissions. In addition, efficient coordination of bus and rail timetables can optimise the use of public transport, reducing the need for private car journeys and decreasing overall CO₂ emissions. The policy promotes the principles of multi-modal hubs rather than their actual development. However, development resulting from this policy could have short-term minor negative effects during construction as the use of diesel-powered machinery and vehicles during construction can emit significant amounts of CO₂ and other greenhouse gases. Furthermore, the production and transportation of construction materials, such as concrete and steel, are energy-intensive processes that generate substantial CO₂ emissions. Effects can be mitigated by use of low-emission or electric-powered machinery and vehicles to reduce CO₂ emissions.

Objective 3: Protect air quality where it is of a high standard and to improve it elsewhere

CP5 concludes provide major positive effects in this objective as the policy emphasises sustainable transport modes and limits new road capacity, resulting in a significant reduction in vehicle emissions, thus improving air quality. The CP also allows for small-scale changes to tackle road danger hotspots, which can improve traffic flow and reduce emissions from idling

and congestion. Additionally, this CP encourages lower-emission travel options by promoting public transport, cycling, and walking, which will result in reduced use of emitting vehicles and improve local air quality.

CP1 concludes provide moderate positive effects in this objective as it endeavours to provide a more sustainable transport system to enable a stronger, thriving future, and is defined by reduced reliance on single-occupancy cars, and significantly increased numbers of public transport, walking, wheeling and cycling trips. Focusing on increasing non-motorised transport modes will reduce the need of motorised vehicles which will likely lead to a minor positive effect on the local air quality by reducing the volume of exhaust emissions.

CP4 concludes minor positive effects on this objective. By creating multimodal hubs, the need for extensive road networks, which contribute to air pollution, can be reduced. These hubs can be designed to facilitate the use of cleaner transport modes, such as bicycles, thereby improving air quality. In addition, efficient coordination of bus and rail timetables can optimise the use of public transport, reducing the number of private car journeys and lowering emissions. The policy promotes the principles of multi-model hubs rather than their actual development. However, development resulting from this policy could have short term negative effects on air quality during construction due to increased dust particulates and increased nitrogen dioxide (NO₂). Effects may be mitigated by implementing best practices for material storage and handling to minimise the release pollutants.

Climate Change and Air Quality

Overall, the CPs scored positively for contributing to the Climate Change and Air Quality objectives. A key aim of the Core Strategy is to help tackle the climate emergency, ensure the transport network is able to cope with a changing environment due to climate change, and support the Council's net zero carbon transport system by 2045 ambition. The CPs focus on sustainable growth and development with an emphasis on the uptake of non-motorised vehicles and more efficient and accessible public and active transportation, and where possible, an emphasis on maintaining current assets before constructing new infrastructure.

5 Biodiversity, Flora and Fauna

5.1 Policy Context

A full review of the plans and programmes relevant to the LTP4 is presented in Appendix A structured by topic and the relevant plans for Biodiversity, Fauna and Flora are bulleted in the box below. This section pulls out a few of the key plans and explains what they are, key objectives and themes and implications for the ISA and LTP4.

Plans and Programmes reviewed:

- Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)
- Bonn Convention on the Conservation of Migratory Species of Wild Animals (1983)
- Convention on Biological Diversity (1992)
- Convention on Biological Diversity, Rio de Janeiro (1992)
- Ramsar Convention – The Convention on Wetlands of International Importance (1971)
- Our life insurance, our natural capital: an EU biodiversity strategy to 2020 (2011)
- Fresh Water Fish Directive (2006/44/EC)
- EC Conservation of Wild Birds Directive (2009/147/EC)
- Directive on the Conservation of Natural Habitats and of Wild Flora and Fauna (92/43/EEC)
- The Environment Act 2021
- The Wildlife and Countryside Act 1981 (as amended)
- National Planning Policy Framework (NPPF) (2021)
- Climate Change and Biodiversity Adaptation: the Role of the Spatial Planning System (2009)
- Making Space for Nature – A review of England's Wildlife Sites and Ecological Network (2010)
- Biodiversity 2020: A strategy for England's wildlife and ecosystem services, Defra (2011)
- The Conservation of Habitats and Species Regulations (2017)
- The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations (2019)
- Delivering a healthy natural environment. Ecosystem approach action plan, Defra (2010)
- The Invasive Alien Species (Enforcement and Permitting) Order (2019)
- The Great Britain Invasive Non-Native Species Strategy, Defra (2015)
- A narrative for conserving freshwater and wetland habitats in England, Natural England (2016)
- Conservation 21 – Natural England's Conservation Strategy for the 21st Century, Natural England (2016)
- State of Natural Capital Annual Report 2020, Natural Capital Committee (2020)
- Natural Environment and Rural Communities Act (2006)
- The Invasive Non-native Species Framework Strategy, DEFRA (2008)
- UK 25 Year Environment Plan
- UK Post-2010 Biodiversity Framework (2012)
- Protection of Badgers Act (1992)
- The Countryside and Rights of Way (CROW) Act (2000)
- Standing Advice on Protected Species, Natural England (2016)

- Site Improvement Plans for Natura 2000 Sites, Natural England
- Cheshire Region: Biodiversity Action Plan, Cheshire Wildlife Trust

Biodiversity is the variety and variability of the natural environment and is a crucial part of all ecosystems. Cheshire West and Chester contains a wide range of ecosystems; from the relatively undisturbed, to intensively managed landscapes. Given the prevalence of managed ecosystems across the borough and the pressures on them, it is critical that the value of biodiversity is recognised, managed, protected and enhanced.

The Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979) aims are to conserve wild flora and fauna and their natural habitats and to promote European cooperation. Particular importance is placed on the need to protect endangered natural habitats and endangered vulnerable species, including migratory species.

The Convention on Biological Diversity (1992) has three main aims which are to conserve biological diversity; to ensure the sustainable use of the components of biological diversity; and the fair and equitable sharing of the benefits arising out of the utilisation of genetic resources.

The Ramsar Convention – The Convention on Wetlands of International Importance (1971) provides the framework for national action and international cooperation for the conservation and wise use of wetlands and their resources. The aim is 'the conservation and wise use of all wetlands through local and national actions and international cooperation, as a contribution towards achieving sustainable development throughout the world'. The Convention uses a broad definition of the types of wetlands covered, including lakes and rivers, swamps and marshes, wet grasslands and peatlands, oases, estuaries, deltas and tidal flats, near-shore marine areas, mangroves and coral reefs, and human-made sites such as fishponds, rice paddies, reservoirs, and salt pans.

The EC Conservation of Wild Birds Directive (2009/147/EC) ensures far-reaching protection for all of Europe's wild birds, identifying 194 species and sub-species among them as particularly threatened and in need of special conservation measures. There are a number of components to this scheme: Member States are required to designate Special Protection Areas (SPAs) for 194 particularly threatened species and all migratory bird species. SPAs are scientifically identified areas critical for the survival of the targeted species, such as wetlands. They are part of the Natura 2000 ecological network set up under the Habitats Directive 92/43/EEC; a second component bans activity that directly threatens birds, such as the deliberate killing or capture of birds, the destruction of their nests and taking of their eggs, and associated activities such as trading in live or dead birds (with a few exceptions); a third component establishes rules that limit the number of bird species that can be hunted (82 species and subspecies) and the periods during which they can be hunted. It also defines hunting methods which are permitted (e.g. non-selective hunting is banned). It should be noted that since leaving the EU, European sites (Natura 2000 sites) are now referred to as Habitats Sites under the UK National Sites Network.

The Directive on the Conservation of Natural Habitats and of Wild Flora and Fauna (92/43/EEC) – the main aim of the Habitats Directive is to promote the maintenance of biodiversity, taking account of economic, social, cultural and regional requirements. While the Directive makes a contribution to the general objective of sustainable development; it ensures the conservation of a wide range of rare, threatened or endemic species, including around 450 animals and 500 plants. Some 200 rare and characteristic habitat types are also targeted for conservation in their own right. The Directive provides for a ban on the downgrading of breeding and resting places for certain strictly protected animal species. Exceptions to the strict protection rules can be granted under very specific conditions. The Habitats Directive also establishes the EU wide Natura 2000 ecological network of protected areas. For these areas it provides a high level of

safeguards against potentially damaging developments. Together with the Birds Directive, the Habitats Directive forms the backbone of EU nature protection legislation.

The Environment Act became law in 2021 and acts as the UK's new framework of environmental protection. Legally binding environmental targets are a key commitment in the Environment Act 2021 and will help deliver the government's vision of leaving the environment in a better state than it was found and will drive forward ambitious environmental improvements by successive governments that protect and enhance our natural world. The Act requires the UK government to set at least one long-term target in each of the following areas: air quality; water; biodiversity; and resource efficiency and waste reduction. It also requires targets to be set for fine particulate matter (PM_{2.5}) and species abundance (i.e., six categories of environmental targets in total). Defra is proposing targets in these six categories that will deliver environmental outcomes in the areas where there are some of the greatest problems. This is why the environmental targets go beyond the legal minimum that Defra is required to set, with requirements to:

- Halt the decline in species populations by 2030, and then increase populations by at least 10% to exceed current levels by 2042.
- Restore water bodies to their natural state by bringing harmful pollution from sewers and abandoned mines and improving water usage in households.
- Delivering net zero ambitions and boost nature recovery by increasing tree and woodland cover to 16.5% of total land area in England by 2050.
- Halve the waste per person that is sent to residual treatment by 2042.
- Cut exposure to the most harmful air pollutant to human health – PM_{2.5}.
- Restore 70% of designated features in our Marine Protected Areas to a favourable condition by 2042, with the rest in a recovering condition.

In addition, there are targets to restore and create 500,000ha of wildlife rich habitat by 2030¹⁵.

The UK Government's 25 Year Environment Plan sets out goals for improving the environment, within a generation, and leaving it in a better state than it is found:

- Clean air
- Clean and plentiful water
- Thriving plants and wildlife
- A reduced risk of harm from environmental hazards such as flooding and drought
- Using resources from nature more sustainably and efficiently
- Enhanced beauty, heritage and engagement with the natural environment.

The Environmental Improvement Plans 2023 is the first revision of the 25 Year Environment Plans and builds on the vision to set out how the environmental goals will be delivered.

The Wildlife and Countryside Act (1981) is the main Act which protects animals, plants and habitats in the UK. It implements the Bern Convention and the Birds Directive and contains details of European and national designated sites, protection for designated species.

The National Planning Policy Framework (NPPF) (2021) Section 15 outlines the need to conserve and enhance the natural environment, by 'minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Paragraph 179 in the NPPF highlights how plans should enhance biodiversity, by 'mapping wildlife-rich habitats and wider ecological networks'

¹⁵ New Legally Binding Environment Targets Set Out, Defra, 2022. Available at:
<https://www.gov.uk/government/news/new-legally-binding-environment-targets-set-out>

and 'promoting the conservation, restoration and enhancement of priority habitats' in order to secure measurable net gains for biodiversity.

Climate Change and Biodiversity Adaptation: the Role of the Spatial Planning System (2009) identifies the role in which the planning system could play in assisting biodiversity adaptation to climate change.

The Biodiversity 2020: A strategy for England's wildlife and ecosystem services, Defra (2011) builds on the Natural Environment White Paper and sets out how the UK is implementing the international and EU commitments. The mission for this strategy is as follows: 'to halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people'.

The Conservation of Habitats and Species Regulations (2017) consolidates the 2010 Regulations with subsequent amendments and transposes The Habitats Directive (92/43/EEC) into UK law. The Regulations also transpose parts of the Conservation of Wild Birds Directive in England and Wales. They provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites. It should be noted that since leaving the EU, European sites are now referred to as Habitats Sites under the UK National Sites Network.

The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations (2019) provides changes to those parts of the 2017 conservation of habitats and species regulations which would no longer work since the UK left the EU.

The Natural Environment and Rural Communities Act (2006) requires local authorities to conserve biodiversity and places a responsibility on them to produce biodiversity lists of important species and habitats for the purpose of conserving biodiversity.

The Countryside and Rights of Way (CROW) Act (2000) has the intention to give greater freedom for people to explore open countryside and contains provisions to introduce a new statutory right of access for open-air recreation to mountain, moor, heath, down and registered common land. It also includes a power to extend the right to coastal land by order and enables landowners voluntarily to dedicate irrevocably any land to public access.

5.2 Baseline information

The CW&C borough contains several Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), which form part of the UK National Sites Network (NSN). SPAs are protected areas for birds in the UK and SACs are protected areas for natural habitats and certain species of interest. Wetlands of international importance, also known as Ramsar Sites are not part of the NSN but often overlap with these areas and are protected in their own right. These are illustrated in Figure 5.1 which includes:

- Three Ramsar sites that are fully or partially within the CW&C borough including Dee Estuary, Mersey Estuary and Midland Meres and Mosses Phase 1 and Phase 2.
- Two SPAs and four SACs that are fully or partially within the CW&C borough including:
 - Dee Estuary SPA and SAC
 - Mersey Estuary SPA
 - River Dee and Bala Lake SAC
 - Oak Mere SAC
 - West Midlands Mosses SAC

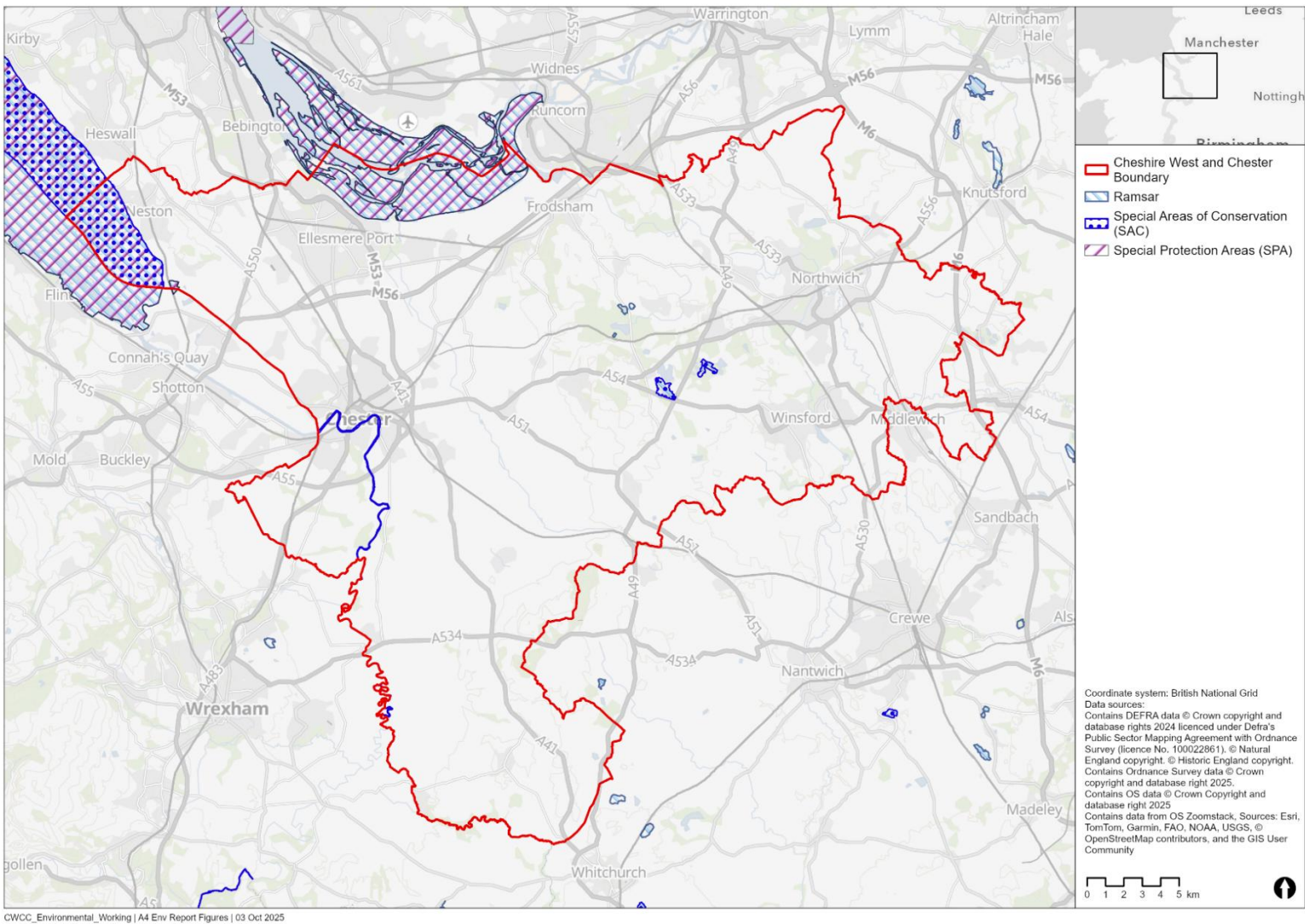
Some of the sites include terrestrial and marine elements and are designated for a variety of habitats and species for example the Dee Estuary supports extensive areas of intertidal sand,

mudflats and saltmarsh and is of major importance for waterbirds; Oak Mere SAC is a shallow lake unique because of its unusual water chemistry which gives rise to an outstanding assemblage of aquatic plants.

The following sites fall within a 15km buffer of the borough boundary:

- Rostherne Mere (Ramsar)
- Mersey Narrow and North Wirral Foreshore (Ramsar and SPA)
- Brown Moss (SAC)
- Fenn's, Whixhall, Bettisfield, Wem and Cadney Mosses (SAC)
- Manchester Mosses (SAC)
- Rixton Clay Pits (SAC)
- Liverpool Bay (SPA)

Figure 5.1: Habitats sites



Source: Mott MacDonald (2025)

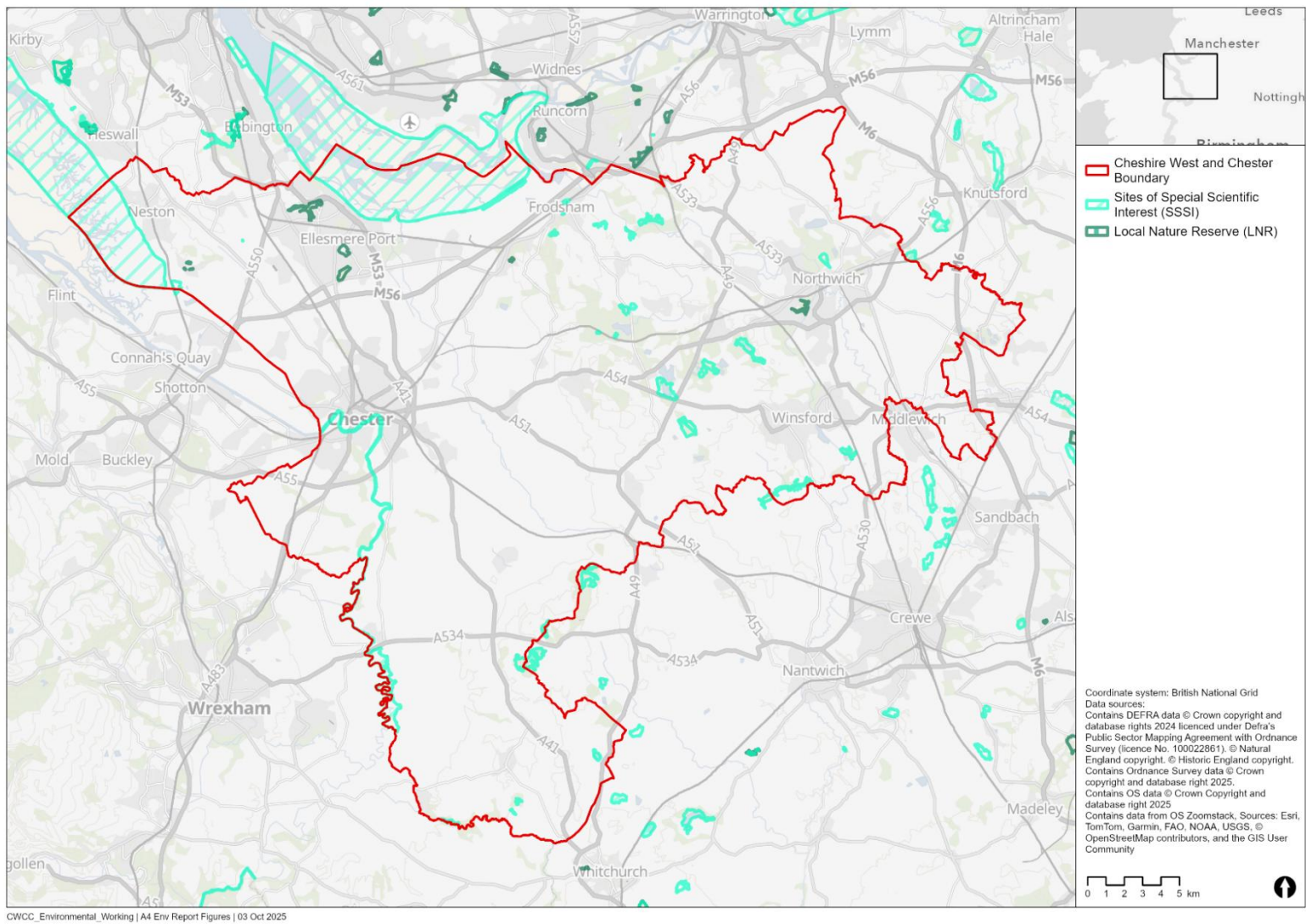
CW&C also contains numerous national and local designated wildlife sites (see Figure 5.2) including:

- 28 Sites of Special Scientific Interest (SSSIs) - The condition of the 28 Special Sites of Scientific Interest (SSSI) are as follows: Favourable at 70.6%, Unfavourable Recovering at 26.7%; Unfavourable declining at 0.4%; and Unfavourable no change at 2.4%.
- 6 Local Nature Reserves (LNRs)
- 39 Areas of Nature Conservation Value
- 4 Strategic Wildlife Sites
- 443 Local Wildlife Sites (LWSs)¹⁶

The borough also contains 15 Sites (344.79 ha) managed by Cheshire Wildlife Trust; 3 sites (76 ha) managed by the National Trust; 15 sites (170 ha) managed by the Woodland Trust; and 3 Sites managed by the RSPB (not all land area within the borough).

¹⁶ CW&C (undated) Local Plan SA Scoping Report

Figure 5.2: National and local ecological sites



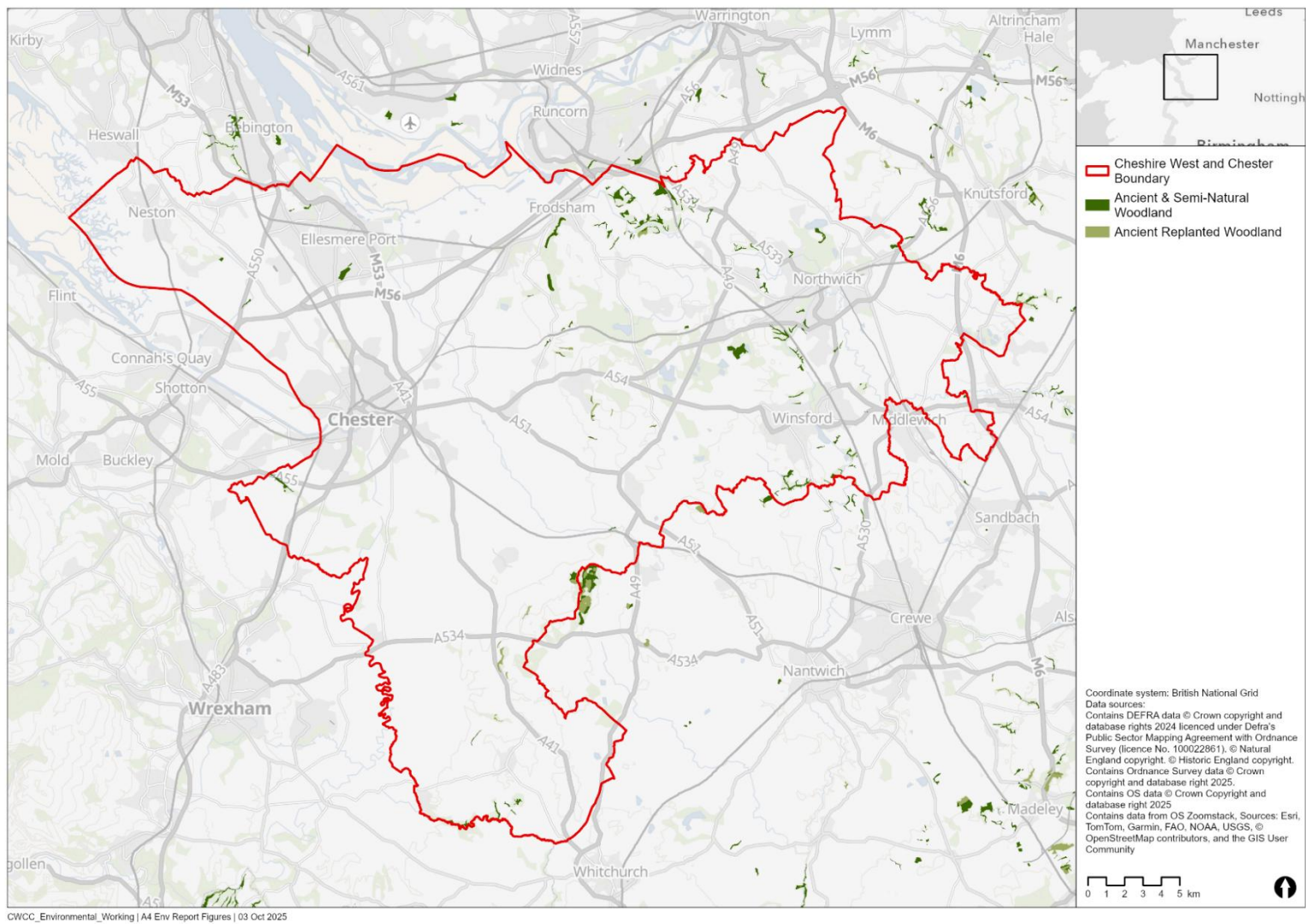
Source: Mott MacDonald (2025)

These sites need to be carefully considered throughout the planning and development of any new transport infrastructure in order to ensure the wildlife is protected across the borough and biodiversity encouraged.

CW&C borough has a mix of different landscapes that supports a fragile and vulnerable wealth of different types of wildlife habitats including priority habitat for example: lowland heath, peatland, grassland, rivers and estuaries, glacial meres, ponds, hedgerows, historic and notable trees and artificial habitats.

Ancient woodland is classified as irreplaceable habitat. Ancient woodland including Ancient and Semi-Natural Woodland, and Ancient Replanted Woodland make up 0.69% of the total land area of the CW&C borough (see Figure 5.3) and are predominantly located around Frodsham and towards the edge of the borough around Beeston. Total woodland over across the borough is 6159ha.

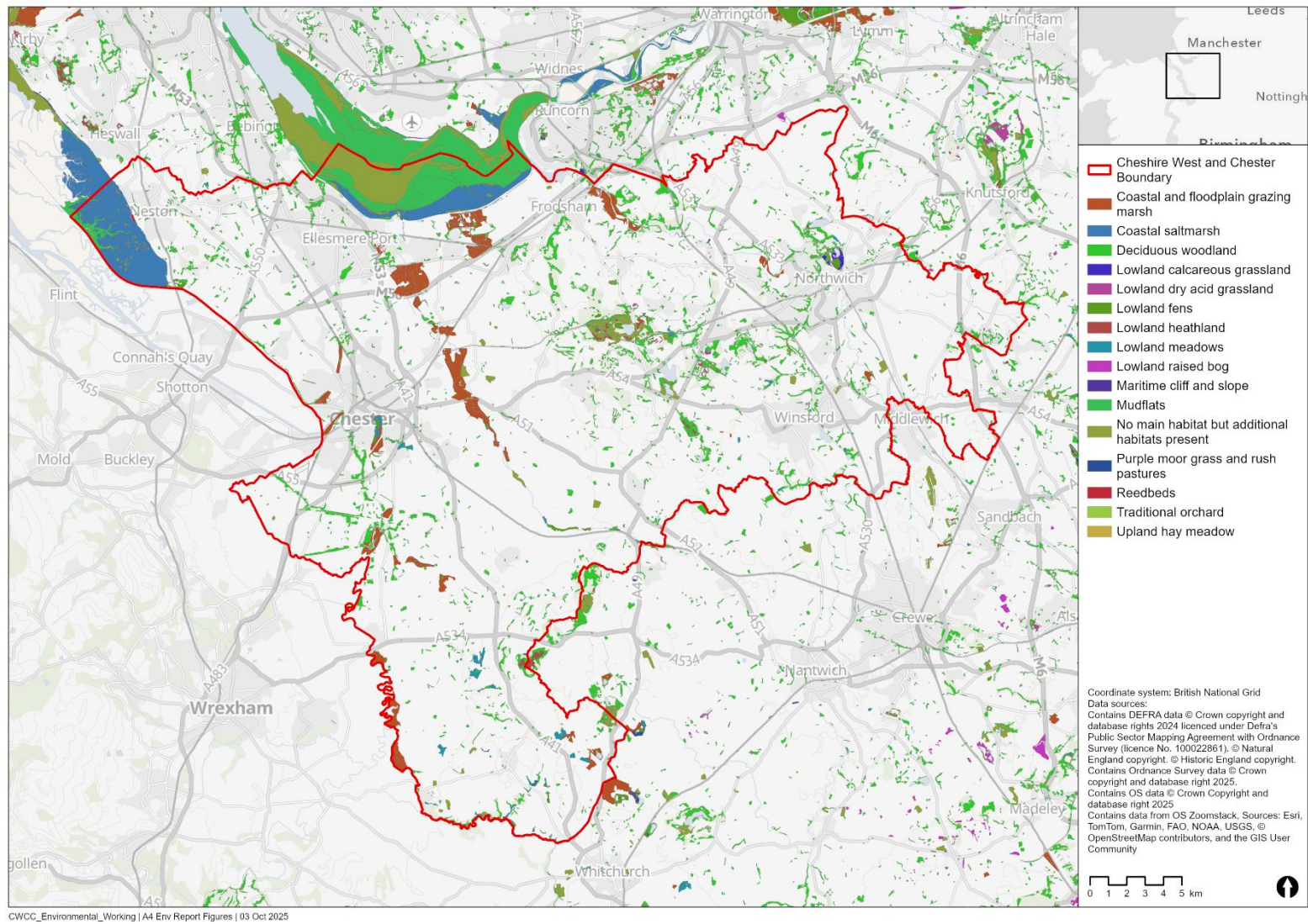
Figure 5.3: Ancient woodland



Source: Mott MacDonald (2025)

Priority habitats are those which have been deemed to be of principal importance for the purpose of conserving nature and are listed in the UK Biodiversity Action Plan. Priority habitats make up 11% of the total land area of the CW&C borough (see Figure 5.4).

Figure 5.4: Priority habitat



Source: Mott MacDonald (2025)

Table 5.1 presents the different types of priority habitat present across the CW&C borough by percentage. Priority habitat and other habitats and landscape features contribute to the natural capital stocks in the borough which provide ecosystem services such as climate regulation, hazard management and water purification.

Table 5.1: Priority habitat breakdown across CW&C

Habitat type	Distribution
Coastal and floodplain grazing marsh	13.54%
Coastal saltmarsh	18.46%
Deciduous woodland	33.63%
Good quality semi-improved grassland	2.02%
Lowland calcareous grassland	0.53%
Lowland dry acid grassland	0.03%
Lowland fens	1.11%
Lowland heathland	0.66%
Lowland meadows	1.78%
Lowland raised bog	0.09%
Mudflats	13.00%
No main habitat but additional habitats present	14.22%
Purple moor grass and rush pastures	0.08%
Reedbeds	0.15%
Traditional orchard	0.70%
Total	100.00%

Source: Mott MacDonald (2023)

There are currently two nutrient neutrality sites in the borough, Abbots Moss SSSI (a component site of West Midlands Mosses SAC) and Oak Mere SAC. Planning proposals within these sites must prove that development will not be actively increasing the levels of nutrients – mainly phosphorous and nitrogen.

CW&C in partnership with Chester Zoo, Canal and River Trust, Sustrans, the Land Trust and Cheshire West Communities Together, are working together on an ambitious 10-mile nature recovery corridor aiming to protect declining species and habitats in Cheshire. Over the 12 months since funding was awarded new wildflower meadows, native orchards, hedgerows, ponds and wetlands have been established, and the rare Nathusius' pipistrelle bat is among species recorded in the area for the first time.¹⁷

Development pressure, climate change and pollution can have effects on these international, national and local wildlife sites and their qualifying features. Transport has a key role to play in ensuring these sites are protected to support nature recovery.

Biodiversity Net Gain (BNG) requirements are now mandatory for projects seeking planning permission (and for Nationally Significant Infrastructure Projects (NSIP) from 2026).

¹⁷ Cheshire and Warrington Local Enterprise Partnership - [Nature Recovery Corridor: Conservationists transforming local landscape to boost wildlife in Cheshire - Cheshire and Warrington](#)

Development projects will need to demonstrate a minimum 10% BNG. At the LTP level, it is best practice to set out a commitment and strategy to achieving BNG, to demonstrate the LTP4 can be delivered to meet net gain.

The Cheshire and Warrington Local Nature Recovery Strategy (LNRS) consultation has been developed to identify and protect land for nature recovery and increase protection for local wildlife sites, priority habitats and peatlands in order to deliver nature recovery. This strategy aims to mainstream nature's recovery into all decisions and activities so that nature, people and businesses thrive (for further details see Section 5.3).

Functionally Linked Land (FLL) is a term often used to describe areas of land or sea occurring outside a designated site which is considered to be critical to, or necessary for, the ecological or behavioural functions in a relevant season of a qualifying feature for which a Special Areas of Conservation (SAC)/ Special Protection Area (SPA)/ Ramsar site has been designated. These habitats are frequently used by SPA species and support the functionality and integrity of the designated sites for these features¹⁸.

Bowland (2022)¹⁹ expands upon the recommendations made in the original FLL report by addressing some of the recommendations suggested in the original report. This includes collating evidence from existing bird records to create maps showing important supporting habitats around the Dee Estuary and improve understanding of which bird species are using these sites. It also includes the results from bird surveys carried out in 2022, to ensure the geographic spread of supporting habitats across the North West are maintained and enhanced to ensure the integrity of the SPA sites are protected in the long term.

5.3 Key trends and future evolution of the baseline

Habitats and species are likely to continue to be protected through UK legislation. However, there is a potential for increased development within the borough (including infrastructure and housing) to threaten existing habitats and species either directly (loss of habitat/presence of species) or indirectly (secondary noise, light and air pollution). Loss of habitats and biodiversity have the potential to fragment biodiversity networks which are expected to already be under threat from climate change through changes in distribution and abundance of species, and changes to the composition and character of habitats.

The State of Nature 2019²⁰ report underlines the continued decline of biodiversity resulting from intensification of land management and impacts of overfishing in marine ecosystems. However, new legislation such as the Environment Act 2021 is likely to continue the protection of biodiversity by providing a framework for a legally binding target of net gain within the planning system.

Locally, to address the potential threat to biodiversity, the Cheshire and Warrington sub-region will produce a document (Cheshire and Warrington Local Nature Recovery Strategies (LNRS)²¹) as introduced as part of the Environment Act 2021. The document will map areas of importance for nature recovery and support efforts to recover nature across the area and beyond. This will

¹⁸ Bowland Ecology, 2021. **Identification of Functionally Linked Land supporting SPA waterbirds in the North West of England**. NERC361. Natural England.

¹⁹ BOWLAND ECOLOGY, 2022. **Identification of Functionally Link Land in the North West of England – Phase 2**. NECR483. Natural England.

²⁰ State of Nature, State of Nature Partnership, 2019. Available online at: [State-of-Nature-2019-UK-full-report.pdf](https://nbn.org.uk/state-of-nature-2019-uk-full-report.pdf) (nbn.org.uk) (accessed August 2023)

²¹ Available at: <https://participatenow.cheshirewestandchester.gov.uk/cheshire-and-warrington-local-nature-recovery-strategy-consultation>

allow for the control of location for future development and influence the amount of biodiversity/green infrastructure required as part of a development.

5.4 Evidence gaps and proposed work

There are no significant evidence gaps relating to biodiversity. However, it could be argued that information about the extent and condition of wildlife habitats and protected species could be updated. In addition to this, further discussions with Natural England and other interested parties regarding nutrient neutrality should be undertaken, and further research may be required. Further understanding on implementation of Biodiversity Net Gain (BNG) and the LNRS may be required.

5.5 Key sustainability issues and opportunities

The key issues relating to biodiversity, flora and fauna at a strategic planning level are:

- Development including transport development within the borough could have an impact on wildlife and nature conservation through network fragmentation, habitat loss and increased pressure on vulnerable areas.
- There are few statutorily designated conservation sites. The balance of non-statutory conservation sites may be more vulnerable to development pressure and lack of management.
- The borough includes water sensitive designated sites and wetland-based habitats.
- Transport development near to the two nutrient neutrality sites, Abbotts Moss SSSI and Oak Mere SAC, may require the use of the Nutrient Neutrality methodology and associated tools for development which increase wastewater including surface run-off to enable decision-makers to assess, identify and implement mitigation on the ground, allowing new development to be approved with no net increase in nutrient loading.
- Designated sites and other biodiversity assets are likely to become more vulnerable to changes in air quality, and without protection and resilience to climate change, they will become degraded and lost. Impacts may affect the ability of the natural environment to adapt to climate change, including its ability to provide adaptation for people. Species may also find it difficult to move through habitat that has become increasingly fragmented as a result of climate change.

The key sustainability opportunities relating to biodiversity, flora and fauna at a strategic planning level are:

- Transport development should ensure that provision is made for enhancement, mitigation and protection. BNG requirements are mandatory for development projects, when projects seeking planning permission will need to demonstrate a minimum 10% BNG.
- Transport networks should be designed and managed to maximise ecological connectivity and reduce severance impacts. This may also provide resilience to vulnerable habitats and species. When designing transport infrastructure the Natural England, Green Infrastructure Framework²² should be adhered to.
- Transport proposals offer opportunities such as new habitats/connected habitats, e.g., railway embankments and highway verges. The green infrastructure associated with the transport network can play an important role in ecological connectivity contributing to wildlife corridors and stepping stones as referred to in paragraph 185 of the National Planning Policy Framework (NPPF).

²² Introduction to the Green Infrastructure Framework – Principles and Standards for England. Available at: [Green Infrastructure Home \(naturalengland.org.uk\)](https://naturalengland.org.uk/green-infrastructure-home)

- The emissions associated with global warming and other harmful emissions such as dust, ammonia, nitrous oxides, sulphur dioxides and volatile organic compounds all have the ability to cause adverse effects on ecology. Planning policies and decisions should prevent unacceptable risk to designated sites from air pollution.
- Supporting the Cheshire and Warrington Local Nature Recovery Strategies.

5.6 ISA Scope and Influence on the LTP4

The topic biodiversity, flora and fauna is scoped into the ISA as transport can have a significant impact on ecological features.

The main ways in which the LTP4 could influence biodiversity, flora and fauna are:

- Careful siting of new transport infrastructure to avoid habitat loss and fragmentation.
- Inclusion of policies to promote habitat creation and enhancement, ecological connectivity and BNG within transport projects.
- Encouraging modal shift away from private cars to reduce pollution.
- Implementing measures aimed at reducing impacts to mobile fauna species.
- Location-specific air quality policies or interventions will be considered in terms of traffic increase effects on nitrogen emissions and the resulting impacts on designated sites within 200m.

5.7 ISA framework

The proposed ISA framework for biodiversity, flora and fauna is presented in Table 5.2.

Table 5.2: ISA framework for biodiversity, flora and fauna

ISA Objective	Appraisal Criteria	Indicators
Protect and enhance the borough's biodiversity and wildlife habitats.	Will it affect designated or non-designated sites, irreplaceable habitats or assets, or areas of priority habitat?	Loss or gain/enhancement due to transport related projects (% or ha)
		Number of planning approvals that generated any adverse impacts on sites of acknowledged biodiversity importance
		Loss of irreplaceable habitats (% or ha)
		Number of transport intervention impacting on water sensitive sites and habitats
		Number of transport intervention resulting in a net increase in nutrient loading affecting Nutrient Neutrality sites.
	Will it provide opportunities for the enhancement and creation of habitats and to foster species conservation, diversity and resilience to climate change?	Percentage net gain in biodiversity due to transport interventions
		Area or length of green infrastructure developed
	Will it maintain, enhance or increase greening in rural and urban areas including tree cover and woodlands?	Scale of tree cover loss or creation from transport projects (number of trees or % cover)
		Scale (ha) of habitat creation and enhancement from transport projects
	Will it affect the ability of the natural environment to adapt to climate change effects?	Amount of habitat fragmentation associated with transport projects
		Area or length of habitats connected/habitat networks created through transport projects/policy
		Air pollutant concentration levels around designated sites

5.8 LTP4 Core Strategy Assessment

Table 5.3 displays the assessment results of the seven core policies against the ISA objectives within the Biodiversity, Flora, and Fauna theme.

Table 5.3: Policy Assessment Summary - Biodiversity, Flora, and Fauna

Theme	ISA Objective	CP1	CP2	CP3	CP4	CP5	CP6	CP7
Biodiversity, Flora and Fauna	Protect and enhance the borough's biodiversity and wildlife habitats.	+	+	+	+	++	0	+++

5.8.1 Summary

Objective 1: Protect and enhance the borough's biodiversity and wildlife habitats.

CP7 concludes major positive effects as the policy focuses on protecting landscapes, enhancing environmental quality, and using nature-based solutions. The policy's focus on biodiversity net gain ensures that new projects contribute positively to the environment. Nature-based solutions for climate resilience, such as green roofs and rain gardens, can provide habitats for various species and enhance urban biodiversity. In addition, a HRA stage 1 screening assessment determined no likely significant effects (LSE) on designated sites as a result of CP7.

CP5 concludes moderate positive effects as it limits habitat fragmentation and disruption by not supporting new road projects that increase general traffic capacity. It allows small-scale changes to address road danger hotspots, minimising ecological impact. New road projects are only endorsed if they do not harm ecologically significant sites and must align with sustainable design principles to protect and enhance biodiversity. By focusing on maintaining existing assets and sustainable development, CP5 promotes a more ecologically friendly transport network. If not managed properly, the restriction on new road building could lead to congestion on existing roads, potentially increasing pollution and negatively impacting nearby habitats. However, this can be mitigated through effective traffic management and maintenance.

CP6 concludes neutral effects as although the core policy is unlikely to have any negative likely significant effects (LSE) on designated sites, it is also unlikely to protect or enhance the local biodiversity.

CP4 concludes minor positive effects. The policy sets out the principal of multi-modal hubs rather than their actual development. However, development facilitated by this policy could have short-term negative effects during construction depending where infrastructure is located. BNG will be required at the project level. However, efficient public transport can reduce the need for extensive road networks, which contribute to habitat fragmentation. This helps preserve larger continuous areas for wildlife, positive effects have therefore been identified.

Biodiversity, Flora, and Fauna

Overall, the CPs scored positively for contributing to the Biodiversity, flora and fauna objective. The CPs' focus on sustainable growth and development with an emphasis on safeguarding environmentally important sites and landscapes such as wildlife habitats and peatland is critical to protecting biodiversity, flora, and fauna. The CP also support creation of green spaces and biodiverse habitats whilst also improving access to nature and using nature-based solutions to enhance climate resilience. The HRA Stage 1 Screening concluded that the core policies of the CW&C LTP4 would not result in likely significant effects on the integrity of any Designated Sites or their qualifying features alone or in-combination. This is primarily because the policies focus on the overarching vision of the plan, rather than specific projects arising from it. While the policies themselves create no direct or immediate impact pathways, it is acknowledged that future projects originating from these policies may require project-level HRAs.

6 Water

6.1 Policy Context

A full review of the plans and programmes relevant to the LTP4 is presented in Appendix A structured by topic and the relevant plans for Water are bulleted in the box below. This section pulls out a few of the key plans and explains what they are, key objectives and themes and implications for the ISA and LTP4.

Plans and Programmes reviewed:

- The Water Framework Directive (WFD) (2000/60/EC)
- Directive on Bathing Water (76/160/EEC); and Directive 2006/7/EC repealing Directive 76/160/EEC (from 2014)
- Groundwater Directive (2006/118/EC)
- Marine Strategy Framework Directive (2008/56/EEC)
- Directive on the Assessment and Management of Flood Risks (2007/60/EC)
- Floods Directive (2007/60/EC)
- Water Resources Act (1991)
- Water Act 2003 (as amended)
- The Water Environment (Water Framework Directive) (England and Wales) Regulations (2017)
- Protect groundwater and prevent groundwater pollution, Environment Agency (2017)
- Groundwater protection technical guidance, Environment Agency (2017)
- The Environment Agency's approach to groundwater protection, Environment Agency (2018)
- National Planning Policy Framework (NPPF) (2021)
- The Groundwater (England and Wales) Regulations (2009)
- Flood and Water Management Act (2010)
- National Flood and Coastal Erosion Risk Management Strategy for England, Environment Agency (2020)
- The Flood and Coastal Erosion Risk Management Policy Statement, Defra (2020)
- Flood risk assessments: climate change allowances, Environment Agency (2016)
- UK Marine Policy Statement (2011)
- Chalk Stream Restoration Strategy 2021, CaBa (2021)
- Flood Risk Regulations (2009)
- Surface Water Management: An Action Plan, DEFRA (2018)
- Local Flood Risk Management Strategies
- Catchment Abstraction Management Strategies (CAMS) (2016)
- River Basin Management Plans (RBMP)
- North West Marine Plan and Welsh National Marine Plan
- Mersey Estuary Flood Risk Management Plan and River Dee Catchment Flood Management Plan
- The Tidal Dee Catchment Action Plan (March 2022)
- Cheshire West and Chester Preliminary Flood Risk Assessment (PFRA)

- Cheshire West and Chester Strategic Flood Risk Assessment (SFRA) (2016)
- Cheshire West and Chester – Local Flood Risk Management Strategy (2016)

The Water Framework Directive (WFD) (2000/60/EC) has the following key aims:

- Expanding the scope of water protection to all waters, surface waters and groundwater;
- Achieving 'good status' for all waters by a set deadline;
- Water management based on river basins;
- Combined approach' of emission limit values and quality standards, getting the prices right, getting the citizen involved more closely and streamlining legislation.

There are a number of objectives in respect of which the quality of water is protected. The key ones at European level are general protection of the aquatic ecology, specific protection of unique and valuable habitats, protection of drinking water resources, and protection of bathing water.

The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017, referred to as the WFD Regulations, seeks to establish an integrated approach to the protection and sustainable use of the water environment. The WFD requires the preparation and publication of river basin management plans setting out environmental objectives for groundwater and surface waters (including estuaries and coastal waters) and devising and implementing programmes of measures to meet those objectives. Under the WFD Regulations, a river basin management plan must be developed for each river basin district and reviewed and updated every 6 years. These plans were first published in December 2009. They were updated in February 2016 and December 2022. The objectives and measures must prevent deterioration in the status of surface waters and groundwater achieve 'Protected Area' objectives and standards aim to achieve good status for all water bodies aim to achieve good ecological potential and good surface water chemical status for artificial and heavily modified water bodies provide additional measures for protected areas.

The National Planning Policy Framework (NPPF) (2021): Flood Risk and Coastal Change – the main change to the NPPF within the flood risk and coastal change context relates to the requirement for flood risk management to take account of flooding from all sources. In August 2022, the Government published a significant refresh to their Planning Practice Guidance (PPG) in relation to flood risk and coastal change in line with changes introduced in 2018 and 2021 to the NPPF.

The Flood and Water Management Act (2010) seeks to address the threat of flooding and water scarcity. The Act takes forward a number of recommendations from the Pitt Review into the 2007 floods and places new responsibilities on the Environment Agency, local authorities and others to manage the risk of flooding. Climate projections suggest extreme weather will happen more frequently in the future and this Act is central to reducing the flood risk associated with extreme weather.

The Flood and Coastal Erosion Risk Management Policy Statement, Defra (2020) sets out the long-term goal of the Government to create a nation which is resilient to future flood and coastal erosion, and therefore protects people, the environment and the economy. The National Flood and Coastal Erosion Strategy has helped to inform this policy statement. It identifies five key areas for action which include: Upgrading and expanding our national flood defences and infrastructure, managing the flow of water more effectively, harnessing the power of nature to reduce flood and coastal erosion risk and achieve multiple benefits, better preparing our communities and enabling more resilient places through a catchment-based approach.

The River Basin Management Plans (RBMP) set out a framework for how all river basin stakeholders, including water companies and local communities, can help improve the quality of the water environment.

The North West Marine Plan and Welsh National Marine Plan set out policies for the sustainable use of marine areas and public authorities must make decisions based on the relevant policies in the marine plans.

The Mersey Estuary Flood Risk Management Plan and River Dee Catchment Flood Management Plan explain the scale and extent of flooding now and in the future and set policies for managing flood risk within the catchments and should be used to inform planning and decision making by key partners.

The Tidal Dee Catchment Action Plan (2022) compliments a number of strategic documents relating to the River Dee Basin District and outlines the context and challenges specifically for the Tidal Dee area. It provides a local source of information and includes the priorities and plans of the Tidal Dee Catchment Partnership.

The Cheshire West and Chester Preliminary Flood Risk Assessment (PFRA) provides a strategic overview of flood risk from local flood sources through a review of historic flooding incidents and the predicted future extents of flooding, based on the outputs of computer models from both Cheshire West and Chester Borough Council and the Environment Agency.

The Cheshire West and Chester Strategic Flood Risk Assessment (SFRA) (2016) outlines flood risk in Cheshire West and Chester that may come from a range of sources, the main ones being fluvial (from rivers) and tidal (from the sea). Other sources may include groundwater, sewage and artificial sources (e.g. canals).

The Cheshire West and Chester Local Flood Risk Management Strategy (2016) identifies a list of objectives and an action plan to meet these objectives which included producing Local Plan policies to help avoid inappropriate development in risk areas.

6.2 Baseline information

The River Basin Districts (RBD) which make up the CW&C area are the North West and the Dee. The North West RBD covers approximately 13,200km² and extends from Cumbria in the north and includes parts of Staffordshire to the south, parts of North Yorkshire in the east and Merseyside to the west²³.

The number of waterbodies within the North West RBD is presented in Table 6.1.

Table 6.1: Number of waterbodies identified in the North West RBD

Waterbody category	Natural	Artificial	Heavily modified	Total
River, canals and surface water transfers	260	25	153	438
Lake	30	10	106	146
Coastal	2	0	3	5
Estuarine	4	0	7	11
Groundwater	18	0	0	18
Total	314	35	269	618

²³ Catchment Data Explorer, Environment Agency. Available online at: [North West River Basin District | Catchment Data Explorer](#) (accessed August 2023)

Source: Environment Agency

The current status of the surface and ground waterbodies identified in the North West RBD are presented in Table 6.2 and Table 6.3 respectively. Pollution from towns, cities and transport is the fourth largest contributor to the North West RBD not achieving good status with urban and transport accounting for the main reason within that category.

Table 6.2: Ecological and chemical classification for surface waters in the North West RBD

	Ecological status or potential					Chemical status	
	Bad	Poor	Moderate	Good	High	Fail	Good
No. of waterbodies	17	61	390	130	1	599	0

Source: Environment Agency

Table 6.3: Quantitative and chemical classification for groundwaters in the North West RBD

	Quantitative status		Chemical status	
	Poor	Good	Poor	Good
No. of waterbodies	5	13	10	8

Source: Environment Agency

The Dee RBD falls in both England and Wales. It covers an area of 2,251km² of North East Wales, Cheshire, Shropshire and the Wirral²⁴. The number of waterbodies within the Dee RBD is presented in Table 6.4. The current status of the surface and ground waterbodies are presented in Table 6.5 and Table 6.6 respectively. Pollution from towns, cities and transport is the third largest contributor to the Dee RBD not achieving good status.

Table 6.4: Number of waterbodies in the Dee RBD

Waterbody category	Natural	Heavily modified	Total
River, canals and surface water transfers	50	21	71
Lake	4	13	17
Coastal	0	0	0
Estuarine	0	1	1
Groundwater	5	0	5
Total	59	35	94

Source: Natural Resources Wales

Table 6.5: Ecological and chemical classification for surface waters in the Dee RBD

	Ecological status or potential					Chemical status	
	Bad	Poor	Moderate	Good	High	Fail	Good
No. of waterbodies	3	7	43	36	0	14	57

Source: Natural Resources Wales

²⁴ Natural Resources Wales (2022). Dee River Basin Management Plan 2021 – 2027 Summary. Available at: [Dee RBMP 2021-2027 Summary \(cyfoethnaturiol.cymru\)](#) (accessed August 2023)

Table 6.6: Quantitative and chemical classification for groundwaters in the Dee RBD

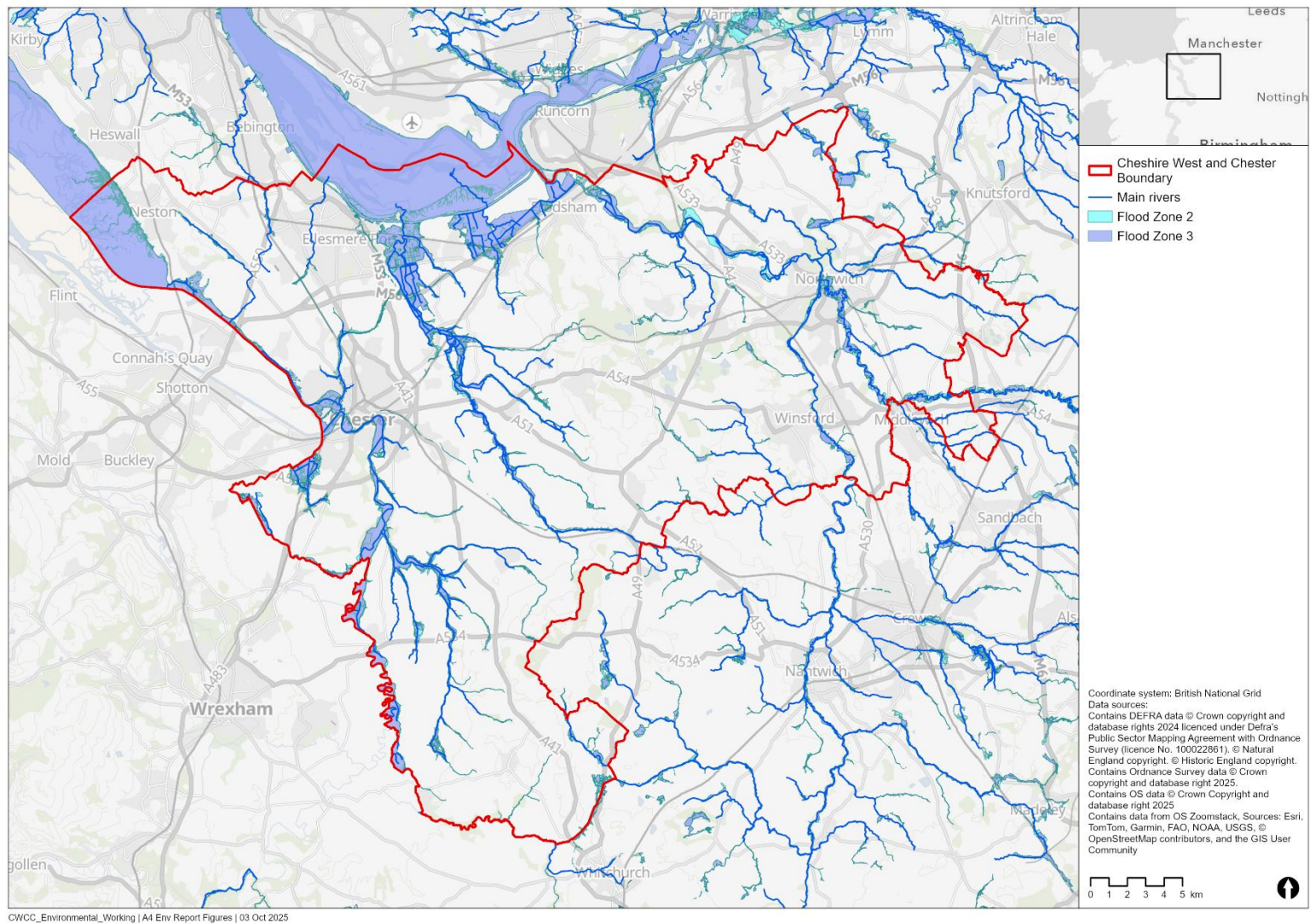
	Quantitative status		Chemical status	
	Poor	Good	Poor	Good
No. of waterbodies	5	13	10	8

Source: Natural Resources Wales

The main rivers in the CW&C borough are shown in Figure 6.1 and comprise of the following, amongst others: River Weaver, River Gowy, River Dee, River Dane, and the River Croco²⁵. The River Mersey runs along the northern border and The Shropshire Union Canal, the Trent and Mersey Canal, Weaver Navigation, and the Mersey Ship Canal are also present. The watercourses and drainage which flow into the Mersey and Dee Estuaries are influenced by their tidal reaches.

²⁵ CW&C Council (2016). Local Flood Risk Management Strategy. Available at: [local-flood-risk-management-strategy \(cheshirewestandchester.gov.uk\)](https://www.cheshirewestandchester.gov.uk/local-flood-risk-management-strategy) (accessed August 2023)

Figure 6.1: Main rivers and flood zones in CW&C



Source: Mott MacDonald (2025)

Flood risk in the CW&C borough can occur from a variety of sources including fluvial, pluvial, groundwater, highways and drainage, water supply (including reservoirs) and canals. A summary of the flood risk for these sources is presented in Table 6.7²⁶. The Environment Agency Flood Risk Zones which are related to pluvial flooding are presented in Figure 6.1.

Climate projections suggest that extreme weather will happen more frequently in the future, this includes increased temperatures (water stress) and changes to precipitation rates (flooding). As precipitation patterns change, rainfall events are projected to become more intense, during winter storms and also summer storms that may fall following periods of dry, hot weather, leading to localised flash flooding. The potential impacts of this on transport infrastructure could include:

- Increased frequency of high river flows, resulting in a higher likelihood of flooding along river floodplains.
- Increased frequency of urban drainage capacity being exceeded, resulting in urban flooding.
- Increased likelihood of droughts, leading to disruption of water supplies required for maintenance.

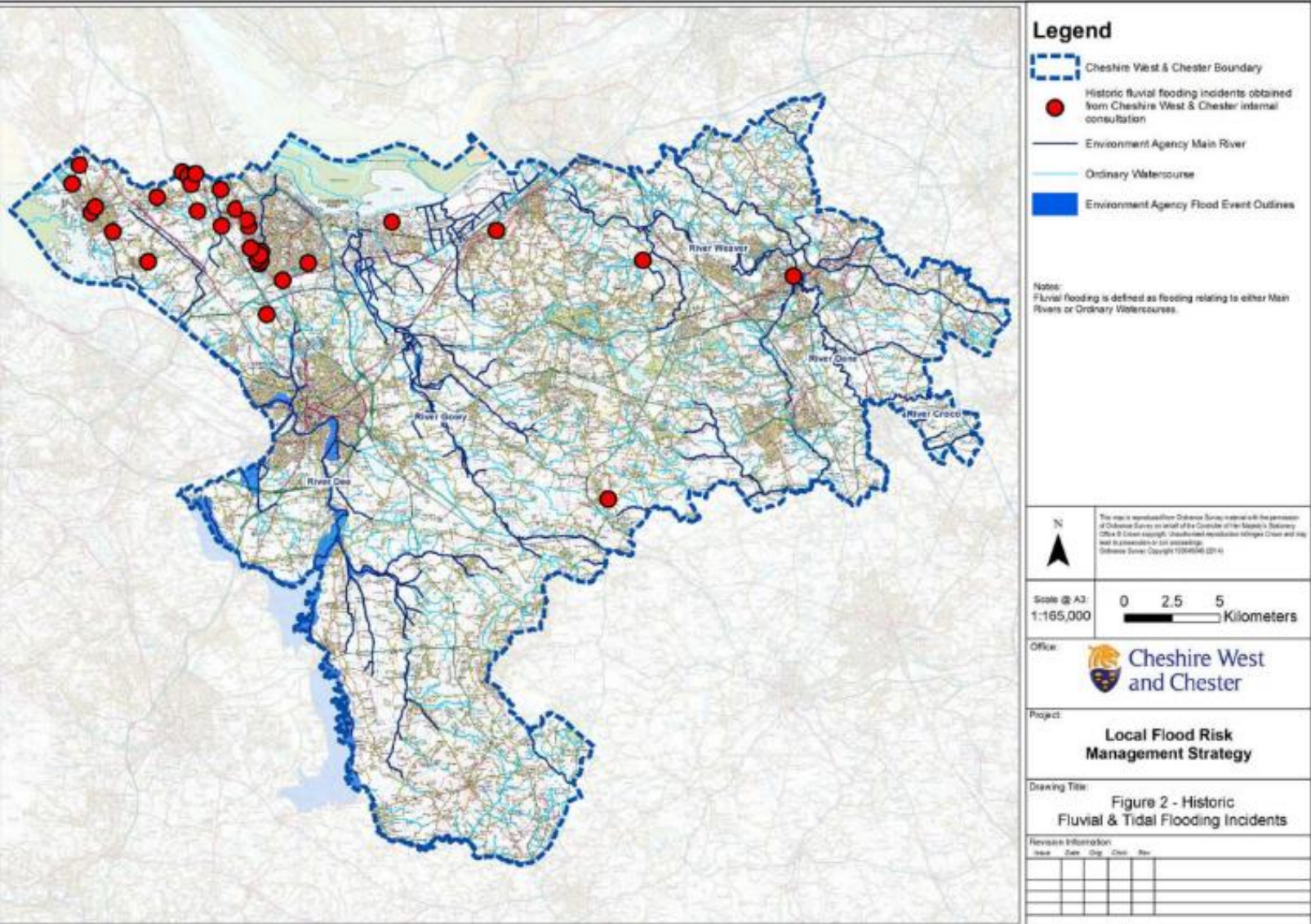
Table 6.7: Summary of past flood events in CW&C

Source of flooding	Summary of past flooding
Fluvial	• 29 recorded instances of flooding relating to ordinary watercourses • The Dee, Weaver, Gowy, Dane and Croco rivers are the main source of flood risk associated with main rivers. Four recorded instances of flooding related to main rivers
Pluvial	• 97 recorded instances of surface water flooding • Number of localised surface water flooding issues in low-lying and potentially tidally influenced areas
Groundwater	• Localised groundwater flooding has occurred in some areas; however, risk of groundwater flooding is considered to be low at a catchment scale. • No records of historic groundwater flooding that are considered as having significant harmful consequences.
Highways and drainage	• Sewer flooding is clustered around the large urban area of Chester with are smaller clusters of incidents in the towns of Ellesmere Port, Malpas, Northwich, Frodsham and Winsford. • No instances of sewer flooding that are considered as having significant harmful consequences.
Water supply (including reservoirs)	• Flooding from bursts within the water supply network can occur anywhere, affecting properties and residential areas • Responsibility of water companies to reduce risk. • No recorded incidents of reservoir flooding or the failure of a dam.
Canals	• Five recorded instances of canal overtopping and breach incidents.

Source: CW&C Council

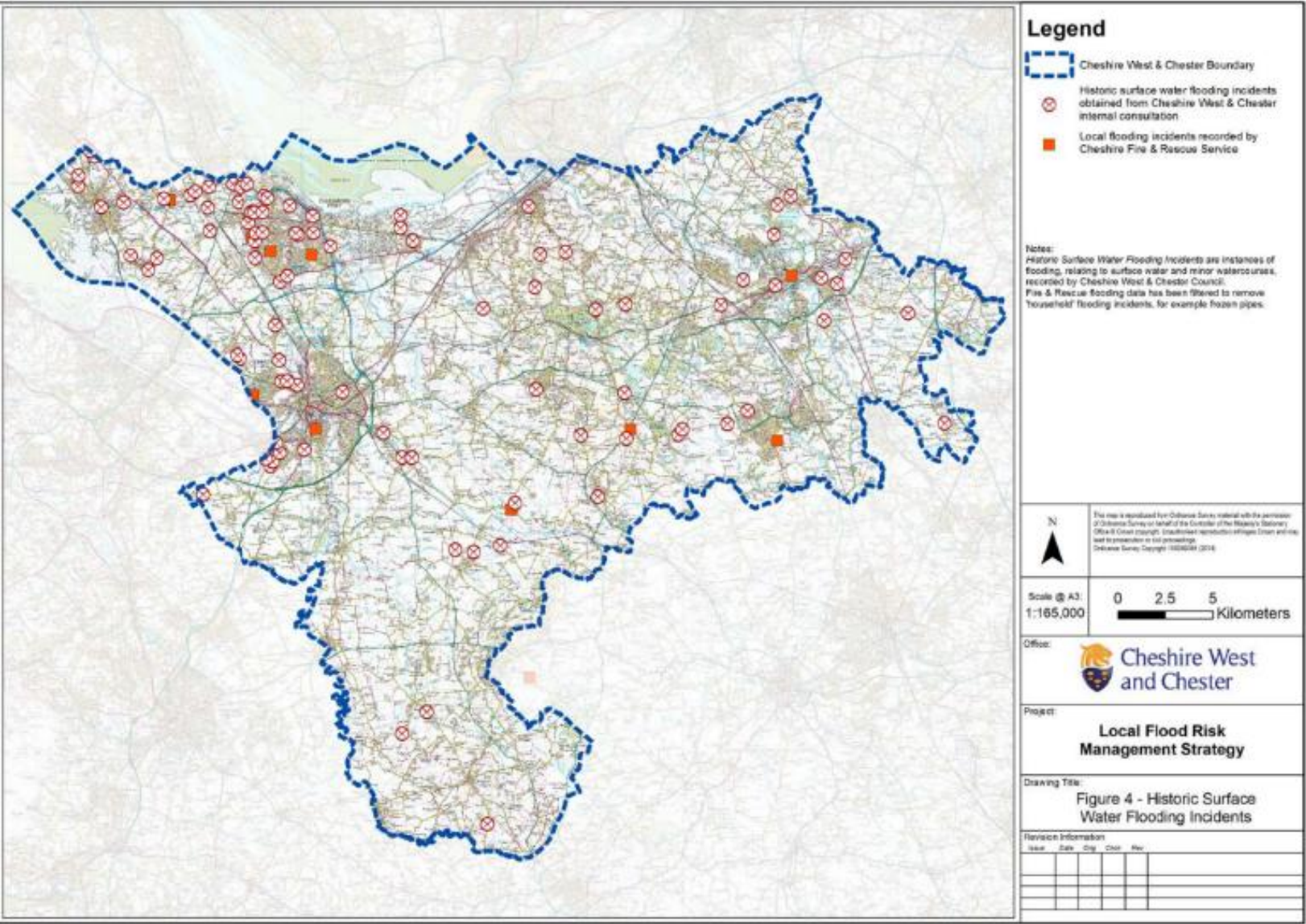
²⁶ CW&C Council (2016). Local Flood Risk Management Strategy. Available at: [local-flood-risk-management-strategy \(cheshirewestandchester.gov.uk\)](https://www.cheshirewestandchester.gov.uk/local-flood-risk-management-strategy) (accessed August 2023)

Figure 6.2: Historic Fluvial and Tidal Flooding Incidents



Source: CW&C Local Flood Risk Management Strategy

Figure 6.3: Historic Surface Water Flooding Incidents



Source: CW&C Local Flood Risk Management Strategy

The main rivers in the CW&C borough comprise of the following, amongst others: River Weaver, River Gowy, River Dee, River Dane, and the River Croco. The River Mersey runs along the northern border and The Shropshire Union Canal, the Trent and Mersey Canal, Weaver Navigation, and the Mersey Ship Canal are also present. The watercourses and drainage which flow into the Mersey and Dee Estuaries are influenced by their tidal reaches. Flood risk in the CW&C borough can occur from a variety of sources including fluvial, pluvial, groundwater, highways and drainage, water supply (including reservoirs) and canals.

6.3 Key trends and future evolution of the baseline

Future development has the potential to affect water quality and availability through increased consumption and pollution, wastewater discharges, water runoff and modification. It is anticipated for water quality to continue to be maintained and improved through legislation and statutory requirements around Drainage and Wastewater Management Plans.

Climate projections suggest that extreme weather will happen more frequently in the future, this includes extreme precipitation (flooding) and increased temperatures/ heatwaves (water stress).

6.4 Evidence gaps and proposed work

There are no significant evidence gaps relating to flood risk and water management, however a number of local studies are currently out of date and will need updating to provide up to date evidence and technical data; namely the Strategic Flood Risk Assessment (SFRA)²⁷ published in 2016 (which will require updates and modelling data covering flood risk from all sources and updated climate change allowances) and the Local Flood Risk Management Strategy published in 2016²⁸ (prepared by the LLFA).

6.5 Key sustainability issues and opportunities

The key issues relating to water at a strategic planning level are:

- There is a need for an integrated approach to all aspects of the sustainable management of the water cycle (including water demand, water supply, water quality, surface water drainage and flooding from all sources) within the borough.
- Impermeable surfacing as a result of transport infrastructure has the potential to change the risk of surface water flooding within the area by altering surface water flows. Climate projections suggest that extreme weather will happen more frequently in the future, therefore infrastructure development must ensure suitable measures are incorporated to account for climate change.
- The borough includes water sensitive designated sites and wetland-based habitats and two nutrient neutrality sites which could have implications for development. This is discussed further in Chapter 4 – Biodiversity, Flora and Fauna.
- Transport schemes have the potential to reduce water quality or cause changes to water levels in the absence of good quality design, location and/or mitigation. Water sensitive designated sites and deep restorable peat can be sensitive to a severance in their water supply which is required to maintain presence. Peat is covered further in Chapter 7 – Land Resources.

The key opportunities relating to water at a strategic planning level are:

²⁷ JBA Consulting, Cheshire West and Chester Level 1 Strategic Flood Risk Assessment, 2016. Available online at: [flood-risk-assessment-final-report \(cheshirewestandchester.gov.uk\)](https://www.cheshirewestandchester.gov.uk/flood-risk-assessment-final-report) (Accessed August 2023)

²⁸ CW&C, Local Flood Risk Management Strategy, 2016. Available online at: [local-flood-risk-management-strategy \(cheshirewestandchester.gov.uk\)](https://www.cheshirewestandchester.gov.uk/local-flood-risk-management-strategy) (accessed August 2023)

- Development (including transport infrastructure) should minimise the risk of flooding from all sources by steering new development to areas of lowest risk and ensuring appropriate designs are incorporated to manage surface water run-off.
- Transport development should avoid any negative impacts on water quality and support the improvements to water quality. This could be done through the provision of appropriate drainage and mitigation measures.
- Transport developments should promote the use of Sustainable urban Drainage Systems (SuDS) which can perform a range of functions including improved flood risk management, provision of accessible green/blue space, climate change adaptation and biodiversity enhancement, as set out in the RSPB/WWT sustainable drainage systems guidance²⁹. And
- Transport development should promote nature-based solutions such as creation of new wetland habitat to address flooding hotspots and managing watercourses to flood areas away from the transport network.

6.6 ISA Scope and Influence on the LTP4

The water topic is scoped into the ISA as transport can have implications on flood risk and water quality. Water resources has been scoped out as it is not relevant for the LTP4.

The main ways in which the LTP4 could influence water are:

- Careful siting of new transport infrastructure to avoid floodplains and high flood risk areas.
- Encouraging modal shift away from private cars to reduce pollution.
- Inclusion of policies to influence transport design including use of SuDS and other nature-based solutions and flood resilient design.

6.7 ISA framework

The proposed ISA framework for water is presented in Table 6.8.

Table 6.8: ISA framework for water

ISA Objective	Appraisal Criteria	Indicators
Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	Will it contribute to or reduce risk of flooding?	Amount (ha) of impermeable area created by transport projects
		Run-off rates
		Percentage of relevant development incorporating SuDS or other nature-based solutions for flood risk and water quality
		Amount (ha) of new flood storage / flood plain created
	Is it susceptible to flood risk e.g. in a flood risk area?	Number of planning applications for transport related projects granted contrary to the advice of the Environment Agency on flood risk grounds
		Amount of transport development within flood plains
Protect and enhance the quality of the water environment	Will it affect surface water or ground water bodies?	Water quality/ecological status of surface water bodies and groundwater bodies

²⁹ RSPB and WWT (2012) Sustainable Drainage Systems – Maximising the potential for people and wildlife.
Available at: [1563785657-wwt-rspb-sustainable-drainage-systems-guide.pdf](https://www.rspb.org.uk/media/1563785657-wwt-rspb-sustainable-drainage-systems-guide.pdf)

6.8 LTP4 Core Strategy Assessment

Table 6.9 displays the assessment results of the seven core policies against the ISA objectives within the Water theme.

Table 6.9: Policy Assessment Summary - Water

Theme	ISA Objective	CP1	CP2	CP3	CP4	CP5	CP6	CP7
Water	Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	+	0	0	0	++	+	++
	Protect and enhance the quality of the water environment	0	+	+	+	++	+	+

6.8.1 Summary

Objective 1: Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk

CP2, 3, and 4 conclude neutral effects due to the lack of applicably and overlaps between the policy details and this objective. It is highly unlikely that flood risk will be impacted as a result of promoting opportunities to reduce the need to travel, nor prioritising walking, wheeling, cycling and riding ahead of motorised vehicles, nor by providing seamless, joined up travel as part of a One System approach. There may be indirect links between CPs and the objective however this was not considered tangible enough to be included within this assessment approach.

CP5 and CP7 conclude moderate positive effect against this objective. CP5 aims to improve the resilience of the highways network to the consequences of climate change, which includes adapting roads to withstand extreme weather events such as heavy rainfall and flooding. The policy's emphasis on resilience, sustainable transport, and strict criteria for new road projects can significantly reduce the risk of flooding to transport infrastructure. By focusing on existing assets and sustainable modes, it promotes a more flood-resilient transport network. CP7 focuses on creating green spaces and biodiverse habitats and improving access to nature and using nature-based solutions to enhance climate resilience. Conducting sustainability appraisals also ensures that flood risk is considered in the planning and design stages. This includes assessing the vulnerability of infrastructure to flooding and implementing measures to enhance resilience.

Objective 2: Protect and enhance the quality of the water environment

CP5 conclude moderate positive effects on this objective as its emphasis on limiting new road building and prioritising sustainable transport modes can significantly protect and enhance water quality. By focusing on existing assets and sustainable development, it promotes a more environmentally friendly transport network. Additionally, ensuring regular maintenance of highways can prevent deterioration that may lead to increased runoff and pollution entering water bodies. Effectively maintained roads can reduce the risk of contaminants reaching watercourses, and upgrading infrastructure to support sustainable transport modes can reduce vehicle emissions and runoff, which can positively impact water quality.

CP1 conclude neutral effects against this objective due to the lack of applicably and overlaps between the policy details and the objective. CP1 focuses all transport solutions, policies and programmes to help endorse or achieve the vision for a fairer and more sustainable transport system which enables a stronger, thriving future. There may be indirect links between CP1 and the objective however this was not considered tangible enough to be included within this assessment approach.

Water theme

Overall, the CPs scored positively for contributing to the Water objective. The CPs with the most positive effects focus on improving the resilience of the highways network to reduce the consequences of climate change, and emphasis on resilience, sustainable transport, and the need to produce sustainability appraisals and create green spaces and biodiverse habitats whilst also improving access to nature and using nature-based solutions to enhance climate resilience.

7 Land Resources

7.1 Policy Context

A full review of the plans and programmes relevant to the LTP4 is presented in Appendix A structured by topic and the relevant plans for land resources are bulleted in the box below. This section pulls out a few of the key plans and explains what they are, key objectives and themes and implications for the ISA and LTP4.

Plans and Programmes reviewed:

- European Soils Charter (2003)
- Thematic Strategy for Soil Protection (2006)
- EU Liability Directive (2004/35/EC)
- Town and Country Planning Act (1990)
- Safeguarding our Soils – A strategy for England, Defra (2009)
- A Green Future: Our 25 Year Plan to Improve the Environment, UK Government (2018)
- Environment Protection Act (1990)
- Carbon Storage and Sequestration by Habitat, Natural England (2021)
- Implementation of an Emission Inventory for UK Peatlands (2017)

Land resources within Cheshire West and Chester, like everywhere else, are valuable and finite. It is important that the resource is protected and safeguarded through Local Plan policies. Section 97 of Part II of Schedule 5 and Schedule 9 to the Town and Country Planning Act 1990 establish a range of orders for mineral planning authorities to control minerals development.

The NPPF 2021 lays out policy guidance for safeguarding the finite supply of minerals and secures their long-term conservation. The NPPF recognises that it is important that there is a sufficient supply of material to provide the infrastructure, buildings, energy and goods that the country needs whilst ensuring that permitted mineral operations do not have unacceptable adverse impacts on the natural and historic environment or human health. The NPPF also recognises that, since minerals are a finite natural resource, and can only be extracted where they are found, it is important to make best use of them and to secure their long-term conservation through the mechanism of mineral safeguarding. Specific mineral related policies can be found in Section 17 of the NPPF.

The Environment Protection Act (1990) sets out provisions for the control of pollution to the environment (air, water and land) by regulating the management of waste and emissions by placing a duty of care on any business or person who produces waste to do so carefully and in line with requirements.

Safeguarding our Soils – A strategy for England, Defra (2009) recognises that soil is fundamental resource and sets out a 2030 vision for the sustainable management of soil where degradation threats are tackled successfully. It aims to improve the quality of England's soils and safeguard their ability to provide essential services for future generations.

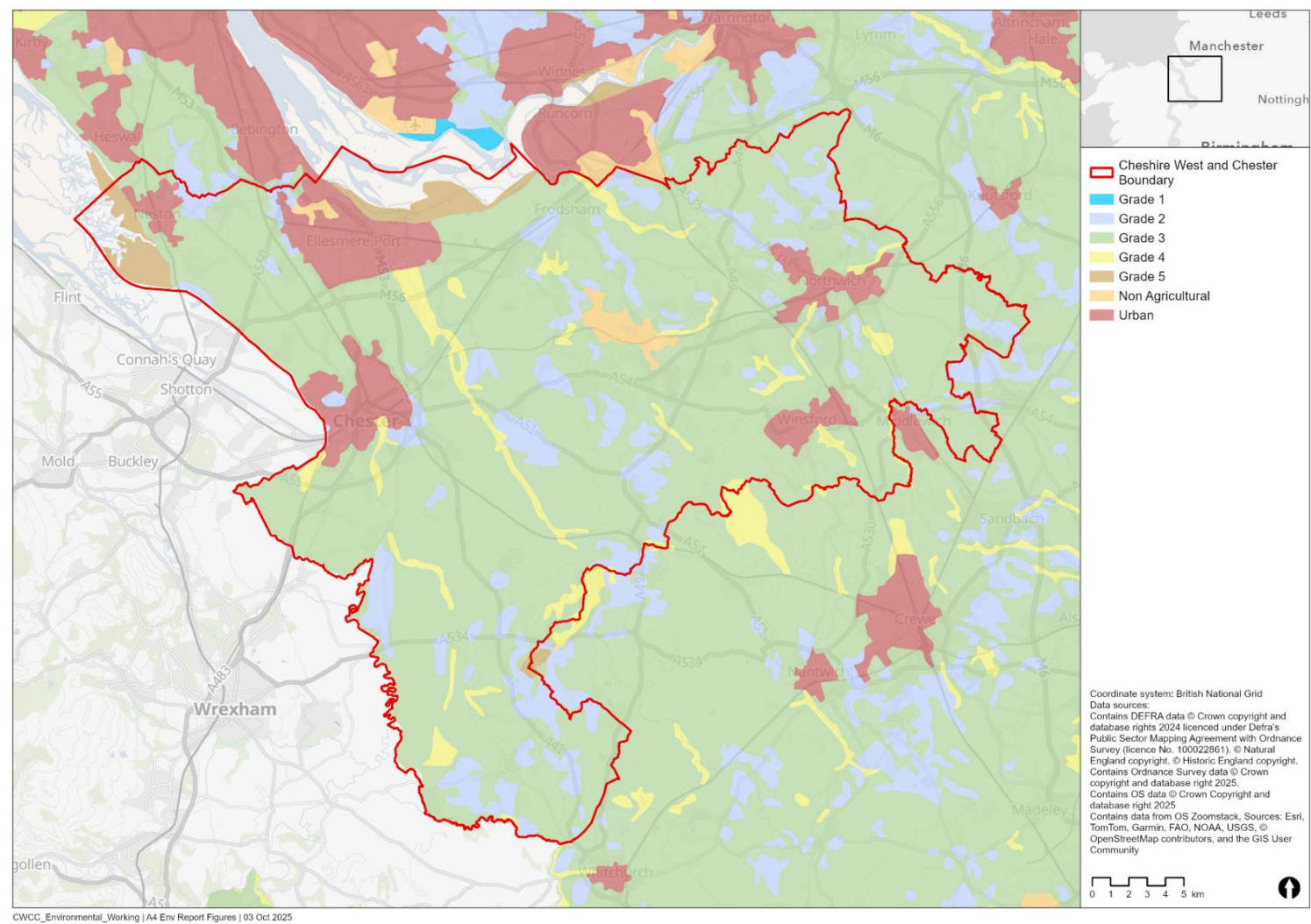
A Green Future: Our 25 Year Plan to Improve the Environment sets out the government's 25-year plan to improve the health of the environment by using natural resources more sustainably and efficiently.

7.2 Baseline information

Much of the CW&C area is rural, with over 75% of land classed as agricultural. Agriculture therefore makes a very significant contribution to the character of the borough, habitats and the environment. Agricultural land is classified on a scale of 1 to 5 where 1 is the highest quality and 5 is the lowest. Land is also classified into urban and non-agricultural land. Figure 7.1 shows a map of the agricultural land across the CW&C with the breakdown of the proportion shown below:

- Grade 1 - 0%
- Grade 2 - 11%
- Grade 3 - 74%
- Grade 4 - 4%
- Grade 5 - 2%
- Non-agricultural land -1%
- Urban - 8%

Figure 7.1: Agricultural land classification across CW&C

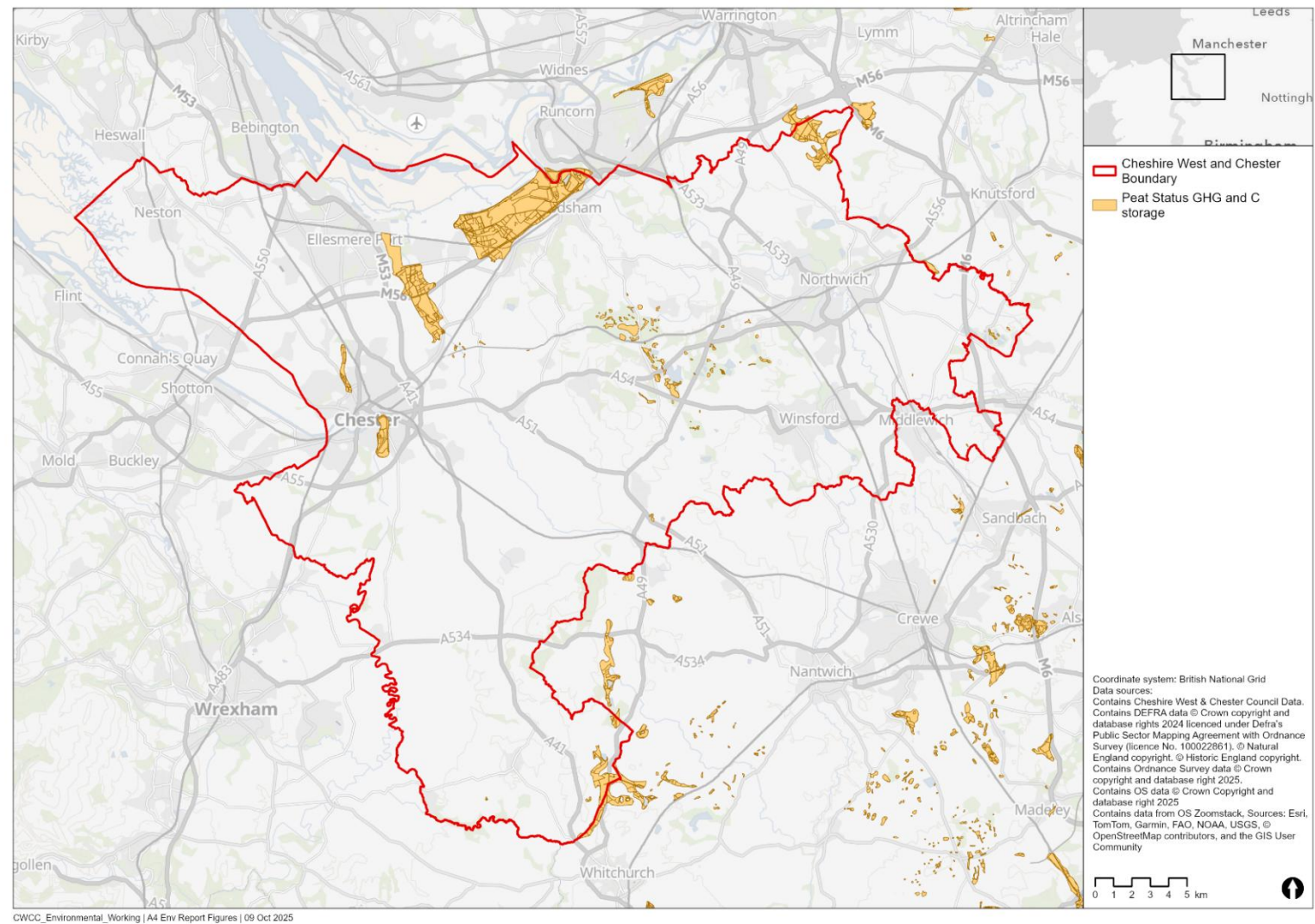


Source: Mott MacDonald (2025)

Soils within the borough are predominately slow permeable loams and clays although the Sandstone Ridge (running down the eastern part of the borough) is characterised by freely draining loamy and sandy soils. The marshland/coastal flats near the areas of Frodsham/Helsby and near Parkgate/Neston are naturally wet loamy and clayey soils.

The borough contains areas of peat (see Figure 7.2). Peatlands are England's largest terrestrial carbon store, containing hundreds or even thousands of tonnes of carbon per hectare. Their importance for climate change mitigation has been reviewed in detail by Natural England 'Carbon Storage and Sequestration by Habitat 2021 - NERR094'. Excavating and draining peat leads to high emissions of greenhouse gases. The degraded state of peatlands has made them the largest source of emissions of greenhouse gases to the atmosphere from land use in the UK, exceeding carbon uptake in forests. Development on peatland and peat extraction are generally not supported by environmental policy. Development on peat leads to a permanent loss of an irreplaceable habitat through extraction or sealing. The removal of peat on-site can cause implications to the natural drainage of wider peat assets, beyond the Application Site. This leaves areas of peat fragmented due to a severance of water supply and can cause localised draw down in the water table. The modification of the deep restorable peat renders the proposal area and wider landscape difficult, if not impossible to restore in the future. The sealing of peat with impermeable surfaces will also fundamentally change the nature of the underlying peat, as natural processes cannot continue.

Figure 7.2: Areas of Peat



Source: Mott MacDonald (2025)

The key mineral resources present in the borough are sand and gravel, salt and coalbed methane. There are currently two active sand and gravel sites within the borough (Crown Farm Quarry in Delamere and Forest Hill Quarry in Sandiway), there is also one industrial silica sand site (Rudheath Lodge) which is located partly within CW&C and partly within Cheshire East.

Regionally Important Geological and Geomorphological Sites (RIGS) are a non-statutory designation intended to help protect areas of geological importance. These can be designated for scientific significance, aesthetics, historical importance or educational purposes. CW&C has a number of sites of importance, some crossing administrative boundaries. RIGS in Cheshire are identified by the Cheshire RIGS Group. RIGS complement the series of statutorily designated SSSIs, but do not receive any statutory protection other than through the policies contained in Development Plan Documents. There are currently 24 RIGS within CW&C, covering 174 hectares.

7.3 Key trends and future evolution of the baseline

There is potential for loss of agricultural land through development pressures, but also intensification within agricultural land due to changing practices resulting in soil degradation. However, records show there has been an increase in the amount of good quality agricultural land recorded. In 2014 it was recorded as 59.2%, whereas in 2021-2022 this was recorded as 71.69%.

7.4 Evidence gaps and proposed work

Mineral allocations are likely to be updated as part of the Local Plan and additional sites may be identified.

The Agricultural Land Classification (ALC) mapping has been used but it should be noted that ALC does not distinguish grades 3a and 3b when determining best and most versatile land.

7.5 Key sustainability issues and opportunities

The key issues relating to land resources at a strategic planning level are:

- With population growth, there may be an increased demand for development (including transport) which would impact on the availability of materials within the borough.
- An increase in infrastructure demand may put additional pressure on developing on sensitive land (high quality soils and the best and most versatile agricultural land).
- The borough contains areas of peat which if developed on (causing excavation, drainage and degradation) will result in high emissions of greenhouse gases and loss of large carbon stores. The degraded state of peatlands has made them the largest source of emissions of greenhouse gases to the atmosphere from land use in the UK, exceeding carbon uptake in forests. Natural England do not support the principle of developing on restorable deep peat and peat extraction in light of Natural England's statutory purpose (Section 2 of the Natural Environment and Rural Communities Act 2006) and the Environmental Improvement Plan 2023.

The key opportunities relating to land resources at a strategic planning level are:

- Existing important sites of geological and geomorphological interest should be protected and enhanced.
- Protection and restoration of peatland will support nature-based solutions for climate change adaptation and resilience and provide carbon sequestration and storage. Nature-based solutions such as rewetting of peat can provide a wide range of environmental, economic, health and wellbeing benefits for nature, climate, and local and wider communities.

7.6 ISA Scope and Influence on the LTP4

The land resources topic is scoped into the ISA as transport can have implications on soils and agricultural land.

The main ways in which the LTP4 could influence land resources are:

- Inclusion of policies to avoid loss of land resources such as agricultural land and protect soil health.
- Inclusion of policies to protect minerals sites and RIGS.
- Inclusion of policies to protect and where possible restore peatlands. Initiatives such as rewetting of peat can be delivered by a network of multifunctional green and blue spaces and other natural features which could be built into transport design.

7.7 ISA framework

The proposed ISA framework for land resources is presented in Table 7.1.

Table 7.1: ISA framework for land resources

ISA Objective	Appraisal Criteria	Indicators
Protect land and soil quality	Will it impact on the extent and quality of soils?	Amount of top soil removed for transport related projects
	Will it impact the best and most versatile agricultural land?	Number of transport related planning applications permitted on Best and Most Versatile Agricultural Land
	Will it protect RIGS?	Number and conditions of RIGS
	Will it impact peatland?	Amount (ha) of peatland lost or degraded through transport development
		Amount (ha) of peatland restored through transport policy

7.8 LTP4 Core Strategy Assessment

Table 7.2 displays the assessment results of the seven core policies against the ISA objectives within the Land Resources theme.

Table 7.2: Policy Assessment Summary – Land Resources

Theme	ISA Objective	CP1	CP2	CP3	CP4	CP5	CP6	CP7
Land Resources	Protect land and soil quality	+	+	+	0	+	+	+++

7.8.1 Summary

Objective 1: Protect land and soil quality

CP7 concludes major positive effects against this objective as it focuses on safeguarding environmentally important landscapes such as wildlife habitats and peatland. The CP helps prevent soil erosion and degradation which is critical for some habitat types such as peatlands that are crucial for carbon storage and maintaining soil health. Additionally, sustainability appraisals ensure that environmental impacts, including those on soil quality, are considered in transport project planning.

CP4 concludes neutral effects on this objective as there is the potential for loss or degradation of best and most versatile (BMV) soil during construction stages of infrastructure from development associated with this policy, including the creation of proposed multimodal hubs.

This effect can be mitigated by prioritising the use of previously developed or lower-quality land for new transport infrastructure to avoid the loss of BMV soil. In addition, working with transport operators to adopt best practices for soil conservation, such as minimising the use of harmful chemicals and ensuring proper waste disposal, can protect local soil quality in the long term.

Land Resources theme

Overall, the CPs scored positively for contributing to the Land Resources objective. The CPs' focus on sustainable growth and development with an emphasis on safeguarding environmentally important landscapes such as wildlife habitats and peatland is critical to protecting land and soil quality.

8 Health and Wellbeing

Full details of the Health Impact Assessment is presented in Appendix C.

8.1 Policy Context

A full review of the plans and programmes relevant to the LTP4 is presented in Appendix A structured by topic and the relevant plans for Health and Wellbeing are bulleted in the box below. This section pulls out a few of the key plans and explains what they are, key objectives and themes and implications for the ISA and LTP4.

Plans and Programmes reviewed:

- Transport, Environment and Health (WHO, 2000)
- EU Sustainable Development Strategy (2006)
- Collaboration Between the Health and Transport Sectors in Promoting Physical Activity (WHO, 2006)
- The Countryside and Rights of Way (CROW) Act (2000)
- Cycling and Walking Strategy, DfT (2017)
- Health and Care Act (2022)
- Healthy Lives, Healthy People: Our Strategy for Public Health in England (2010)
- National Planning Policy Framework (NPPF) (2021)
- Inclusive Transport Strategy: Achieving Equal Access for Disabled People (2019)
- A Connected Society – Strategy for Tackling Loneliness (2018)
- Clean Neighbourhoods and Environment Act (2005)
- Cheshire and Warrington LEP Strategic Economic Plan (2018)
- Cheshire and Warrington LEP: Towards a Sustainable and Inclusive Cheshire and Warrington (2022)
- Cheshire West and Chester Fairer Future Strategy (2021)
- Cheshire West Place Plan (2021)
- Local Plan Part 1 (2015)
- Local Plan Part 2 (2019)
- Chester One City Plan (2022)
- The Clean Growth Strategy (2017)
- Levelling up and Regeneration Bill (May 2022) and Levelling Up White Paper (February 2022)
- Industrial Strategy (2017)
- National Planning Policy Framework (NPPF) (2021)
- Net Zero Strategy: Build Back Greener (2021)
- Levelling up in the UK (2022)
- Local level Green Infrastructure Plans and Strategies
- The Cheshire and Warrington Strategic Economic Plan (July 2017)
- The Cheshire and Warrington Local Industrial Strategy (LIS) and CWAC Local Area Industrial Strategy (2019)
- Cheshire West and Chester Inclusive Economy Strategy

- Cheshire Retail Study (2016)
- Northern Powerhouse Independent Economic Review (NPIER) (2016)
- West Cheshire Inclusive Economy: Prospectus and Action Plan (2021)
- All Together Fairer: Health equity and the social determinants of health in Cheshire and Merseyside (2021)

The National Planning Policy Framework (NPPF, 2021) aims to achieve healthy, inclusive and safe places which promote social interaction and accessible places where crime or the fear of crime does not undermine quality of life and enable healthy lifestyles. The NPPF recognises that economic, social, and environmental factors can influence health and wellbeing. It makes clear that planning policies should promote public safety and take into account wider security and defence requirements. Design of developments should make use of assessment frameworks such as Building for a Healthy Life.

The Cheshire and Warrington LEP Strategic Economic Plan (2018) sets out ambition to drive the economy forward, capitalising on the unique strengths and opportunities that the sub-region has. It is a strategy to support growth and economic development over the next 20+ years, doubling the size of the economy and setting out the key economic, environmental, and social strengths on which that growth will be founded. It also places an emphasis on importance of place. The quality of place can have a significant impact on our lives and life choices. Poor quality environments can affect mental and physical wellbeing.

The CW&C Fairer Future Strategy (2021) is the Council's long-term plan to tackle poverty. It is built on three pillars: Voice – hearing voices of people experiencing poverty, and actions to address issues raised; Alleviation – delivering urgent action to tackle immediate consequences and Root cause – transforming society and economy to tackle underlying causes.

The CW&C Council Plan 2020-2024 sets out the vision for the local authority which is to see more children and young people have a better start in life, create more good jobs, have healthier communities, living longer more independent lives and to see more neighbourhoods that are great places to call home.

CW&C Stronger Futures Plan, 2020-2024 sets out the Councils' priorities and objectives which include:

- Enhancing green spaces
- Tackling homelessness
- Tackling food insecurity
- Addressing unemployment
- Ensuring high equality and inclusive education
- Enhance emotional health and wellbeing support

CW&C Health Improvement Strategy 2018-2022 sets out key aims and objectives to support residents to enjoy a better quality of life by enabling them to eat well and be more active. The framework strengthens the existing view that to achieve a change in people's behaviour we need a whole-system approach to integrating and embedding healthy eating and physical activity into everyday life, in a way which is accessible and inclusive.

The Chester One City Plan 2022 is a long-term strategy to galvanise healthier, greener, and fairer futures for the city and associated communities. With bold ambitions and robust actions that place people front and centre – to achieve equity and confront the climate crisis – it is about building a stronger, kinder city for all. Key principles for the City Plan are: Inclusive City, Accountability, Co-Production and Collaboration, and Sustainability. It sets out the need to

provide more connected, affordable, frictionless ways into the city. As a multi-tiered, historic city, innovative consideration needs to be given to accessibility, wayfinding and creating safer routes.

CW&C's Place Plan, was developed by the Council and the local NHS representing their vision for the next five years, highlighting how people can maximise their own health and wellbeing as well as how services can be improved. It includes reducing inequality, increasing years of healthy life and promoting improved mental and physical health and wellbeing for everyone.

The Local Plan Part 1 (2015) was adopted by CW&C in January 2015, and provides the overall vision, strategic objectives, spatial strategy and strategic policies for the borough to 2030. This includes strategic policies on:

- New of improved health facilities
- Improved access to health care in rural areas
- Safe and accessible environments and developments with good access by walking, cycling and public transport
- Improve the quality and quantity of accessible open space, sport and recreation facilities in the local area
- Reduce poverty and deprivation
- Promote high quality greenspace, and access to this across the borough

The Local Plan Part 2 (2019) was adopted in July 2019. It provides further detailed policies and land allocations which support the strategic objectives and policies set out in the Local Plan (Part One), as part of the Council's aim to produce a comprehensive planning framework to achieve sustainable development in the borough. It is structured around area-specific policies, which include the land allocations and policies for the development of land within the settlement areas identified in the Local Plan (Part One). This includes ensuring development proposals take every reasonable opportunity to promote and positively contribute to the health of the borough and do not give rise to significant adverse impacts on health and quality of life, from noise or air pollution.

The All Together Fairer: Health equity and the social determinants of health in Cheshire and Merseyside (2021) is a report based on local evidence and makes ambitious recommendations to reduce health inequalities and create fairer societies for future generations in Cheshire and Merseyside.

8.2 Baseline information

The full Health and Wellbeing baseline information is presented in the Health Impact Assessment in Appendix C.

Information on population, age, deprivation and protected characteristics groups are covered under Equality in Chapter 10.

Table 8.1 provides a summary of relevant baseline information in relation to the health and wellbeing of the local resident population. The baseline profile includes data related to the ISA Appraisal Framework objectives around safety, sustainable economic growth, area vitality; and environmental health, as well as data which sets out the current state of health determinants and outcomes in CW&C.

Table 8.1: Summary of health and wellbeing baseline indicators

Area	Summary
Healthy Life Expectancy (HLE)	● Wards across CW&C experience significant health inequalities, with more deprived wards presenting HLE levels below national and regional averages. Ellesmere Port

Area	Summary
Public health	Town, Grance, Netherpool, and Rossmore wards have a HLE below the England average by more than five years. ● In the 2021 to 2023 period, average HLE for CW&C residents (62.5 years) is higher than the average HLE for the North West (59.5 years) and England as a whole (61.7 years). CW&C has a significantly lower mortality rate from all causes for residents under the age of 75 (342 per 100,000 population) when compared with the North West (408 per 100,000), however it is in line with the rate for England (342 per 100,000). ● The mortality rate from cardiovascular disease for those under the age of 75 is significantly lower in CW&C (76 per 100,000 population) than in the North West (94 per 100,000); however it is in line with the national rate (77 per 100,000). ● The rate of people killed or seriously injured (KSI) on roads is significantly lower in CW&C (59 per 100,000 population) compared to both regional (90 per 100,000) and national (92 per 100,000) values. ● The share of overweight or obese adults in CW&C (68.3%) is in line with the value for the North West (66.5%), however it is higher than the average for England (64%). ● The Year 6 prevalence of obesity, including severe obesity, in CW&C (20.2%) is in line with the regional (23.3%) and national (22.1%) averages. ● The share of pregnant women smoking at time of delivery in CW&C (7.2%) is in line with both regional (8.4%) and national (7.4%) values. ● The prevalence of smoking amongst adults in CW&C (10.5%) is in line with that of the North West (11.8%) as well as England (11.6%). ● The admission rate for alcohol related conditions in CW&C (472 per 100,000 population) is lower compared to the North West (501 per 100,000) and England (504 per 100,000). ● The share of physically active adults in CW&C (72.4%) is significantly higher than that of the North West (65.7%) and of England (67.1%). ● The percentage of physically active children and young people is lower in CW&C (22.1%) than in the North West (24.2%), however it is in line with England as a whole (22.3%).
Health deprivation	● 24% of CW&C residents are within the most deprived health quintile; this is significantly lower than the proportion for the North West (45%), but higher than the national share (20%) . ● Only 10% of people in CW&C are within the least health deprived quintile, which is higher when compared to the North West (4%), however it is significantly lower than the national average (20%).
Employment and economic activity	● The economic activity rate in CW&C is 60%. This is in line with the values for both the North West (59%) and England (61%). ● The employment rate in CW&C (57%) is in line with that of the North West (55%) as well as with the national rate (57%). ● The unemployment rate in CW&C (3%) is in line with the regional (3%) and national averages (4%). ● From 2015 to 2023, employment levels in CW&C declined by 1%, whilst they grew 11% and 9% respectively in North West and in England. ● The largest economic sectors in CW&C are 'Health'; 'Professional, scientific & technical'; and 'Retail', which collectively make up 32% of total employment in the borough. Key sectors of growth include the 'Professional, scientific & technical' and 'Construction' sectors, which have seen a combined net increase of 9,000 jobs in the 2015 to 2023 period. ● The highest levels of unemployment across the borough are around parts of Neston, Ellesmere Port, Chester, Northwich, and Winsford, which is largely in line with the pattern of health deprivation. ● A vast breadth of unemployment levels across wards highlights the importance of efficient and sustainable access to jobs, skills, and training opportunities to reverse trends of unemployment seen within certain areas. ● Over 50.8% of CW&C residents in employment commute to work via car or van. Whilst this is in line with the regional average (49.7%), it is higher than the national average of 44.5%.

Area	Summary
	31.5% of the CW&C workforce work mainly from home. This is the same percentage as for England, but it is higher than the North West average of 27.3%.
Education	- CW&C has a lower proportion of the population with no educational qualifications (15.8%) when compared to both the North West (19.5%) and England (18.1%). - There is a wide variance of zero-qualification levels within CW&C, with large areas of Ellesmere Port, Winsford, Northwich, Malpas, and Blacon having the highest proportions of residents with no qualifications. These generally coincide with the areas of high health deprivation in the borough. - Lower-skilled populations are generally located within more rural settlements through the centre of the borough and to the southwest of Neston.
Security and crime	- The crime rate in CW&C has decreased over the past three years, and in 2024 there were 71 recorded crime offences per 1,000 population. This is lower than the England rate (87 offences per 1,000 population) and considerably lower than that of the North West at 94 per 1,000 population. - The most prevalent type of criminal offence in CW&C is violence against the person, which includes homicide, death or serious injury by illegal driving, violence with injury, violence without injury, and harassment and stalking. - Whilst the number of recorded criminal offences in CW&C has decreased overall from 2022 to 2024, the number of shoplifting; possession of weapons; drug-related; and sexual offences have increased. These are likely to negatively impact both health outcomes as well as general feelings of security on public transport. - The number of deaths or serious injuries due to unlawful driving is the offence which has seen the largest increase in the three-year period; from 11 in the year ending September 2022 up to 27 in the year ending September 2024.
Road safety	- The most serious pedestrian collisions within CW&C between 2018 and 2023 occurred on C-class or unclassified roads, whilst all four pedestrian fatalities occurred on A roads. - Cyclist collisions occur on all types of roads, with fatalities on both A and C roads. A significantly higher number of fatal and serious vehicular collisions occur on A roads. This reflects the increased potential for collisions on higher speeds, and poor visibility on rural roads. - The majority of vehicular collisions from 2018 to 2023 involved cars.
Air quality	- The main air pollutants of concern in Cheshire West and Chester (CW&C) are nitrogen dioxide (NO₂), particulate matter (PM₁₀ and PM_{2.5}), and sulphur dioxide (SO₂). - As of 2024, there are two designated Air Quality Management Areas (AQMAs) in the borough: Chester City Centre AQMA, declared due to exceedances of the annual mean NO₂ objective from road traffic; Thornton-le-Moors AQMA, declared due to exceedances of the 15-minute mean SO₂ objective from industrial emissions. - The Whitby Road/Station Road AQMA and the Frodsham AQMA have been revoked following sustained compliance with air quality objectives and a consistent downward trend in NO₂ levels. - In 2023, CW&C continued to observe a downward trend in NO₂ concentrations across long-term monitoring sites. However, PM₁₀ levels have remained relatively static over the past five years. While there are no statutory local targets for PM_{2.5}, CW&C is expected to take action to reduce emissions from sources within its control. - Between 2021 and 2023, ultra-low-emission vehicle (ULEV) ownership in CW&C more than doubled, increasing from 720 to 1,569 ULEVs per 100,000 population. Despite this growth, CW&C's ULEV ownership rate remains significantly below the averages for both the North West (2,838) and England (2,516).
Noise	The annual average day-evening-night level (Lden) for sounds from road sources in CW&C exceeds 75 dB in the areas surrounding the M53 and the M56 motorways.
Open and green spaces and public right of way	- There are more than 1,280 kilometres of rights of way in the borough, which can improve community physical and mental health through access to physical activity. - The borough has six Country Parks that are natural areas designated for people to visit and enjoy recreation in a countryside environment.
Healthy food	19% of CW&C children in their school reception year are either overweight or obese, and 8% of children aged 5-6 live with obesity. 23% of 5-year-olds have visually obvious tooth decay

Area	Summary
	● 21% of women are living with obesity during early pregnancy
Tourism and visitors	● There were 29.2 million visitors to CW&C in 2023, compared to 37.4 million in 2019. Despite annual increases in visitor numbers since the pandemic, visitor numbers remain lower than pre-2020 levels. ● In 2023 there were 21,814 full-time employees (FTEs) in CW&C supported by the visitor economy, up 7.8% from 20,333 FTEs in 2022. Still, this remains lower than levels prior to the Covid-19 pandemic (25,937 in 2019). ● The visitor economy in CW&C was worth £2.26 billion, similar to the value for 2022 (£2.25 billion). Whilst income from visitors has increased year on year since 2020, visitor economic impacts remains lower than pre-pandemic levels (£2.85 billion in 2019) ● The fall in tourism and ensuing decline in visitor-related employment and economic impact during the pandemic was then exacerbated by the rising cost of living and inflation since 2021. ● Annual Chester city centre footfall has steadily increased post-pandemic, reaching a total of 2.9 million people in 2024 compared to 2.6 million people in 2021, however levels have not yet returned to pre-pandemic footfall (20.5 million in 2019) ● Following the opening of the new Chester market in 2022, footfall spiked immediately, and has remained higher than footfall at the old market (2.6 million in 2024 compared to 2.1 million in 2023). ● Annual footfall to Winsford was just over 3.6 million in 2024, up 11% compared to 2023, and 4% compared to 2019. Footfall to Ellesmere Port market has been stagnating, with 1,028,263 visitors in 2024, 7% lower than in 2023.

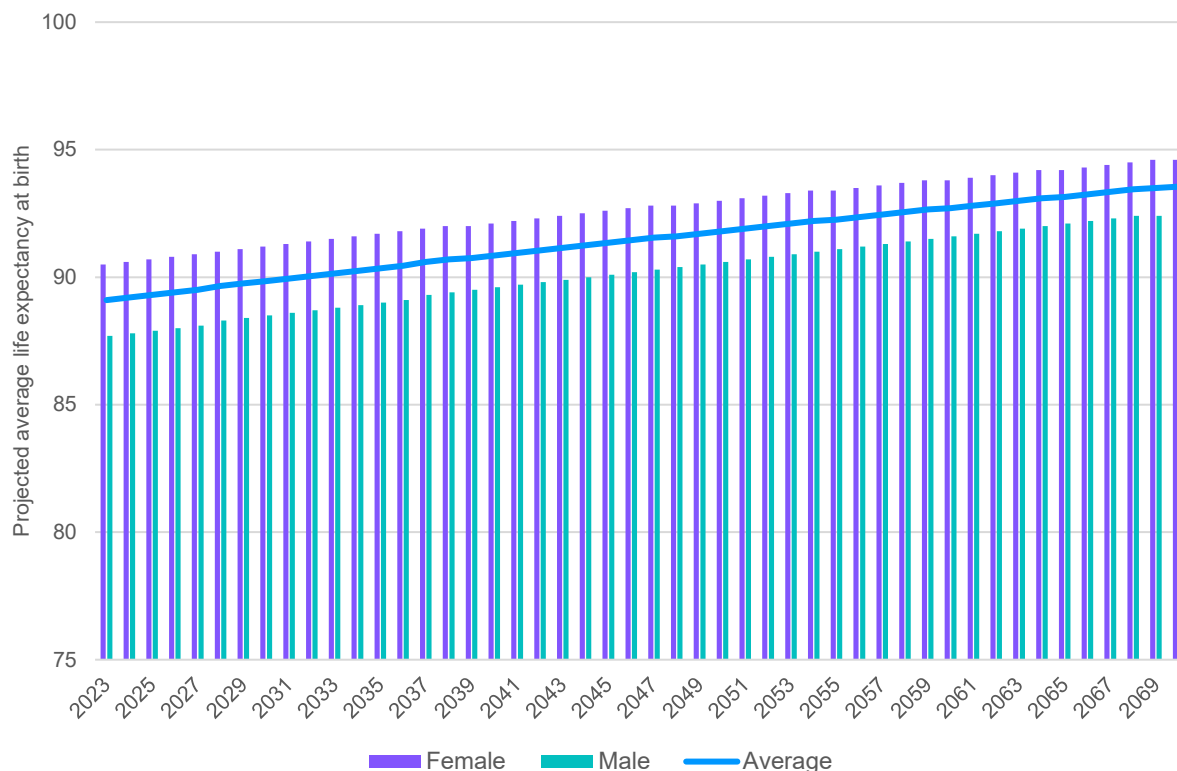
8.3 Key trends and future evolution of the baseline

Key trends now and in the future in CW&C include deprivation and the increasing cost of living, which highlight the need to consider health inequalities and inequities in all aspects of the LTP4.

8.3.1 Life expectancy

Figure 8.1 below illustrates the projected average life expectancy at birth across the UK between 2023 and 2069. This shows that the national projected average life expectancy at birth is anticipated to increase to reach 90,1 years for males and 92.6 years for females born in 2045.

Figure 8.1: Projected UK average life expectancy at birth, 2023-2069



Source: Expectation of life, principal projects, UK 2020 edition, ONS.

CW&C Council has developed a *State of the Borough Dashboard*, providing a view of statistical forecasts of key social, demographic, and economic indicators³⁰. CW&C expects the population to increase by 8% between 2023 and 2033, reaching 393,500 residents in 2033. The greatest increase is forecast in the number of older people. The number of children (0-15 years) is expected to decrease by 2%, whilst the number of people aged 85+ is expected to increase by 50%. This is double the rate of growth seen in the previous decade.

People living longer across the UK is likely to reinforce the impacts of an ageing population within CW&C. The rise in population could place additional pressure on the road network and increase demand on public transport provision, particularly for an ageing population.

8.3.2 Employment

The council's Local Plan development pipeline sets out the forecasted growth in housing, employment, and retail over the Local Plan period (up to 2030). The latest monitoring information³¹ (covering April 2023 to March 2024) indicates the following developments:

- Around 219ha of additional employment land across the borough up to 2030 (both undeveloped planning permissions and undeveloped Local Plan allocations);
- 21,005 new residential dwellings since the 2010 baseline;

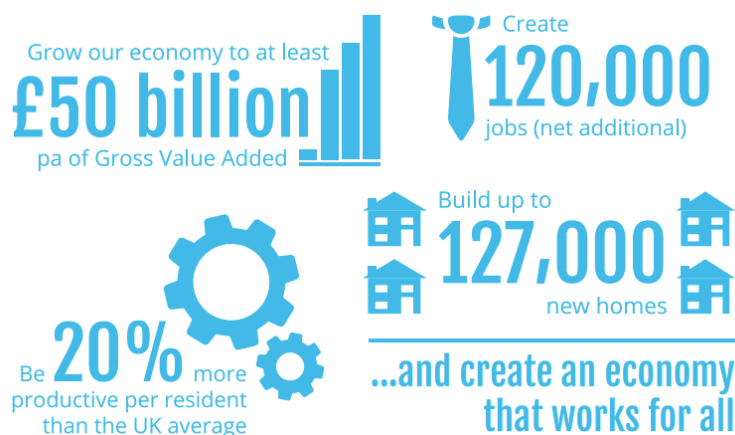
³⁰ CW&C Council (2025): State of the Borough Dashboard. Available at: <https://www.cheshirewestandchester.gov.uk/your-council/datasets-and-statistics/insight-and-intelligence/borough-and-ward-profiles/state-of-the-borough>

³¹ CW&C (2024): Local Plan Annual Monitoring Report. Available at: <https://consult.cheshirewestandchester.gov.uk/kse/event/38222/section/s1716211918759#s1716211918759>

- 21,107sqm of new commercial floorspace including cinemas, restaurants, bars, pubs, health and fitness centres, offices, arts and cultural spaces in the 2021-2024 period;
- 7,947sqm of completed retail floor space in the 2021-2024 period.

At the regional level, economic growth across CW&C is driven by the Cheshire and Warrington Local Enterprise Partnership (LEP) Strategic Economic Plan (SEP). The SEP is a strategy to support growth and economic development over the next 20+ years, which aims to double the size of the economy and set out the key economic, environmental, and social strengths on which growth will be founded. Figure 8.2 below shows the key aims the SEP aims to achieve by 2040.

Figure 8.2: Cheshire and Warrington SEP objectives



Source: Cheshire and Warrington (2018) SEP

8.4 Evidence gaps and proposed work

There are no significant gaps relating to health and wellbeing. However, establishing the baseline has been undertaken using the most current, publicly available data. As with any dataset, these may be subject to change over time, which may influence the findings of the assessment. Many of the official datasets do not reflect the short-term or long-term consequences of the Covid-19 pandemic.

8.5 Key sustainability issues and opportunities

The key sustainability issues relating to health and wellbeing at a strategic planning level are:

- Under supply of open space when compared to the recommended standard. There is also unequal access to natural green space and different user, age and socio-economic groups will have different needs.
- Accessibility to services and jobs, especially in rural areas can lead to social isolation and difficulty accessing opportunities for those without access to a car.

The key sustainability opportunities relating to health and wellbeing are:

- Ensuring that development supports existing communities and contributes to the creation of safe, sustainable and liveable communities.
- Policies can support a pro-active approach to health, enabling people to live healthier lifestyles.

- Design of new developments that considers public security and promotes active travel, active frontages and opportunities for overlooking to increase the feeling of safety, accessible for all that effectively incorporates open spaces.
- Support the night-time economy in town centres through night buses and evening transport provision, and well-lit, safe transport infrastructure. Support the ageing population and town centres that cater for all ages through accessibility to key services and facilities by public transport (older people can be more reliant on public transport to access services and facilities).

8.6 ISA Scope and Influence on the LTP4

The health and wellbeing topic is scoped into the ISA as transport can have considerable implications on health and wellbeing from air quality, physical activity and access to key services. The health and wellbeing topic also forms part of the HIA.

The HIA considers a range of different health determinants. The following wider health determinants have been scoped out due to insufficient evidence of an influential source or pathway occurring as a result of LTP4:

- Risk taking behaviour
- Diet and nutrition
- Housing (in relation to housing stock) and relocation
- Water quality or availability
- land quality
- Radiation

The main ways in which the LTP4 could influence health and wellbeing are:

- Opportunities for physical activity - Providing opportunities for physical activity can contribute to beneficial health outcomes. Policies to improve infrastructure that encourage a shift to active travel (walking and cycling) are likely to encourage the local population to take up more active lifestyles, resulting in improved health and wellbeing. Regular physical activity, including walking and cycling, benefits both physical and mental health. Keeping physically active can reduce risk of cardiovascular disease, obesity and risk of type 2 diabetes, hypertension, coronary heart disease, stroke, diabetes, breast and colon cancer, depression, and the risk of falls. Physical activity can improve bone and functional health, and pregnancy outcomes. Additionally, in improving opportunities for physical activity, improved access and connectivity to areas of open space for leisure and play can be provided, which can further enhance peoples physical and mental health.
- Accessibility - The accessibility of transport infrastructure affects who can use transport – this includes physically using transport infrastructure, as well as the presence of a well-connected, convenient transport network. In order to enable accessibility for all, transport infrastructure must consider the needs of all network users to ensure barriers to access are removed where possible. Accessible transport infrastructure can enable disabled people, people with limited mobility, older people, people travelling with children, and people living in rural areas to utilise public transport as a means to access work and social opportunities, reducing social isolation and associated adverse health outcomes. Connectivity and accessibility are essential to life opportunities, particularly in more deprived areas, which commonly have lower car ownership levels, to ensure the local population have convenient, reliable, and efficient access to essential services, education, health and leisure facilities, and open space. All of which are integral to a good, healthy, quality of life. Access to health and social care services effect mental and physical health outcomes, both directly, through access to treatment and care or access to fresh food retailers, and indirectly through issues

such as access to social networks. Access to open space for leisure and play can also affect mental and physical health outcomes.

- **Safety and security** - Transport infrastructure can alter people's actual and perceived safety and security, including the anxiety some people may feel about potentially being a victim of crime. It does not necessarily relate to the probability of being a victim of crime, but can be influenced by external factors and narratives. Government guidance has identified "traveller stress" as an outcome of transport delays and disruption, affecting both drivers and public transport users. This comprises feelings of discomfort, annoyance, frustration or fear, culminating in physical and emotional tension that detracts from the quality and safety of a journey. The LTP4 may help to reduce traveller stress. The actual and perceived safety of pedestrian and cyclist infrastructure can be the reason people do not walk or cycle, thus preventing people from undertaking physical activity and gain associated health benefits. This could include uneven surfaces, shared use paths, lack of lighting, narrow or lack of pavements or cycle lanes and fast vehicular movements. Public transport and associated infrastructure also has the potential to change feeling of safety and security.
- **Social capital** - Social capital comprises connections between the individuals within communities, and the inclination that arises through these networks for individuals to feel valued, to feel a sense of belonging, to have companionship and to tangibly support each other. Participation in social activities is very important to people's quality of life and can play a major part in improving health. Social networks and connections provide emotional support that can help people to cope with stressful life events. This type of support has also been shown to exert positive physiological effects on the body's hormonal and immune systems and reduce susceptibility to mental and physical illness. Transport infrastructure can affect access within and between communities or opportunities for social interaction at facilities such as churches, community centres and public houses. For example, there is potential for the LTP4 to reduce isolation due to both improved public transport connectivity and traffic flows, which in turn may encourage and make it easier for people to travel (particularly by public transport), increasing levels of social interaction.
- **Employment and income** - There is strong evidence of links between employment and income and health status. Being in employment is associated with social and psychological wellbeing, with work being an important aspect of individual identity and social status. Unemployment is a significant risk factor for physical and mental health and is a major determinant of health inequalities. Increasing material wealth provides increased opportunities for participation in society and increased access to healthier lifestyle choices, which are associated with improved mental and physical health. However, these relationships are complex, and compounded by many other variables. Potential health benefits associated with improved transport services may arise as a result of improved access to employment opportunities or from improved "journey ambience" and reduced levels of traveller stress. The implementation of the LTP4 may result in improved long-term connectivity to jobs and employment opportunities. The ability to access employment without having access to a car would present a greater amount of employment opportunities to those in CW&C. Implementation of the LTP4 may also result in employment generation such as a construction workforce to carry out physical infrastructure improvements. This will depend on the number of people who are able to, and choose to, take up opportunities for construction employment, but has the potential to result in improved income, employment status and self-esteem, and associated health benefits.
- **Air quality** - There is a well-established link between health effects and exposure to air pollution. Policies have the potential to change air quality affecting people with existing health conditions and contributing to cardiovascular and respiratory illnesses, reducing life expectancy, cancer, increasing mortality, asthma, hospital admission, heart disease and stroke. Policies that promote lower carbon technology, cleaner fuels as well as technological

advancements and measures to reduce reliance on travel by private car, have the potential to improve air quality and public health.

- **Noise** - The health effects of noise pollution are widely acknowledged. Excessive noise can seriously harm human health and interfere with people's daily activities at school, at work, at home and during leisure time. It can cause sleep disturbance, cardiovascular and psychophysiological effects, reduce performance, and provoke annoyance responses and changes in social behaviour. Policies that promote electric vehicles and active travel are likely to reduce vehicular noise and beneficially impact the health of the local population.
- **Neighbourhood quality** - The term 'neighbourhood quality' describes the combination of environmental factors in a specified area that influence people's experience of, and feelings about, their local environment, which is influenced by visual amenity, air quality, traffic, noise, and potentially a range of other factors. When these factors are altered people's levels of satisfaction with their living environment may change. In turn, this could affect mental wellbeing or behaviours such as the use of outside space. People generally report better health and wellbeing conditions when in more scenic, good quality environments, across urban, suburban and rural areas, even when taking core socioeconomic indicators of deprivation into account, such as income, employment and access to services. Changes to transport policy and infrastructure may result in changes to visual amenity, air quality, traffic and noise exposure, which may combine and result in a neighbourhood quality effect on nearby residents.
- **Road safety** - Road safety is linked to rates of injuries and deaths of motorised and non-motorised road users. Vehicle users, pedestrians and cyclists can be vulnerable to collisions and casualties impacting the physical health of those effected as well as their families and local health services.

8.7 ISA framework

The proposed ISA framework for health and wellbeing is presented in Table 8.2.

Table 8.2: ISA framework for health and wellbeing

ISA Objective	Appraisal Criteria	Indicators
Create a safe environment to live in and reduce the threat of crime?	Will it create a travel environment that is (and feels) safe for all users, day and night?	Number of transport related crime incidents per year
	Will it improve road safety and reduce the number of people killed and seriously injured on the roads?	Total number of people killed or seriously injured (KSI) in road traffic collisions Total number of children (aged under 16) killed or seriously injured (KSI) in road traffic collisions
Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment?	Will it support sustainable economic growth?	Workforce catchment by public transport Unlocking development land
	Will it improve accessibility to jobs?	Employment rates Number of jobs within 30 minutes
	Will it support tourism and the visitor economy?	Tourism revenue per year
	Will it increase efficiency of freight transport including low emission freight movements?	Proportion of freight by mode (road, rail, water, cargo bike) Proportion of road freight by electric vehicles
	Will it improve provision and/or access to open space and nature for all?	Percentage increase of local green spaces Percentage of the LTP4 area population having access to a natural greenspace within 400m of their home Length of greenways constructed

ISA Objective	Appraisal Criteria	Indicators
Maintain and improve the vitality and viability of the city, town and local centres?	Will it safeguard shops, leisure and services in existing centres, with transport for all?	Footfall within local and town centres Public transport access to local and town centres
	Will it provide improved physical, social and environmental infrastructure in the city, town and local centres?	Length of new or improved/maintained footpaths and cycleways
Enable environments that promote health and wellbeing	Will it promote active lifestyles?	Percentage of physically active adults
		Percentage of adult population that walk or cycle each week
		Obesity percentages of children
		Percentage of under 18's that walk and cycle each week
	Will it reduce noise from transport related sources?	Percentage population exposed to road, rail and air transport noise of 65 dB(A) or more during the daytime Percentage population exposed to transport noise of 55 dB(A) or more during the night-time

8.8 LTP4 Core Strategy Assessment

Table 8.3 displays the assessment results of the seven core policies against the ISA objectives within the Health and Wellbeing theme. The full Health Impact Assessment is presented in Appendix C.

Table 8.3: Policy Assessment Summary - Health and Wellbeing

Theme	ISA Objective	CP1	CP2	CP3	CP4	CP5	CP6	CP7
Health and Wellbeing	Create a safe environment to live in and reduce the threat of crime	++	++	++	++	++	0	0
	Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment	++	++	++	++	0	0	0
	Maintain and improve the vitality and viability of the city, town and local centres	+++	+++	0	+++	0	0	0
	Enable environments that promote health and wellbeing	+++	++	+++	++	+++	++	++

8.8.1 Summary

Objective 1: Create a safe environment to live in and reduce the threat of crime

CP1, 2, 3, 4, and 5 conclude moderate positive scores against this objective. CP1 is likely to increase the perceived feeling of safety within CW&C area, whereas CP2, 3, 4, and 5 will provide improved physical safety.

CP2 aims to reduce travel at peak times which would help reduce road user conflict and road traffic collisions. CP3 promotes the prioritisation of pedestrians, walking or wheeling, over those in public transport and again over using private motor vehicles. It also states the importance of avoiding designs that bring pedestrians and cyclists into conflict with each other or other modes, such as shared pathways. This will improve both pedestrian and cyclist safety and reduce the number of collisions. CP4 promotes a One System approach that aims to better link public transport, physically and digitally to increase efficiency and reduce time taken to travel. This includes improved transport hub links suggesting a reduction in potentially long or isolated walks, increasing both perceived and physical safety. CP5 focuses on small-scale changes by maximising the use of existing assets and improving resilience to climate change. New road

projects are only supported if they tackle priority road danger hotspots or are necessary for climate adaptation. The policy's emphasis on addressing road danger hotspots, promoting sustainable transport modes, and strict criteria for new road projects can significantly enhance safety and reduce the threat of crime.

Objective 2: Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment

CP1, 2, 3 and 4 conclude moderate positive scores against this objective. CP1 sets the scene on the LTP4; it is the core policy that promotes the driving force and ensures policies and programmes will endorse the achievement of the CW&C LTP4 vision of a fair and sustainable transport system. Successfully implementing this core policy is likely to support and promote sustainable economic growth and improve availability and accessibility to jobs. CP2 promotes opportunities that work to reduce the need to travel and supports access to improved digital opportunities. If implemented successfully, this core policy is likely to promote accessibility and growth of economic opportunities for all. Employment growth in CW&C has slowed over the last decade, signifying high potential for employment generation and growth. If implemented successfully, this core policy is likely to improve accessibility to jobs as well as diversify the current employment offering. CP3 promotes the prioritisation of sustainable travel including walking and wheeling over emitting motorised vehicles. The core policy supports people to reach employment opportunities, education, and services without the financial burden of owning a private car. This would foster a more productive workforce and stimulate the local economy. CP4 aims to provide seamless transport journeys enabling people to access jobs, services and visitors attractions more easily, supporting the economy.

CP6 concludes neutral effects on this objective as including economic development experts and local businesses in the planning and implementation process may ensure that strategies to support economic growth are effectively integrated into transport policies. However, there is no specific wording on the types of stakeholders that may be approached during LTP4 and therefore this is not a tangible minor positive effect and must be scored neutral.

Objective 3: Maintain and improve the vitality and viability of the city, town and local centres

CP1, 2, and 4 conclude major positive effects. CP1 ensures steps are taken to enable a stronger thriving future. A large share of CW&C residents are dependent upon the retail sector for employment and the successful implementation of this core policy would safeguard shops, leisure and services in existing centres. People having access to reliant and efficient transport options will make it easier for them to reach various destinations and facilities. CP2 promotes opportunities that work to reduce the need to travel and supports access to improved digital access. Co-locating new developments will help support the vibrancy of CW&C town centres and leisure areas, sustaining employment in these existing centres and improving accessibility to essential services, and bridge the gap for people living in more rural areas. CP4 promotes a One System approach that aims to better link public transport, physically and digitally to increase efficiency and reduce time taken to travel. This core policy supports the vitality of existing town centres by ensuring that new developments are connected to existing networks. Interchanges between transport modes would make it easier for people to access shops, leisure, and services without relying on private cars. This increased foot traffic would support local businesses and services.

Objective 4: Enable environments that promote health and wellbeing

CP1, 3, and 5 all conclude major positive effects against this objective. These core policies promote sustainable transport systems by utilising existing assets, improving digital accessibility, prioritising sustainable travel modes, and partnering with stakeholders. The policies will help reduce polluting vehicles and improve air quality. Additionally, by reducing

travel needs and addressing road danger and public safety, the policies contribute to quieter streets, mitigating the widespread health impacts of noise pollution.

CP4, 6 and 7 are likely to have moderate positive effects. CP4 aims to make multimodal journeys, such as walking and cycling to a bus stop, train station, or Park & Ride, more convenient and attractive. Reducing the friction between transport modes through physical integration, operational coordination as well as digital tools should lower barriers to walking, wheeling, and cycling. This will encourage people to choose active modes for at least part of their journeys, embedding physical activity into daily routines. CP4 is likely to promote active lifestyles by shifting travel habits away from car use and towards healthier, more sustainable modes. CP6 empowers communities to take responsibility for their local transport networks, involving local businesses and stakeholders in the design and implementation of transport services. Through initiatives like the Highways Volunteer Scheme, residents are encouraged to create and maintain pedestrian-friendly and cyclist-friendly environments. This should mean that transport infrastructure supports walking, cycling, and other forms of active travel, making it more appealing for people to incorporate physical activity into their daily routines. CP7 aims to enhance inclusivity, health, and environmental quality in the borough through the creation of green spaces and biodiverse habitats. Improving access to nature and ensuring that new schemes deliver biodiversity net gain, CP7 encourages daily and weekly interaction with nature, which is essential for physical and mental health.

Health and Wellbeing

The CPs have the potential to deliver positive health impacts across the CW&C area including:

- The Core Policies are likely to create a safer environment to live in by reducing the speeds and number of vehicles on roads, as well as by improving infrastructure associated with the travel network in order to improve perceptions of public transport safety;
- The Core Policies are likely to support a resilient, sustainable, and inclusive economy by improving accessibility and provision of employment and education opportunities; supporting tourism and the visitor economy; and potentially increasing efficiency of the movement of goods.
- The Core Policies are likely to improve the vitality and viability of the city, town and local centres in CW&C by ensuring that shops and leisure areas are safeguarded and integrated with multimodal transport interchanges, providing improved physical, social and environmental infrastructure in existing centres.
- The Core Policies are likely to enable environments that promote health and wellbeing, as a key objective of the LTP4 is investment in and uptake of walking, wheeling and cycling as priority forms of travel, reducing environmental impacts such as noise and air pollution from transport sources.

9 Infrastructure

9.1 Policy Context

A full review of the plans and programmes relevant to the LTP4 is presented in Appendix A structured by topic and the relevant plans for Infrastructure are bulleted in the box below. This section pulls out a few of the key plans and explains what they are, key objectives and themes and implications for the ISA and LTP4.

Plans and Programmes reviewed:

- EU Directive for the Promotion of Bio-fuels for Transport (2003/30/EC)
- European Transport Policy for 2010: A Time to Decide (EC, 2001)
- Keep Europe moving – Sustainable mobility for our continent (EC, 2008)
- Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system (EC, 2011)
- A European Strategy for Low-Emission Mobility (EC, 2016)
- Freight Logistics— The Key to Sustainable Mobility (EU, 2006)
- Directives in relation to Road Vehicles (98/70/EC and 2005/55/EC)
- Traffic Management Act (2004)
- National Planning Policy Framework (NPPF) (2021)
- Transport Investment Strategy (2017) (Moving Britain Ahead)
- Taking Charge: the Electric Vehicle Infrastructure Strategy (2022)
- Local Transport Act (2008)
- National Infrastructure Delivery Plan 2016–2021, Infrastructure and Projects Authority (HM Government) (2016)
- Road Investment Strategy 2: 2020-2025 (2020)
- The Strategic Road Network and the Delivery of Sustainable Development (Circular 02/2013)
- Guidance on Local Transport Plans, DfT (2009)
- Towards a Sustainable Transport System Supporting Economic Growth in a Low Carbon World (2007)
- Department for Transport (DfT) Single Departmental Plan (2018)
- The Road to Zero, DfT (2018)
- Road Safety Statement: Progress Report, DfT (2018)
- Building Sustainable Transport into New Developments (DfT, 2008)
- Road Safety Act (2006)
- Working Together to Build a Safer Road System: British Road Safety Statement, DfT (2015)
- The Inclusive Transport Strategy: Achieving equal access for disabled people, DfT (2018)
- National Design Guide
- Great British Railways: The Williams-Shapps Plan for Rail (2021)
- Gear Change (2020)
- Integrated Rail Plan for the North and Midlands (2021)
- Road Traffic Reduction Act (1997)
- Bus Back Better (2021)

- Our Waste, Our Resources: A Strategy for England, HM Government (2018)
- Transport for the North's Strategic Transport Plan (2023)
- Transport for the North's Decarbonisation Strategy (2021)
- Freight and Logistics Strategy (2021)
- Major Roads Report (2021)
- Transport for the North's Electric Vehicles Charging Infrastructure Framework (2022)
- Cheshire and Warrington LEP Digital Infrastructure Plan (2020)
- West Cheshire Bus Service Improvement Plan (BSIP) (2022)
- Local Cycling and Walking Infrastructure Plan (2020)
- Electric vehicle Strategy (2023)
- Highways Asset Management Strategy (2019)
- Towards a Digital Borough: 2021 to 2025

Good transport connections have direct benefits to people, businesses, the environment and the economy. Effective transport infrastructure can help people to access jobs, reduce commuting times and the cost of living. It can support innovation, productivity and economic growth, helping to attract inward investment by reducing costs and improving access to skilled labour. Reducing the reliance on cars and promoting more sustainable modes of transport (such as public transport and active travel) can relieve congestion and reduce carbon emissions. It can unlock new development sites for business and housing if roads, bus services and rail are in place to serve them.

The National Planning Policy Framework (NPPF) (2021) requires plans to promote sustainable development including aligning growth and infrastructure. Strategic policies should set out the strategy and scale of development including making sufficient provision for infrastructure. Plans should set out the contributions expected from development to the provision of various types of infrastructure.

The Transport Investment Strategy sets out investment priorities to improve the connectivity, effectiveness and reliability of transport network whilst simultaneously reducing impacts on the natural environment. Furthermore, the document places great emphasis on making cycling and walking the natural choice for shorter journeys, or as part of longer journeys.

The Taking Charge: the Electric Vehicle Infrastructure Strategy (2022) outlines the vision of removing charging infrastructure as both a perceived, and a real, barrier to the adoption of electric vehicles by 2030. It aims to make electric vehicle charging cheaper and more convenient than refuelling at a petrol station.

The Road Investment Strategy 2: 2020-2025 (2020) sets out the long-term objectives for the Strategic Road Network (SRN). Looking towards 2050, it sets out a vision for the SRN to be a network that supports the economy, a greener network, a safer and more reliable network, a more integrated network and a smarter network.

The Inclusive Transport Strategy: Achieving Equal Access for Disabled People (2019) sets out an ambition to build a society that works for all, with the Government wanting to make the transport system inclusive and able to meet the needs of all people regardless of whether they are disabled or not. The main goal is for disabled people to be able to access the transport system easily, confidently and at no extra cost. In turn this will support the Government's wider commitments to enable a million more disabled people to take up employment over the next ten years, to secure three million new apprenticeships by 2020, and to tackle loneliness.

The National Design Guide (2019) identifies the need to follow the energy hierarchy for well-designed places and buildings. The guide outlines aspects to be considered for a movement

network that makes connections to destinations, places and communities, both within the site and beyond its boundaries.

The Great British Railways: The Williams-Shapps Plan for Rail (2021) sets out proposals for the biggest change to the railways in 25 years, seeking to end the fragmentation of the past and bringing the network under single national leadership.

The Gear Change (2020) sets out a bold future vision of cycling and walking in England. It is about creating healthier, happier, and greener communities and safer streets through convenient and accessible travel. Cycling and walking to be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.

Integrated Rail Plan for the North and Midlands (2021) is programme of rail network schemes, rather than a policy, but is critically important towards the decarbonisation and levelling up agendas. The programme is focussed on improved capacity and connectivity between major cities, and maximising integration with local networks.

Bus Back Better (2021) encompasses the National Bus Strategy for England which describes the Government's vision for bus services in England outside of London. Its central aim is to get more people travelling by bus – first, to get overall patronage back to its pre-COVID-19 level, and then to exceed it – by ensuring that buses are an attractive alternative to the car for far more people. The strategy seeks to make buses more frequent, more reliable, easier to understand and use, better co-ordinated and cheaper through a partnership approach between Government, local transport authorities (LTAs), and operators, and better and more locally accountable bus services. The vision includes simpler, cheaper fares with daily price caps, more services, including more services in the evenings and at weekends and services on some routes that run so often people do not need to use a timetable and faster buses, supported by bus priority.

The Transport for the North's Strategic Transport Plan (2023) builds on the original vision in the 2015 Northern Transport Strategy and the first Strategic Transport Plan in 2019 of "a thriving North of England, where world class transport supports sustainable economic growth, excellent quality of life and improved opportunities for all" with a renewed focus on decarbonisation and social opportunity. This Plan builds on the evidence, analysis, strategy development and policy thinking TfN have undertaken since that time.

The Transport for the North's Decarbonisation Strategy (2021) sets out a range of scenarios and policy interventions to contribute to 2050 Net Zero.

The Freight and Logistics Strategy (2021) undertakes an overarching analysis of freight requirements across road, rail, port, and inland waterways in the North, identifies key constraints or challenges on the existing networks, and provides a list of areas of interventions and policy solutions that will best support economic growth and decarbonisation.

The Major Roads Report (2021) outlines the critical role that the North's strategic roads play in enabling residents and businesses to go about their daily lives. It sets out the scale of the challenge to enhance the safety and reduce the environmental impact.

The Transport for the North Electric Vehicles Charging Infrastructure Framework (2022) is a whole network, whole system approach to electric vehicle charging in the North. The strategy contains the following objectives: support delivery of an integrated electric vehicle network based on a robust and data-driven evidence base of demand and requirement, provide a collective route map towards an effective, attractive, and inclusive network, support the delivery of a "whole network and whole system" approach through public and private partnerships and recognise and negotiate uncertainty for electric vehicle infrastructure decision-making.

The Cheshire and Warrington LEP Digital Infrastructure Plan (2020) plays an integral role in enabling the objectives of the Local Industrial Strategy to be delivered and leverage infrastructure assets and investments made to date, facilitating a step-change towards the next generation of fixed and mobile connectivity.

The West Cheshire Bus Service Improvement Plan (BSIP) (2022) has been developed collaboratively between the Council and bus operators. The vision for bus travel is: to make bus a mode of choice for the full cross-section of society by removing barriers to travel and making buses more frequent, more reliable, easier to understand and use, better co-ordinated and cheaper, to build in greater levels of community involvement, to both reverse the recent shift in journeys away from public transport and encourage passengers back to bus, and also to improve on pre-pandemic levels of service and to create a network that supports the Cheshire West and Chester Council's strategic priorities of tackling climate change; growing the local economy and delivering secure jobs; supporting children and young people to get the best start in life; supporting older residents and rural communities; and enabling more adults to live longer, healthier, and happier lives.

The Local Cycling and Walking Infrastructure Plan (2020) seeks to develop a new culture for promoting active travel in West Cheshire. The goal is to make walking and cycling safer, more attractive, and convenient. It is a plan that provides a strategic approach to help identify where cycling and walking interventions are required at a local level, ensuring that infrastructure improvements for short, medium and long term investment can be identified and consideration is given to walking and cycling within local planning and transport policies and strategies.

The Cheshire West and Chester Electric Vehicle Charging Infrastructure Strategy (2023) is informed by the Council's Climate Emergency Response Plan which sets out a tiered approach to addressing significant transport emission challenges. It sets an ambition to become a regional leader in the roll-out of electric vehicle charging infrastructure by 2025.

The Highways Asset Management Strategy (2019) sets out the Council's approach to the long-term management of highways assets. It demonstrates alignment of key highways service outputs with strategic objectives of the council plan. It includes a set of principles adopted around; whole lifecycle approach, informed decision making, building resilience, supporting climate change and environmental challenges.

Towards a Digital Borough 2021 to 2025 presents massive opportunities across several topics. It can help drive the economy, make the care services more responsive, improve the customer experience, empower communities, makes for a more efficient organisation, supports a fairer society and can also reduce the need for travel.

9.2 Baseline information

9.2.1 Transport Infrastructure

Car ownership is above the national average. The 2011 Census found 81% of households own at least one car and 40% own two or more vehicles. There is a very high dependence on the car for commuting and 74% of residents travel to work by car. Again, this figure is higher than the national and regional averages of 60% and 64% respectively. Only 5% of trips are made by bus and 13% either walk or use a bicycle.

Commuter trips by public transport rail are relatively low. The exception to this is for trips to Merseyside. Bus use for inbound trips is also particularly high from North-East Wales. The distance that people commute is also of significance. 28% of residents commute ten or more miles on a daily basis and data suggests that the trend to commute greater distances to reach employment opportunities is increasing.

Some 63% of CW&C residents in employment work within the Borough itself. Just over 35% of inbound commuter trips in to CW&C come from North East Wales with a further 34% from Merseyside, the majority (22%) being from the Wirral. Just over 17% of trips come from Cheshire East and 7% come from Greater Manchester. 16% of commuter trips within the area were made on foot or by bike and 6% by bus. A further 14% of residents work from home. Examining outbound commuter patterns shows more varied patterns. Some 32% of commuter trips are to Merseyside, 23% to North East Wales, 20% to Cheshire East, 15% to Manchester and 8% to Warrington.

Road - The Council is responsible for 328 km of Principal Road; 642 km of classified and 1359 km of unclassified road. A further 70 km of Motorway and Trunk Road including parts of the M6, M56, M53, A55 and A550 is managed by National Highways.

Public transport networks - Despite relatively low levels of public transport use, Cheshire West and Chester has a number of important strategic public transport linkages. It is serviced by a number of major rail lines and parts of the area benefit from relatively well used bus networks.

Rail - There are 21 rail stations within Cheshire West and Chester, with a wide offer in terms of destinations beyond the borough. The West Coast Main Line runs through the centre of the area. There are stations at Acton Bridge, Hartford and Winsford, but these are not served by Inter-City services to London or Scotland, for which a connection is needed at Crewe or Warrington Bank Quay.

Bus - The borough is served by around 50 routes, largely focused on Chester, Ellesmere Port, Northwich and Winsford – although the network is denser in the west than the east. The rural areas are served by considerably fewer and less frequent services, with many villages not served by any frequent bus services. There are no direct services between Winsford and Chester, or between Ellesmere Port and either Northwich or Winsford, and only an hourly service between Chester and Northwich.

There is an extensive network of public rights of way and cycle routes. This includes a 1,267 km Public Rights of Way network including 1,088 km of public footpath and 88 km of bridleway. The National Cycle Network in the Borough is some 131 km in length, while Regional Routes cover a further 217 km. Additional circular and traffic free routes extend the cycle network by a further 155 km.

Waterways - There are four navigable waterways within Cheshire West and Chester, the Manchester Ship Canal, the Shropshire Union Canal, the Weaver Navigation and the Trent and Mersey Canal.

9.2.2 Community Infrastructure

Education - there are currently 190 educational establishments in the borough including one University (Chester), one sixth form college, 129 primary schools and 20 secondary schools. The majority of schools are local authority maintained schools but there are a number of private schools, free schools and academies. 60% of the borough's secondary schools are academies.

Culture - Main museums include: Grosvenor Chester; Stretton Watermill; Lion Salt Works, Northwich and Weaver Hall Museum and Workhouse (Northwich), Cheshire Military Museum (Chester), and the National Waterways Museum (Ellesmere Port). Theatres include Storyhouse Chester, Theatre Porto, Ellesmere Port and the Harlequin Theatre, Northwich.

9.2.3 Digital Infrastructure

Digital infrastructure is an important consideration within transport planning, supporting demand management measures and increasing access to key digital services amongst communities.

Provision of digital infrastructure offers communities the opportunity to reduce the need to travel and increase accessibility to transport services and related information.

CW&C has been increasing the usage of digital technology over recent years to make services and places more successful, but there are a number of key challenges and opportunities both within CW&C and across the UK to address to enhance future success:

- 88% of UK adults have access to a smartphone, and 95% of these smartphones are used every day
- 7% of the borough are currently digitally excluded. At least 25,000 residents are at risk of digital exclusion in CW&C, two thirds of which are within the older population. Most are from less affluent backgrounds. Survey suggests key reasons for this are lack of interest (11%), lack of skills (39%), privacy and security concern (30%), affordability (20%)
- Over 90% of CW&C residents use the internet on a regular basis in their everyday lives
- 94.6% of premises in the borough have access to superfast broadband speeds (30mbps or greater), but just 26.8% of local premises are able to access ultrafast broadband (300mbps or greater) - well below the national average of 54%
- 8% of premises within CW&C are connected to full fibre infrastructure - which is below the national average of 12%
- 90% of the borough is covered by a 4G signal from one or more mobile networks.

9.3 Key trends and future evolution of the baseline

Cheshire West and Chester has an increasing population, including an increasing proportion of older people. There is likely to be increasing demand for passenger transport requirements to support access and mobility requirements and the need to consider access to health care and local services. A particular challenge will be supporting the needs of an ageing population group that have become accustomed to a very high level of car dependency.

Traffic volumes have increased by 25% since 1993 and are forecast to increase by 12% by 2026 and a further 8% by 2030.

During 2009-2019, bus patronage has fallen by around 20%, while car vehicle miles have increased by 11%, indicating both a shift in modal share from bus to car over the last ten years, and an increase in number of journeys per resident. This data does not include the impacts of the pandemic, which saw further decimation of public transport ridership much of which is still to recover.

Access to superfast broadband and 5G are both increasing over time. The rate of increase of access to superfast broadband had slowed over recent years as 95% coverage was reached in 2018 and only the more remote and more difficult to access properties remain. The provision of gigabit-capable broadband should continue to increase, particularly in new-build properties due to the recent changes to the Building Regulations to require infrastructure and connections providing gigabit-capable broadband.

9.4 Evidence gaps and proposed work

No evidence gaps for infrastructure have been identified.

9.5 Key sustainability issues and opportunities

The key issues relating to infrastructure at a strategic planning level are:

- The borough has relatively high levels of car-dependency, especially in rural areas

- Traffic congestion is already a problem on the strategic network
- Rail connectivity within the borough and between the borough's urban centres is relatively poor
- Reducing bus services and falling patronage. There are multiple bus services, however some areas of the borough are not served by buses at all, or are only served with buses that run at limited times.

The key opportunities relating to infrastructure at a strategic planning level are:

- There are opportunities to improve public transport networks and opportunities for active travel
- The recovery from the COVID-19 pandemic has the potential to change travel patterns in the short, medium, and longer term. Travel decreased during the lockdowns implemented by the government, and many workplaces have become more flexible when it comes to where people work. The provision of infrastructure, such as improved broadband, will help with the ability for home working. As such, sustainable travel may become more popular in the future and less people may travel to work.
- Walking and cycling represent very important modes of travel at the local level. It is recognised that there is considerable scope to increase the number of short and medium length trips on foot or by bike

9.6 ISA Scope and Influence on the LTP4

The infrastructure topic is scoped into the ISA as transport infrastructure and connectivity is directly relevant for the LTP4. Energy networks and waste infrastructure have been scoped out as they are not considered relevant for the LTP4.

The main ways in which the LTP4 could influence infrastructure are:

- Through changes to the transport network including, road, rail and bus through new projects and connections and improved provision.
- Inclusion of policies and projects to increase provision, connectivity and uptake of active transport and public transport modes and reduce car dependency.

9.7 ISA framework

The proposed ISA framework for infrastructure is presented in Table 9.1.

Table 9.1: ISA framework for infrastructure

ISA Objective	Appraisal Criteria	Indicators
Make the best use of existing transport infrastructure	Will it maximise efficiency of existing transport infrastructure to facilitate movement of people and goods?	Delays to freight – number of lost hours due to traffic delays
		Condition of the network
		Number of public transport services disrupted due to network maintenance or emergency repairs
		Average vehicle occupancy
		Active travel usage
		Public transport usage
Ensure everyone has access to high quality and affordable public transport, cycling and walking infrastructure	Will it provide infrastructure to encourage sustainable and active modes of transport?	Km of new or improved footpaths and cycleways
		Number of new public transport infrastructure projects delivered

ISA Objective	Appraisal Criteria	Indicators
Ensure everyone has access to high-speed digital connectivity	Will it increase household coverage and connection to high-speed broadband?	Percentage of households connected to high-speed broadband
	Will it increase the coverage of 4G/5G across the borough?	Percentage of borough covered by 4G/5G

9.8 LTP4 Core Strategy Assessment

Table 9.2 displays the assessment results of the seven core policies against the ISA objectives within the Infrastructure theme.

Table 9.2: Policy Assessment Summary – Infrastructure

Theme	ISA Objective	CP1	CP2	CP3	CP4	CP5	CP6	CP7
Infrastructure	Make the best use of existing transport infrastructure	+	++	+	+++	+++	+	+
	Ensure everyone has access to high quality and affordable public transport, cycling and walking infrastructure	++	++	+++	++	+	++	++
	Ensure everyone has access to high-speed digital connectivity	0	++	0	+	0	+	0

9.8.1 Summary

Objective 1: Make the best use of existing transport infrastructure

CP4 and CP5 conclude major positive effects against this objective. Both policies focus on the importance of using existing services to maximise their effectiveness in a growing population and increased future use. CP4 suggests current facilities will be used alongside additional facilities to improve connectivity and coordination within the transport system. CP5 focuses on improving the resilience of current assets to the consequences of climate change and conducting essential maintenance activities.

CP2 concludes moderate positive effects against this objective. As this policy focuses on collocating new development and reducing the need to travel. Promoting opportunities to reduce the need to travel will reduce the daily strain on the current infrastructure, rather than increasing infrastructure to accommodate transport needs. Focusing on reducing the need to travel, rather than limiting opportunities to travel, will help make the most of existing infrastructure and travel networks.

Objective 2: Ensure everyone has access to high quality and affordable public transport, cycling and walking infrastructure

CP3 concludes major positive effects as the policy promotes a sustainable and active transport hierarchy. Transport projects that prioritise walking, cycling and public transport will be preferred. This will support good public transport, cycling and walking infrastructure.

CP1, 2, 4, 6 and 7 conclude moderate positive effects against this objective. CP1 focuses on endeavouring to make all solutions, policies, and programmes deliver or endorse a vision for a fairer and more sustainable transport system which enables a stronger, thriving future. With sustainability at the forefront of this vision it is assumed that accessibility to sustainable transport modes such as cycling and walking will be prioritised and subsequently, so will their required infrastructure, including walking and cycling pathways. By requiring and empowering schools, developers, and major employers to effectively promote sustainable transport use and reducing the need for excessive trips, CP2 should lead to the increased uptake of walking, wheeling, cycling and public transport. CP4 supports coordinating bus and rail timetables and enabling joint ticketing solutions which can make public transport more affordable. Multi-

operator forums like the Enhanced Partnership can work towards cost-effective solutions for users. It will also enable seamless travel for example cycling to a park and ride or railway station. CP6 supports the objective of ensuring everyone has access to high quality and affordable public transport, cycling, and walking infrastructure by fostering collaboration, community involvement, and empowerment. CP7's focus on reducing road danger and public safety concerns can make cycling and walking infrastructure safer and more attractive. This can encourage more people to use these modes of transport, improving their affordability and accessibility. Additionally, conducting sustainability appraisals for new transport proposals ensures that environmental and social considerations are integrated into decision-making. This can lead to the development of high-quality and affordable transport infrastructure that meets the needs of all residents.

Objective 3: Ensure everyone has access to high-speed digital connectivity

CP2 concludes moderate positive effects. CP2's focus on increasing access to digital opportunities, such as increasing internet speed, will support working from home and access to online services.

CP4, CP6 and CP7 conclude minor positive effects against this objective. CP4 focuses on combined journey planning and payment platforms leverages high-speed digital connectivity to provide seamless travel experiences. By integrating digital solutions, CP4 enhances accessibility and convenience for users, making it easier to navigate and utilise various transport modes. CP6 focuses on partnerships and engaging stakeholders and local communities. As such, the policy can lead to transport solutions that enhance access, quality, and affordability for all. CP7 focuses on protecting the environment, enhancing inclusivity, and reducing road danger within development, assessment and design of transport projects. By enhancing inclusivity and accessibility in transport projects, CP7 can ensure that digital connectivity improvements are considered for all residents, including those in remote or underserved areas. This can help bridge the digital divide and ensure equitable access to high-speed internet.

Infrastructure

Overall, the CPs scored positively for contributing to the infrastructure objectives. The most positive scoring CPs' focus on sustainable growth and development with an emphasis on promoting a One System approach, maximising existing assets and infrastructure, working in partnership with stakeholders, operators and local communities, and designing opportunities whilst protecting environmental landscapes.

10 Equality

Full details of the Equality Impact Assessment is presented in Appendix D.

10.1 Policy Context

A full review of the plans and programmes relevant to the LTP4 is presented in Appendix A structured by topic and the relevant plans for Equality are bulleted in the box below. This section pulls out the key plans and explains what they are, key objectives and themes and implications for the ISA and LTP4.

Plans and Programmes reviewed:

- Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters (Aarhus Convention) (1998)
- EU Sustainable Development Strategy (2006)
- EU Rural Development Policy 2014-2020
- National Planning Policy Framework (NPPF) (2021)
- Levelling up and Regeneration Bill (May 2022) and Levelling Up White Paper (February 2022)
- Levelling up in the UK (2022)
- Equality Act 2010
- CW&C Empty Homes Strategy
- Chester One City Plan
- Cheshire and Merseyside draft interim strategy 2023 – 2028
- Place Plan
- Fairer Future Strategy 2022/2023
- Inclusive Economy Strategy (2022)

The EqIA is guided by legislation, policy, and guidance and, in particular, the Equality Act 2010. The assessment will be undertaken in support of the Council's obligations under the Equality Act, which sets out a Public Sector Equality Duty (PSED), which is intended to support good decision-making. It encourages public bodies such as CW&C Council to understand how different people will be affected by their activities. This helps to ensure policies and services are appropriate and accessible to all and meet different people's needs. CW&C Council must demonstrate that it has shown due regard to the aims of the PSED throughout the decision-making process of developing the LTP4, whilst taking into account the protected characteristics outlined in the Act. The Duty is met by the production of the EqIA section of the ISA.

The NPPF, 2021 identifies the need for Local Plans to consider achieving sustainable development through transport plans. The NPPF aims to achieve healthy, inclusive and safe places which promote social interaction, and safe and accessible places where crime or the fear of crime does not undermine quality of life and enable healthy lifestyles.

The Levelling up in the UK (2022) is the Government's wide-ranging "levelling up" policy, and intends to reduce geographic economic, social and health inequalities across the UK. The White Paper evidences that the UK is one of the most spatially unequal countries amongst members of the Organisation for Economic Co-operation and Development. Differences within UK regions or cities are larger than differences between regions.

The Inclusive Transport Strategy: Achieving Equal Access for Disabled People (2019) sets out the Government's ambitions to make the national transport system inclusive, and able to meet the needs of all people regardless of whether they are disabled or not. The Strategy states that, while it is focused on the inclusion of disabled people, many of the improvements it includes will also benefit other travellers. The main aspiration is for disabled people to have the same access the transport system as everyone else, and be able to travel easily, confidently and at no extra cost.

The Cheshire and Warrington Sustainable and Inclusive Growth Commission's Final Report (2022) sets out Cheshire and Warrington's ambition of becoming the most sustainable and inclusive subregion in the UK.

The Chester One City Plan 2022 is a long-term strategy to galvanise healthier, greener, and fairer futures for the city and its communities.

CW&C's Place Plan, was developed by the Council and the local NHS representing their vision for the next five years, highlighting how people can maximise their own health and wellbeing as well as how services can be improved. It includes reducing inequality, increasing years of healthy life and promoting improved mental and physical health and wellbeing for everyone.

The Fairer Future Strategy 2022/2023 is a ten-year plan to reduce the number of people in the borough experiencing poverty and financial hardship. This plan was developed as a result of CW&C Council declaring a Poverty Emergency in 2020.

The West Cheshire Inclusive Economy: Prospectus and Action Plan (2021) is the Cheshire West and Chester Council's strategy to deliver an inclusive economy which prioritises reducing poverty and inequality, combating the climate emergency, supporting community wellbeing, and enhancing the vibrancy of the Borough. The strategy is built on three pillars: People -concerning skills, employability, education, and well-being; Place – including infrastructure, built & natural environment, housing, energy, transport and Enterprise— concerning developing anchor networks, improving supply chains, supporting start up-s and social enterprise.

The Equality and Diversity Policy sets out the Council's responsibilities as a provider of major services within the community to ensure that services are available equally to all.

Cheshire West is part of the World Health Organization (WHO) Global Network of Age-Friendly Cities and Communities. These are places where people are treated with respect, regardless of their age. It is a place that makes it easy for older adults to feel included and valued and stay connected to what is important to them. It enables people to be happy, healthy and active, even at the oldest of ages, and provides support to those who need it. Locally CW&C have developed a set of Age-Friendly Principles. Older members of the community and all of us as we grow older should:

- Be seen as an individual, have a voice and be listened to
- Be respected, valued and included (whatever our age, ethnicity, religion, culture, gender, sexual orientation or ability)
- Be positively represented (and myths and stereotypes challenged)
- Be able to shape and influence decisions and services that affect us
- Feel we have meaning and purpose and are valued for what we bring to our communities, local economy and to society
- Have choices and make decisions about any help or support we may need (and someone to advocate for us when we can't)
- Be supported when we care for others
- Be able to find information that is clear and easy to understand

- Have choices about where we live, work and spend our time
- Be able to live in communities, where we feel safe, connected and can have a good social life
- Be able to find work and be valued for what we bring to the workplace, supported by age-friendly employers
- Have the opportunity to be active

10.2 Baseline information

The full Equality baseline information including a detailed socio-demographic profile is presented in the Equality Impact Assessment in Appendix D.

The area profile summary in Table 10.1 provides a high-level summary of the socio-demographic profile of CW&C in comparison with the North West and England.

The summary includes analysis of protected characteristic groups under the Equality Act 2010 and the current socio-economic context of the area. The CW&C EqlA approach also requires consideration of impacts on the following groups:

- Care experienced (all young people and adults who have been in the care of Cheshire West and Chester Council for a period of 13 weeks or more from the age of 14 years. This includes those children/ young people for whom the Council currently or previously held corporate parenting responsibilities)
- Carers (people who care for others, informally or formally)
- Rural communities

As such, these groups have been included as part of the socio-demographic baseline.

The data used in the baseline is the most current publicly available data from the Office of National Statistics.

Where there are higher proportions of certain groups within CW&C, this is highlighted in **bold text**

Table 10.1: Socio- demographic profile of CW&C

Characteristic	Summary
Population	• The CW&C Local Authority area is home to a total of 361,799 people, 73% of which reside in urban areas, with the remaining 27% residing in rural areas.
Age	• The proportion of children within CW&C (17%) is lower than the North West and England (both 19%). • The proportion of young people within CW&C (11%) is in line with the North West and England (both 12%). • 61% of the population within CW&C is of working age. This is in line with the North West and England (both 63%). • The proportion of older people within CW&C (22%) is higher than the North West and England (both 19%).
Disability	• 19% of the population of CW&C have a disability. This is in line with the North West (19%) and England (17%) • 8% of the population of CW&C have a disability that limits day-to-day activities a lot, this is in line with the North West (9%) and England (7%) • 36% of disabled CW&C residents live in households with no car or van. This is considerably higher than the regional and national averages of 33% and 28% respectively.

Characteristic	Summary
Gender reassignment	- The proportion of the population who identify their gender the same as the sex they were registered at birth within CW&C (95%) is broadly in line with the North West and England (both 94%). - The proportion of the population who identify as a gender identity different from their sex registered at birth (but no specific identity given), a trans man, trans woman or any other gender identities totals 0.4% which is in line with the North West and England
Marriage and civil partnerships	The proportion of the population within CW&C who are married or in a civil partnership (47%) is higher than the North West (43%) and in line with England (45%).
Pregnancy and maternity	- The number of live births per 1,000 women aged 15-44 for CW&C (51.8) is lower than the North West (55.1) and England (54.3). - The average number of children born per woman within CW&C (1.5) is in line with the North West and England (1.6 and 1.6 respectively).
Race	- The total ethnic minority population in CW&C (9%) is considerably lower than the North West (19%) and England as a whole (27%). The White British population in CW&C (91%) is considerably higher than the North West (81%) and England as a whole (74%).
Religion and belief	- Those belonging to a minority religion make up 2% of the population within CW&C. This is considerably lower than the North West and England (10% and 11% respectively). The Christian population within CW&C (55%) is in line with the North West (53%) and higher than England as a whole (46%).
Sex	The proportion of men and woman in CW&C (49% and 51% respectively) is in line with the North West and England.
Sexual orientation	The proportion of the population who are straight or heterosexual within CW&C (91%) is broadly in line with the North West (90%) and England (89%). Similarly, the proportion of the population who are gay or lesbian, bisexual or identify as other sexual orientations within CW&C is also broadly in line with the North West and England.
Deprivation	- The proportion of people within CW&C living within the most deprived quintile (16%) is lower than England (20%) The proportion of the population within CW&C residing in the two least deprived quintiles (53%) is considerably higher than England (40%).
Economic activity	The proportion of people who are economically active in CW&C is 85%. This is considerably higher than the North West (76%) and England (79%). - The unemployment rate is 3%, which is in line with the North West and England (both 4%).
Car ownership	There is a higher level of car ownership within the borough compared with the national average. 17% of households in CW&C do not have access to a car, compared with 23% across England.
Children in care	CW&C has a higher proportion of children being looked after (80 per 10,000) compared with England (70 per 10,000); but a lower proportion than the North West (94 per 10,000)
Unpaid care	10% of the population provide some form of unpaid care per week. This is in line with the North West and England (both 9%).

10.3 Key trends and future evolution of the baseline

The declaration of a poverty emergency highlights the need to consider inequality in all aspects of the LTP4. Since the Covid-19 pandemic and cost of living crisis, this is unfortunately likely to only become more of an issue.

The table below provides a summary of the future baseline.

Table 10.2: Future baseline summary

Characteristic	Summary
Population	- CW&C's population is forecast to grow by 8% between 2023 and 2033. This is higher than the expected population growth across the country. - Increasing population is expected to be driven by people moving into the borough
Age profile	22% increase in number of people ages 65 and over. This is considerably higher than the average rate of population increase in the region (8%) 50% increase in the number of people aged 85 and over. This is considerably higher than the average rate of population increase in the region (8%) 2% decrease in the number of children. This is considerably lower than the average rate of population increase in the region (8%)
Deprivation	The Council aims to halve the number of children living in absolute poverty by 2032. However, nationally there are likely to be increases in deprivation and lower living standards which are expected to be reflected in CW&C.
Car Ownership	- The UK Governments National Trip End Model (NTEM) data forecasts that the proportion of no- car households in CW&C will continue to decrease, lowering to 15% by 2050. - The proportions of households with one or more cars are predicted to remain in line with 2018 figures.

10.4 Evidence gaps and proposed work

Establishing the baseline has been undertaken using the most current, publicly available data. As with any dataset, these may be subject to change over time, which may influence the findings of the assessment. Many of the official datasets do not reflect the short-term or long-term consequences of the Covid-19 pandemic.

10.5 Key sustainability issues and opportunities

The key sustainability issues relating to equality at a strategic planning level are:

- Inequality across the borough with low social mobility, especially for the young.

Pockets of deprivation, mainly in urban areas where the key sustainability opportunities relating to equality are:

- Ensure that transport related development supports existing communities and contributes to the creation of safe, sustainable and liveable communities.
- Improve accessibility of public transport, walking and cycling for all users, ensuring that the borough's transport systems are not dependent on private car ownership
- Boosting the night-time economy in town centres, leading to busier centres that feel safer for women, older people, people from ethnic minority communities, and who are LGBTQ+, and the associated transport accessibility needed to facilitate this.

10.6 ISA Scope and Influence on the LTP4

The equality topic is scoped into the ISA as transport can have significant implications on equality and deprivation. The equality topic also forms part of the EqIA.

The main ways in which the LTP4 could influence equality are:

- Access to public transport— The LTP4 has the opportunity to change access to public transport. Changes in public transport access might impact equality groups that are more likely to be dependent on public transport such as children, young people, those travelling with children, people from ethnic minority groups, disabled people, and older people for a number of different reasons. Children and young people are generally more dependent on public transport services due to not being able to access cars independently. People from some ethnic minority backgrounds are less likely to own cars and are therefore more likely to be dependent on public transportation. A survey by the Runnymede Trust shows that ethnic minority people are twice as likely to use public transport than white people.³² Disabled people generally have fewer travel options compared to non-disabled people. In total, approximately 38% of all people with mobility difficulties are drivers, and approximately 40% have no access to a private vehicle at all.³³ Furthermore, women generally make shorter, but more frequent journeys on public transport when compared to men.³⁴
- Rural accessibility— The LTP4 has the opportunity to impact accessibility for rural areas of the region. Literature indicates that, in rural areas, access to public transport can be poorer than in urban areas, resulting in barriers to accessibility and social inclusion. Whilst rural communities tend not to differ from urban populations in their need or willingness to consume economic and social activities, poor public transport opportunities in rural areas can have a considerable impact on how rural communities travel and which activities and places they can access. Research shows that travel by private vehicle plays a key role in participating in everyday activities in rural communities. This is due to a combination of time restriction, habit, and a lack of services and public transport provision. Studies have shown that the impacts of transport poverty are worst for deprived people in rural areas, and therefore the LTP4 presents an opportunity to improve this.³⁵
- Physical accessibility of public transport— The implementation of the LTP4 could present an opportunity to improve the physical accessibility of public transport. The ability to safely board and travel on public transport vehicles is vital in ensuring they are accessible for disabled people, older people, and people with young children in prams.³⁶ The layout and design of transport infrastructure and vehicles should follow best practice principles for accessibility and inclusivity.
- Affordability— The implementation of the LTP4 could have an impact on the affordability of public transport, with an opportunity for affordability to be improved. Transport costs and affordability are central to the impact of transport on empowerment, education and employment. Research indicates that cost is a key obstacle to the use of transport, and that there is a strong relationship between income and the type of transport used.³⁷ If public transport is too expensive, this can act as a barrier to work, education and training

³² Runnymede Trust (2020): 'Over-exposed and under-protected: the devastating impact of COVID-10 on ethnic minority communities in Great Britain'

³³ Government Office for Science (2019) 'Inequalities in mobility and access in the UK transport system'

³⁴ TfL (2012): 'Understanding the travel needs of London's diverse communities- Women' Available at: [women.pdf \(tfl.gov.uk\)](https://www.tfl.gov.uk/research-and-data/understanding-the-travel-needs-of-london-s-diverse-communities-women)

³⁵ NatCen Social Research (2019): 'Transport and inequality: An evidence review for the Department for Transport'. Available at: [Transport and inequality \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/824442/transport-and-inequality-evidence-review.pdf)

³⁶ NatCen Social Research (2022): 'Inclusive Transport Strategy- Evaluation: Baseline Report'. 'Available at: <https://www.gov.uk/government/publications/inclusive-transport-strategy-evaluation-baseline-and-technical-reports>

³⁷ NatCen Social Research (2019): 'Transport and inequality: An evidence review for the Department for Transport'. Available at: [Transport and inequality \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/824442/transport-and-inequality-evidence-review.pdf)

opportunities which could support with social mobility and inclusion. Transport poverty refers to those who have difficulty in, or are unable to make, necessary journeys. A key part of its definition is low income, with research showing that those on lower incomes use buses more frequently. Studies have shown that young people not in education, employment or training (NEET), students, older people, women, and people from ethnic minorities are particularly at risk of transport poverty.³⁸ There are also affordability challenges with owning, taxing, insuring and running a car. People can be 'locked in' to car ownership to access employment and other services as no other feasible options exist. If affordable public transport provision improves, those who are only able to access employment and services via car may have viable and cheaper alternatives.

- **Social inclusion**— The LTP4 presents an opportunity to improve social cohesion for local people. Access to transport can help facilitate social networks and improve access to social and recreational facilities and activities. Research indicates that it can also promote self-esteem, health and wellbeing through leisure, travelling and simply “leaving the house for its own sake”³⁹ Consequently, improved access to public transport can be key for those with less physical mobility or access to private vehicles. This can particularly impact disabled people, including families with disabled children, and older people.⁴⁰
- **Empowerment through access to education and employment**— The LTP4 may provide an opportunity to empower local people through improving transport access to education and employment. Providing better connectivity to employment and educational opportunities has the potential to benefit the economy and empower different groups through enabling access to these services. Research shows that young people, ethnic minority communities, and disabled people are disproportionately represented within unemployment numbers. Improvements in access to employment and educational opportunities are therefore likely to benefit these groups more than other sections of the general population.⁴¹
- **Safety and security**— The LTP4 has the potential to improve feelings of personal safety and security on the transport network. Travelling on public transport and its associated infrastructure can influence feelings of personal safety and security. Young people, older people, disabled people, people from minority faith groups and ethnic minority groups, LGBTQ+ groups, women, men and people who live in deprived areas are vulnerable to such changes.
- **Environmental conditions**— Changes to private and public transport usage which may occur as a result of policies within the LTP4 have the potential to change general environmental conditions which may affect different groups. Environmental conditions likely to be affected include air quality levels, noise exposure and landscape and visual. These represent both a potential issue and opportunity. There is a direct relationship between health, air quality and transport.⁴² Any change in air quality levels can differentially impact children, older people, disabled people and those who are pregnant due to particular sensitivity of these groups to air pollution and particulate matter concentrations. Changes in exposure to noise have been linked to health outcomes for children, older people and disabled people and as these groups are vulnerable to such changes, as well as some users of community resources,

³⁸ Department for Transport (2017): 'Impact of the local sustainable transport fund: Summary report' Available at: [Impact of the Local Sustainable Transport Fund: summary report - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/625442/Impact_of_the_Local_Sustainable_Transport_Fund_summary_report_-_GOV.UK.pdf)

³⁹ Musselwhite, C. B. A. and Haddad, H. (2010) Mobility, accessibility and quality of later life Quality Ageing and Older Adults 11(1) 25– 37

⁴⁰ House of Commons Transport Committee (2013-14): 'Access to transport for disabled people'

⁴¹ ONS (2019): 'Disability and employment, UK' Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/bulletins/disabilityandemploymentuk/2019>; EY Foundation (2016): 'The employment landscape for young people in the UK'

⁴² WHO (2013): 'Review of evidence on health aspects of air pollution (REVIHAAP) scheme: Technical report'

including churches, use of which is reliant on a quiet environment.⁴³ Changes to the landscape and visual environmental may result from new infrastructure delivered under the new LTP. These represent both a potential issue and opportunity. Such changes may impact groups particularly sensitive to the changes in visual stimuli including older people, disabled people (particularly those with neurodivergent conditions) and children.⁴⁴

- Changes in community severance— Changes to public and private transport usage as a result of the LTP4 has the potential to change traffic levels and vehicle movements, potentially resulting in changes to congestion and severance. This represents both a potential issue and opportunity as a result of the implementation of the LTP4. Any potential increase in traffic is associated with severance for both pedestrians and road users, which can differentially impact children, older people and disabled people, who are more likely to be pedestrians.⁴⁵ On the other hand, modal shift away from private car use could significantly reduce severance.
- Changes to road safety— The LTP4 presents an opportunity to improve road safety in the CW&C area. Road safety encompasses collisions on the road between vehicles, but also between vehicles, pedestrians and other road users. It also considers other road features, such as pedestrian crossings, that influence the safety of pedestrians. Overall, children, young people, older people, disabled people, men and those who live in deprived areas are more likely to be affected by any changes in road safety that arise as a result of the LTP4. Children, younger people, disabled people, men, and deprived children are more likely to be involved in road collisions than average; whilst older and disabled people are also more likely to take longer to cross the road.⁴⁶
- Access to active travel— The LTP4 has the opportunity to change and improve active travel provision, routes, and support, which may impact children, young people, older people, disabled people, people from BAME groups and people who live in deprived areas. Children and young people are likely to benefit from improved health outcomes, as participation in active travel can reduce childhood obesity and improve cognitive development. Older people, disabled people and people from ethnic minority backgrounds are less likely to travel by active travel methods. A move to more sustainable and healthy travel will have numerous benefits for people living in CW&C. Currently nearly 60% of all journeys are made by car. However, walking is the most popular mode of transport for short trips of under one mile.⁴⁷ The promotion of sustainable transport and active travel encourages the use of healthier and more environmentally friendly modes of travel such as walking, cycling and using public transport. Active transport, such as walking and cycling, can also reduce air pollution by providing an alternative to pollution emitting vehicles. According to DfT, active transportation based on thoughtful urban design can create active, healthier, and more liveable communities.⁴⁸
- Changes to the pedestrian environment— Changes to public, private, and active transport usage as a result of the LTP4 presents an opportunity to improve the pedestrian environment. Changes to the pedestrian environment may impact several equality groups including disabled people, children, and older people. Older people and children are more likely to be dependent on walking; whilst disabled people are more likely to be impacted by poorly accessible public environments.

⁴³ World Health Organisation (2018): 'Environmental noise guidelines for the European Region'; NHS (2015) 'Elderly living near noisy roads have 'increased stroke risk'

⁴⁴ Bakroon, A. and Lakshminarayanan, V (2016) 'Visual function in autism spectrum disorders: a critical review'

⁴⁵ Hiscock, R. and Mitchell, R (2011) 'What is needed to deliver places that provide good health to children?'; DfT (2017): 'Health impact analysis for the draft Airports National Policy Statement'

⁴⁶ RoSPA (2018): 'RoSPA pedestrian safety policy paper'; DfT (2018): 'Reported road casualties Great Britain: 2017 annual report'

⁴⁷ DfT (2021): 'National Travel Survey'

⁴⁸ DfT (2016): 'Cycling and walking investment strategy'

10.7 ISA framework

The proposed ISA framework for equality is presented in Table 10.3.

Table 10.3: ISA framework for equality

ISA Objective	Appraisal Criteria	Indicators
Promote regeneration, particularly of deprived areas	Will it improve socio-economic conditions, particularly in deprived and rural areas through improved transport connections?	Key services (shops, dentist, GP, hospital) availability within 30-minute public transport catchment of deprived areas Education (including early years, primary, secondary and adult) availability within 30-minute public transport catchment of deprived areas Transport related social exclusion risk
	Will it help reduce overall unemployment, particularly long-term and youth unemployment, by removing barriers, improving resilience and enabling growth?	No of jobs within 30 mins Journey time statistics
Improve accessibility of transport services for all	Will it provide reliable and integrated transport accessibility?	Frequency and reliability of public transport Service satisfaction levels
	Will it provide accessible alternatives to private car travel for all, including disabled, older and vulnerable people?	Equity of access (compliance with the Equality Act): - Percentage of bus stops with Real Time Passenger Information (RTPI) and full physical accessibility - Percentage of accessible and low-level buses - Percentage of accessible rail stations.
	Will it reduce severance to address deficiencies and inequalities in access to services, facilities and communities?	Percentage of population within 30mins of key services and employment centres
Improve affordability of transport services	Will it affect public transport costs for the user?	Public transport fares
	Will it affect motoring costs for the user?	Motoring costs

10.8 LTP4 Core Strategy Assessment

Table 10.4 displays the assessment results of the seven core policies against the ISA objectives within the Equality theme. The full Equality Impact Assessment is presented in Appendix D.

Table 10.4: Policy Assessment Summary - Equality

Theme	ISA Objective	CP1	CP2	CP3	CP4	CP5	CP6	CP7
Equality	Promote regeneration, particularly of deprived areas	++	+++	++	+++	0	+	+
	Improve accessibility of transport services for all	+++	+++	++	+++	+	++	++
	Improve affordability of transport services	++	0	+	0	0	+	++

10.8.1 Summary

Objective 1: Promote regeneration, particularly of deprived areas

CP2 and CP4 conclude major positive effects against this objective. CP2 promotes opportunities that work to reduce the need to travel and supports access to improved digital

opportunities. As such, this core policy is likely to have a beneficial impact on socio-economic conditions across the CW&C region, particularly for deprived and rural areas by improving transport connections to and from new developments and areas of employment, and by promoting the co-location of new developments, ensuring jobs and education are available where people live. CP4 focuses on developing a One System approach which will maximise the links between current transport links, including digital links. Adopting a One System approach which understands and recognises that people's journeys are made up of multiple modes of transport and maximises ease of access between these. It is likely that by improving the integration of public transport services, people's journeys to work and education are likely to be simplified and improved. It is likely that this will improve access to services and jobs, which may impact socio-economic conditions.

CP1 and CP3 both conclude moderate positive effects against the objective. CP1 sets the scene on the LTP4; it is the core policy that promotes the driving force and ensures policies and programmes will endorse the achievement of the CW&C LTP4 vision of a fair and sustainable transport system. As such, the successful implementation of CP1 would result in a large-scale improvement to the public and active transport services across the region, resulting in a major positive effect within CW&C. CP3 promotes the prioritisation of sustainable travel including walking and wheeling over emitting motorised vehicles. This core policy may have some impact on improving socio-economic conditions, particularly in deprived and rural areas through improved transport connections. Being able to access the workplace can be a barrier to gaining employment, particularly for those who live in rural or deprived areas so by prioritising active and public transport interventions CP3 may be able to limit this barrier in the long term, which in turn is likely to improve socio-economic conditions for residents.

Objective 2: Improve accessibility of transport services for all

CP1, 2 and 4 conclude major positive effects against this objective. CP1 promotes the driving force and ensures policies and programmes will endorse the achievement of the CW&C LTP4 vision of a fair and sustainable transport system. Certain groups are more likely to benefit from improved transport access including children, young people, disabled people, older people, people from ethnic minority backgrounds, women, and rural communities. Deprived people in rural areas, older people, and disabled people without cars may further benefit as these groups are overrepresented within the population of CW&C. CP2 promotes opportunities that work to reduce the need to travel and supports access to improved digital opportunities. It would considerably improve the quality and improvement of public transport in the region, including the likely increase in provision of alternatives to private car travel, and improve the quality and improvement of public transport in the region, which would likely reduce severance and address inequalities in access to services, facilities and communities. CP4 focuses on developing a One System approach which will maximise the links between current transport links, including digital links. By reducing barriers such as multiple ticket purchases and long walks between modes, CP4 enhances rural accessibility, transport options for non-drivers, and access to education and employment. This integrated approach benefits children, young people, disabled individuals, older people, and ethnic minorities who rely on public transport.

CP3, 6, and 7 conclude moderate positive effects against this objective. CP3 promotes the prioritisation of pedestrians, walking or wheeling, over those in public transport and again over using private motor vehicles. Whilst the policy will have a beneficial impact, is likely to be indirect and contribute to a small improvement in the provision of accessible alternatives to private car travel. CP6 emphasises engaging with residents and empowering communities to take responsibility for local transport, which can help address gaps in regional services and improve the transport network. The core policy may also reduce community severance by increasing accessibility to services and facilities, particularly benefiting rural and deprived areas. CP7 aims to improve access to reliable and integrated transport for equality groups in CW&C by addressing environmental and social considerations in transport proposals. This includes

reducing road danger, public safety concerns, and community severance, creating a safer environment for pedestrians and commuters. Improved road and pedestrian safety, as well as reduced severance, particularly benefit children, older people, disabled individuals, and those from deprived areas.

Objective 3: Improve affordability of transport services

CP1 and CP7 conclude moderate positive effects against this objective. CP1 promotes the driving force and ensures policies and programmes will endorse the achievement of the CW&C LTP4 vision of a fair and sustainable transport system. Whilst there are some groups which are likely to disproportionately benefit from improvements from LTP4; the socio demographic profile of the area is not particularly vulnerable to the adverse impacts of public transport costs. The successful implementation may result in some improvement to the affordability of public transport. CP7 states that all new transport proposals will have to consider social impacts as part of their development. This should include the affordability impacts of the proposals and examine ways to reduce to costs on the user. Certain groups are more likely to be impacted by public transport costs, including young people not in education, employment or training (NEET), students, older people, disabled people, women, and people from ethnic minorities. Disabled people without cars may further benefit as this group is overrepresented within the population of CW&C.

Equality

The CPs have the potential to deliver positive impacts across the CW&C region including:

- The Core Strategy is likely to promote regeneration of deprived areas through improving socio- economic conditions through improved transport connections; and through contributing to a reduction in overall unemployment
- The Core Strategy is likely to improved accessibility of transport services for all through providing regular and integrated services; accessible alternatives to private car travel; and reducing severance to address deficiencies and inequalities in access to services, facilities, and communities
- The Core Strategy will improve the affordability of transport services by improving public transport costs, as outlined as a goal within the Vision. However, specific references to affordability should be added within a number of the Core Policies to ensure these policies contribute to ensuring public transport is affordable for all.

11 Landscape, Townscape, Heritage and the Historic Environment

11.1 Policy Context

A full review of the plans and programmes relevant to the LTP4 is presented in Appendix A structured by topic and the relevant plans for Landscape and Heritage are bulleted in the box below. This section pulls out a few of the key plans and explains what they are, key objectives and themes and implications for the ISA and LTP4.

Plans and Programmes reviewed:

- Charter for the Protection and Management of Archaeological Heritage (1990)
- UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage (1972)
- The World Heritage Convention (1972)
- The Convention for the Protection of the Architectural Heritage of Europe (Granada Convention) (1985)
- The European Convention on the Protection of Archaeological Heritage (Valletta Convention) (1992)
- The European Landscape Convention (2006)
- Planning (Listed Buildings and Conservation Areas) Act (1990)
- Historic Buildings and Ancient Monuments Act (1953)
- The Ancient Monuments and Archaeological Areas Act (1979)
- Climate Change and the Historic Environment, English Heritage (2008)
- Strategic Environmental Assessment, Sustainability Appraisal and the Historic Environment, Historic Environment (2016)
- National Heritage Act (1980) (as amended)
- National Character Area (NCA) Profiles
- National Planning Policy Framework (NPPF)— Section 16 (2021)
- Planning Practice Guidance (PPG)
- National Design Guide and National Model Design Code (2021)
- The Heritage Statement (2017)
- The Setting of Heritage Assets, Historic Environment Good Practice Advice in Planning 3, Historic Environment (2017)
- Ancient Woodland and Veteran Trees: Protecting them from development, Forestry Commission and Natural England (2014)
- Local Plan Part 1 (2015)
- Local Plan Part 2 (2019)
- The Cheshire Historic Environment Record
- Conservation Area Appraisals
- Chester Urban Archaeological Plan
- Chester Characterisation Study (2023)
- Chester Rows Design Guide (March 2022)

- Cheshire West and Chester Heritage Strategy (2023)
- The Planning System, Historic England (2024)

Landscape character can be defined as the distinct, recognisable and consistent pattern of elements in the landscape. Cheshire West and Chester holds a great variety of valued landscapes in all areas of the borough. Landscapes are each unique and landscape character objectively summarises important landscapes, rather than focusing on the scenic and aesthetic qualities the landscape may hold. Landscapes have evolved over time as a result of both natural and cultural processes. The borough is also rich in heritage and archaeological assets with Chester and Boughton area of archaeological importance (AAI), listed buildings, scheduled monuments, conservation areas, registered parks and gardens and a registered battlefield. Landscape and heritage have social, economic and environmental value, attracting business and tourism and contributing to a sense of identity and wellbeing. Understanding the character of the borough's landscapes and heritage is important to ensure that future change is for the better and harmonises with the features that make it distinct.

The Council of Europe Landscape Convention (2006) 'Promotes the protection, management and planning of the landscapes and organises international co-operation on landscape issues.

The Planning (Listed Buildings and Conservation Areas) Act (1990) provides specific protection for buildings and areas of special architectural or historic interest.

The Historic Buildings and Ancient Monuments Act (1953) makes provision for the compilation of a register of gardens and other land (parks and gardens, and battlefields).

The Ancient Monuments and Archaeological Areas Act (1979) provides specific protection for monuments of national interest.

National Character Area (NCA) Profiles are profiles on areas that share similar landscape characteristics, and which follow natural lines in the landscape rather than administrative boundaries, making them a good decision-making framework for the natural environment.

The National Planning Policy Framework (NPPF)— Section 16 (2021) sets out the measures for 'Conserving and Enhancing the Historic Environment'. The NPPF states that plans should set out a positive strategy for the conservation and enjoyment of the historic environment. In developing their strategy, plan-making bodies should identify specific opportunities within their area for the conservation and enhancement of heritage assets, including their setting. This could include, where appropriate, the delivery of development that will make a positive contribution to, or better reveal the significance of, the heritage asset, or reflect and enhance local character and distinctiveness with particular regard given to the prevailing styles of design and use of materials in a local area.

The National Model Design Code (2021) provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide (2019), which reflects the government's priorities and provides a common overarching framework for design.

The Cheshire Historic Environment Record contains information on a wide range of historic sites from archaeological sites and stray finds to listed buildings, historic parks and gardens and the wider historic landscape of Cheshire. Approximately one fifth of heritage assets recorded by the Cheshire Historic Environment Record are subject to some form of protection through a heritage designation, however the majority (especially archaeological sites), are not.

The Conservation Area Appraisals - Local planning authorities are obliged to designate as conservation areas any parts of their own area that are of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. There are 97 conservation areas across the borough.

The Chester Characterisation Study (2012) is an assessment of the character of the built environment of Chester and its surrounds and the natural and designed landscape, as derived from its heritage and history.

The Cheshire West and Chester Heritage Strategy is a consultation on a new heritage strategy for the borough which has been developed through extensive engagement and partnership working with key stakeholders (due for completion early 2024).

11.2 Baseline information

11.2.1 Landscape

CW&C is characterised by attractive countryside, varied landscapes and diverse settlements ranging from the historic city of Chester to small rural hamlets, each of which are important for giving a place its unique local identity. The CW&C landscape is categorised into 16 different landscape types⁴⁹, as identified below and shown in

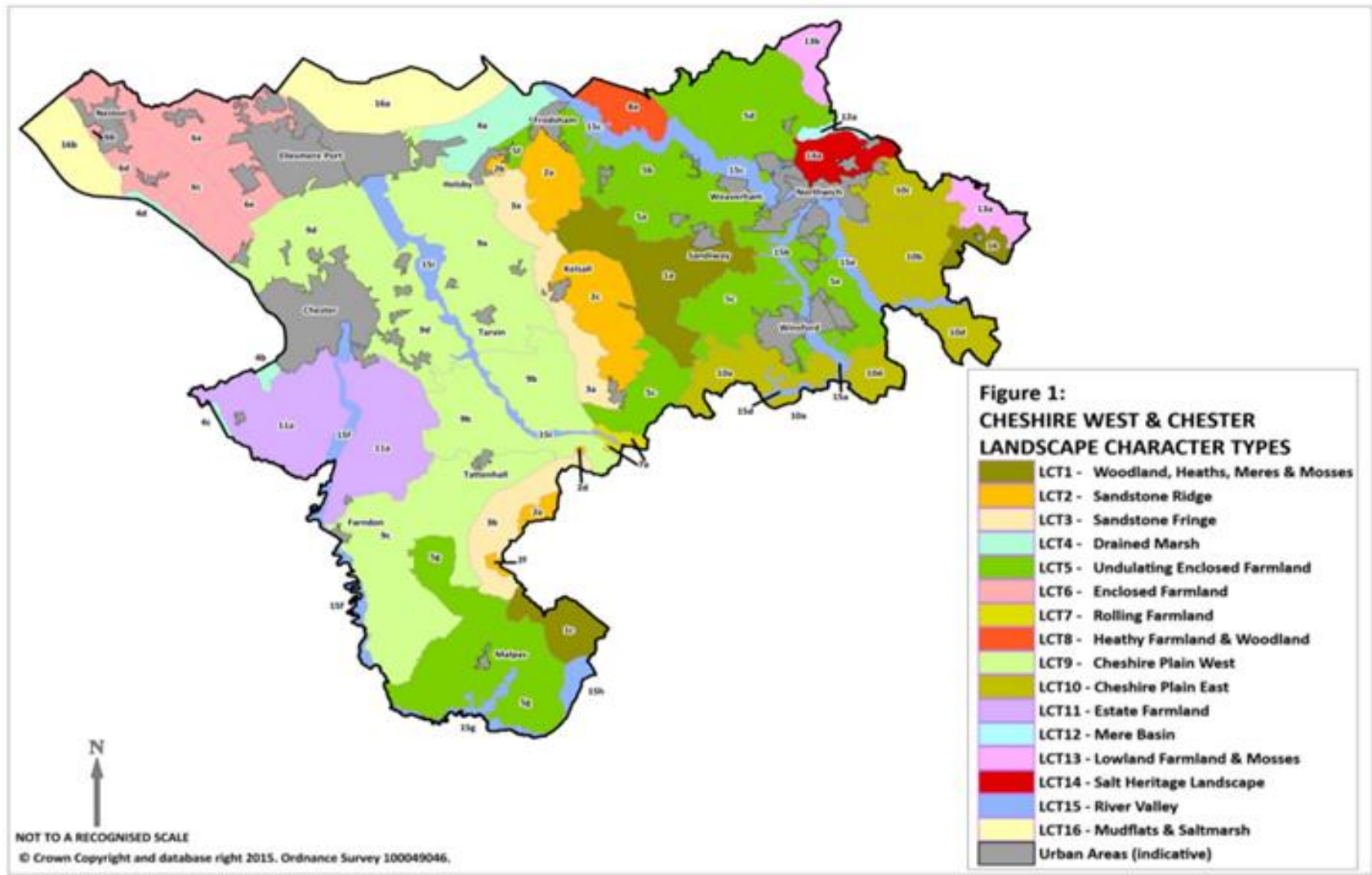
⁴⁹ CW&C Council (2016). The Landscape Strategy for Cheshire West and Chester Borough. Available at: [CW&C_LandscapeStrategyPart1_Final_March2016 \(cheshirewestandchester.gov.uk\)](https://cheshirewestandchester.gov.uk/CW&C_LandscapeStrategyPart1_Final_March2016)

Figure 11., to reflect the unique character of a range of contrasting landscapes across the borough⁵⁰. Within these landscape categories there are 53 separate landscape character areas which each have a distinctive character that justifies their separate identification.

- LCT1 - Woodland, heaths, meres and mosses
- LCT2 - Sandstone ridge
- LCT3 - Sandstone fringe
- LCT4 - Drained marsh
- LCT5 - Undulating enclosed farmland
- LCT6 - Enclosed farmland
- LCT7 - Rolling farmland
- LCT8 - Heathy farmland and woodland
- LCT9 - Cheshire Plain West
- LCT10 - Cheshire Plain East
- LCT11 - Estate farmland
- LCT12 - Mere Basin
- LCT13 - Lowland farmland and mosses
- LCT14 - Salt heritage landscape
- LCT15 - River Valley
- LCT16 - Mudflats and saltmarsh

⁵⁰ CW&C Council (2016). The Landscape Strategy for Cheshire West and Chester Borough. Available at: [CW&C_LandscapeStrategyPart1_Final_March2016 \(cheshirewestandchester.gov.uk\)](#)

Figure 11.1: Map of landscape categories across CW&C



Source: CW&C Council

Natural England is currently assessing areas of the Sandstone Ridge (LCT2) for designation as a National Landscape (formerly known as Area of Outstanding Natural Beauty). As of June 2025, its application process has been paused following government funding cuts. Paragraph 182 of the National Planning Policy Framework (NPPF) requires great weight to be given to conserving and enhancing landscape and scenic beauty within Areas of Outstanding Natural Beauty (known as National Landscapes) and states that the scale and extent of development within all these areas should be limited. Paragraph 183 requires exceptional circumstances to be demonstrated to justify major development within a designated landscape and sets out criteria which should be applied in considering relevant development proposals. Section 245 of the Levelling Up and Regeneration Act 2023 places a duty on relevant authorities (including local planning authorities) to seek to further the statutory purposes of an Area of Outstanding Natural Beauty in England in exercising their functions. This duty also applies to proposals outside the designated area but impacting on its natural beauty.

National Character Areas (NCAs) divide England's landscape into 159 distinct areas and are defined by a unique combination of aspects such as landscape, biodiversity, geodiversity and economic activity⁵¹. There are five NCAs that make up the CW&C area with a short description of each presented in Table 11.1.

Table 11.1: NCAs within CW&C

NCA	Description
Shropshire, Cheshire and Staffordshire Plain	An expanse of flat or gently undulating, lush, pastoral farmland, which is bounded by the Mersey Valley NCA in the north, with its urban and industrial development, and extending to the rural Shropshire Hills NCA in the south. To the west, it is bounded by the hills of the Welsh borders and to the east and south-east by the urban areas within the Potteries and Churnet Valley, Needwood and South Derbyshire Claylands, and Cannock Chase and Cank Wood NCAs.
Cheshire Sandstone Ridge	The NCA is situated between Malpas and Frodsham and is surrounded on all sides by the Shropshire, Cheshire and Staffordshire Plain NCA, except to the north, where the ridge drops into the Mersey Valley NCA. It is a discontinuous ridge, but is very prominent, rising sharply from the gently rolling topography of the surrounding NCAs.
Mersey Valley	The NCA consists of a wide, low-lying river valley landscape focusing on the River Mersey, its estuary, associated tributaries and waterways. It is a varied landscape that extends from the mosslands in the east to the wide estuary with intertidal mudflats/sand flats and salt marsh in the west. The area encompasses a complex mix of extensive industrial development and urban areas, with high-quality farmland in between.
Wirral	The landscape is based on the formal landscapes of former large country estates, rural areas, natural coastal scenery and wooded sandstone ridges, which combine to give the NCA a unique character. The NCA is separated from the urban areas of east Wirral by a dramatic sandstone ridge, as well as by the M53 motorway. This is a rich pastoral landscape interspersed with settlements.
Merseyside Conurbation	The NCA is predominantly urban and suburban landscape, based around the settlements of Liverpool, Birkenhead, Bootle, Kirkby, Maghull, Huyton, Bebington

⁵¹ Natural England (2014). NCAs. Available at: <https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making>

NCA	Description
	and Wallasey. The NCA sits on a low-lying but gently rolling platform punctuated by low sandstone ridges and bisected by the lower estuary of the River Mersey.

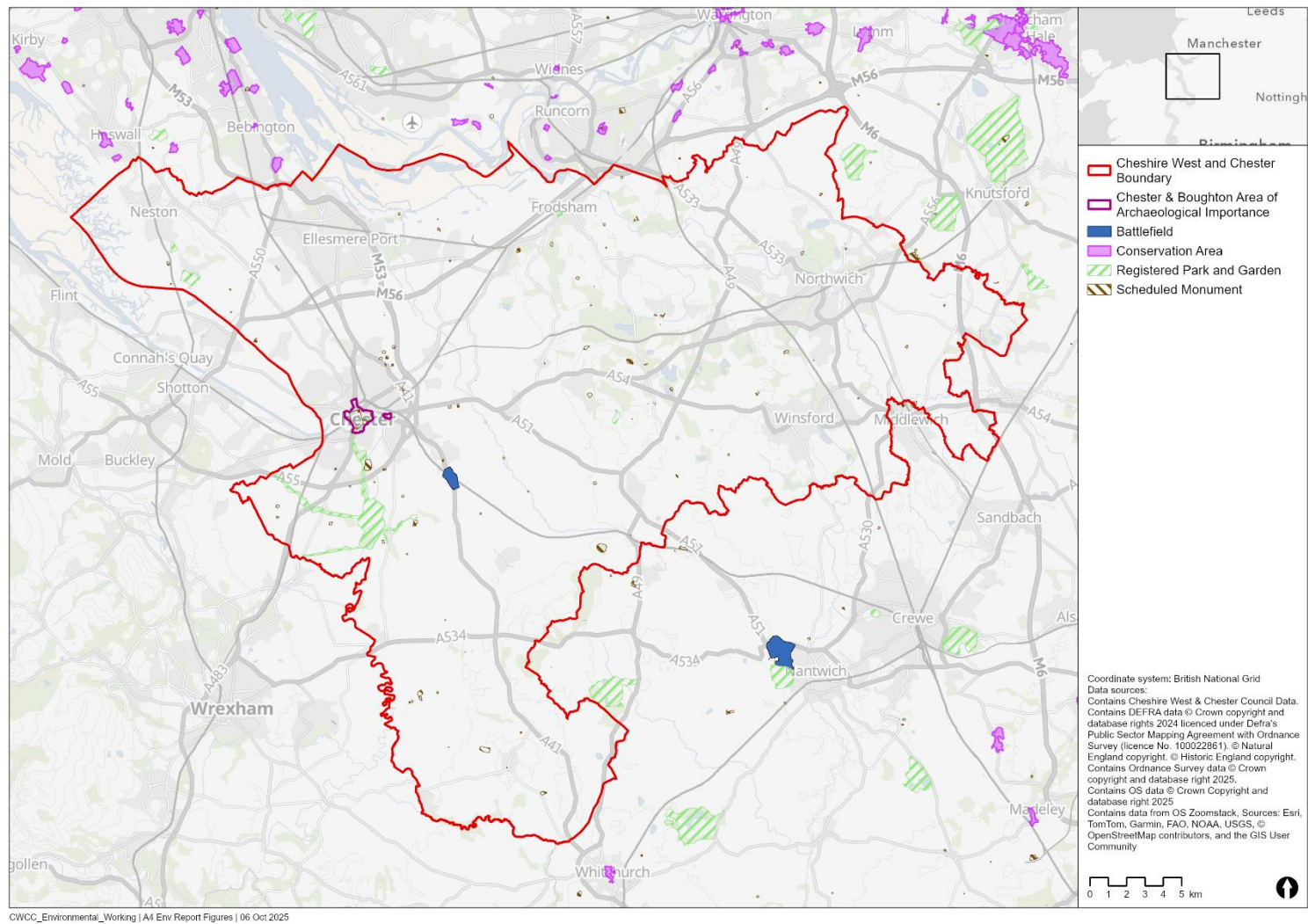
Source: Natural England

The Liverpool, Manchester and West Yorkshire Green Belt is the second largest Green Belt in the UK, accounting for 31% of the total Green Belt land, and covers a 41% of the CW&C area. There are no National Landscape (formerly Areas of Outstanding Natural Beauty (AONB)) or National Parks within the CW&C area.

11.2.2 Heritage and Historic Environment

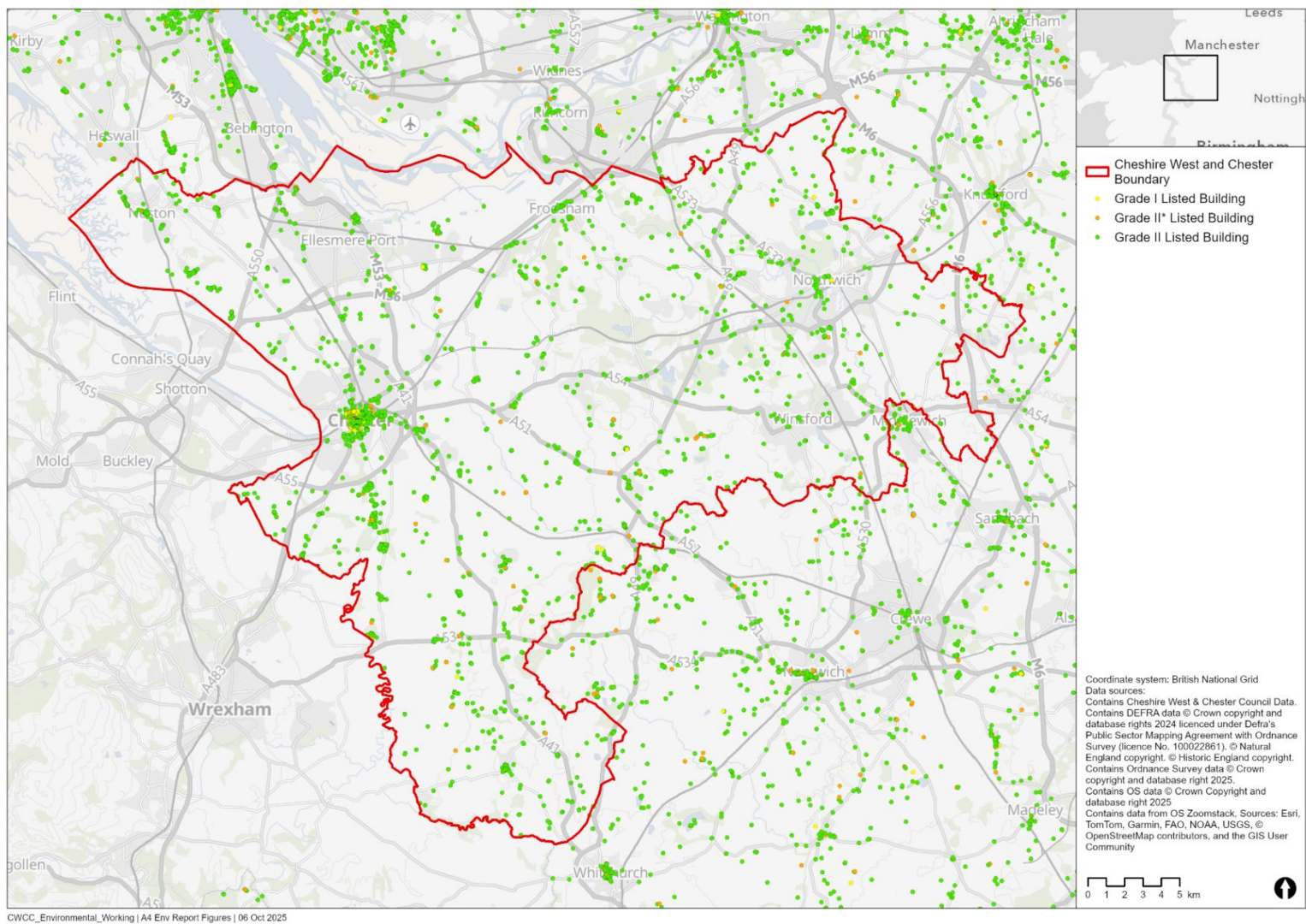
The CW&C borough is rich in heritage and archaeological assets with Chester and Boughton AAI, listed buildings, scheduled monuments, conservation areas, registered parks and gardens and a registered battlefield. These are indicated in Figure 11.2 and 11.3 below.

Figure 11.2: Heritage Assets



Source: Mott MacDonald (2025)

Figure 11.3: Listed Buildings



Source: Mott MacDonald (2025)

This shows that:

- There are around 2,500 listed buildings across the borough, 86 of the buildings are Grade I listed, such as the city walls of Chester which are some of the bests preserved in the country, 180 are Grade II* and the remainder are Grade II listed⁵².
- There are 97 Conservation Areas including Chester City Centre, Northwich and Bostock. Conservation Areas play a key role in ensuring new development preserves or enhances the features of special historical or architectural interest on the area over which they have been designated⁵³.
- There are 118 Scheduled Monuments, Seven Registered Parks and Gardens, one Battlefield (Battle of Rowton), 11 areas of archaeological potential, and one (AAI) – Chester and Boughton AAI, which is only one of five AAIs designated in England⁵⁴. An AAI is a designated zone where significant archaeological remains are known or expected to exist. These areas receive special protection to ensure that any development considers the potential impact on archaeological remains.
- There are numerous local listed buildings that have been identified as having local interest and importance nearly 4,500 sites of archaeological / historic importance in the Historic Environment Record (HER)⁵⁵.

The Heritage at Risk Register includes historic buildings and sites that are at risk of loss through neglect, decay or development, or are vulnerable to becoming so. Within the CW&C borough there are 12 scheduled monuments, 30 listed buildings, and five conservation areas identified as being at risk.⁵⁶

In addition to designated and undesignated assets, there is also the potential for unrecorded archaeology and historic landscape character areas. These areas may be at risk, and their settings could potentially be affected. The Historic Environment Records (HERs) maintained by Historic England provide detailed information about the historic environment, including undesignated assets.

The emerging Heritage Strategy for Cheshire West and Chester⁵⁷ recognises that value that local heritage, character and identity makes to their area and lives. For example:

- Historic spaces such as markets and high streets e.g. Neston market. They provide social hubs allowing people to meet and interact, fostering a sense of belonging and community such as the Garden Quarter in Chester.
- The use or re-use of historic urban green spaces for community gardens and allotments such as the Incredible Edible Network who have communities in Handbridge and Beeston. These spaces also provide opportunities for volunteering, encourages social inclusion and a place for learning.

Local heritage plays an essential role in creating and reinforcing a sense of local character and distinctiveness in the historic environment and is an important part of the developing community identity. It has been shown that increased levels of connection to a place, neighbourhood, or community are associated with higher levels of wellbeing.

⁵² CW&C - [Conservation and Design | Cheshire West and Chester Council](#)

⁵³ CW&C Local Plan Publication Sustainability Report

⁵⁴ Cheshire Archaeology - [Chester and Boughton Area of Archaeological Importance | \(cheshirearchaeology.org.uk\)](#)

⁵⁵ Chester Archaeological Society - [Autumn 2011 v2 3249063.pub \(chesterarchaeolsoc.org.uk\)](#)

⁵⁶ Historic England – Heritage at Risk Register 2022 [Historic England - Heritage at Risk Register 2022, North West](#)

⁵⁷ CW&C – A Heritage Strategy for Cheshire West and Chester ([Microsoft Word - 20231004-FullDocumentFINAL](#))

The Cheshire Historic Landscape Characterisation study promotes the understanding and appreciation of the local Borough historic landscapes as well as helping interpret who past communities have contributed to the modern landscape. For example, the agricultural history of the borough can be seen through the history and surviving evidence of Cheshire cheese making. Often led by women, this enterprise brought significant income into the agricultural communities, making them prosper throughout the centuries.

The farming history of the borough survives through historic field patterns that remain bounded by hedgerows that are a key characteristic of the borough. Boundaries are an important part of our historic environment, they are also extremely important in terms of ecological connectivity.

Heritage and the historic environment are closely connected to economic activity. In the borough many businesses and enterprises are attracted to or based in historic buildings and spaces.

Heritage-led regeneration has shown not only to have direct benefits to the buildings being conserved but wider social and economic benefits to surrounding areas following the investment. Historic places are shown to provide uplifts in value for both commercial and residential properties when continual or viable uses are found for them (Heritage Works, 2017).

Research shows that on average, £1 of public sector expenditure on heritage-led regeneration generates £1.60 additional economic activity over a ten-year period (AMION and Locum Consulting, 2010). A recent example of this is the development of Chester New Market and the wider Northgate Quarter around Storyhouse.

In 2021 Cheshire West and Chester welcomed over 24 million visitors (Culture and tourism | Cheshire West and Chester Council), with over 60% of all visitor days to the Borough driven by heritage.

According to Visit Britain's Annual Survey of Visits to indoor visitor attractions some of the most popular destinations were heritage and culture focused. These include Grosvenor Museum, the National Waterways Museum, Beeston Castle, and Chester Cathedral. Chester City Walls and the unique Chester Rows are also key attractions for visitors.

Heritage and nature combine not only in the countryside but in our towns, cities, and villages where parks, natural green spaces and urban green corridors weave into the built environment providing opportunities for everyone to enjoy. Across the borough are many examples of this such as Town Park in the heart of Winsford. The Belvedere in Chester's Grosvenor Park provides crucial views across to meadows and grazing land, displaying a colourful mix of city next to agriculture. The closeness of the countryside to towns and the ease of accessing both was identified by participants as being important to them.

11.3 Key trends and future evolution of the baseline

There have been no recent changes to landscape or relevant planning applications determined in accordance with landscape policies.

Heritage England reported that heritage assets at risk are decreasing, and it is expected that this trend may continue. Historic assets will likely continue to be protected through UK legislation; however, development could put pressure on the asset and their setting. The total number of heritage assets in the borough has increased from 4,395 in 2010 to 11,111 in 2021/22. Of those:

- There is currently one conservation area listed on the Heritage at Risk Register, this has fallen from eight in 2010.

- There are now 12 Scheduled Monuments listed on the Heritage at Risk Register, this has fallen from 22 in 2010.
- There are eight listed building entries on the national heritage at risk register, this has fallen from ten in 2010.
- The number of additional locally listed assets registered on the historic environment record has not increased from the baseline of 1,313 in 2017/2018, although a new Local Listing project is currently underway (2023).
- The number of Conservation Area Appraisals as a proportion of Conservation Areas has increased from 40% in 2014/2015 to 43% in 2021/2022 and the Council has embarked on a programme of preparing conservation area appraisals, where there are gaps (2023).

Heritage has key social, cultural, economic and environmental value in the Borough. The emerging Heritage Strategy⁵⁸ found that:

- 61,000 jobs are directly related to heritage in the North West region
- There were 140 million visitors to heritage assets in the North West region in 2019
- Four out five people said heritage makes their area a better place to live.
- Heritage-led tourism generates £1.34 bn of economic value to Cheshire West and Chester's local economy per annum and supports 15,562 jobs. The economic value of heritage is modelled to be worth between £2.07 billion – £2.76 billion by the end of the decade (2030).
- Safeguarding and protecting heritage for the future was identified as a priority. This includes specific buildings, landscape, natural features and waterways. As well as the preservation of more intangible heritage like dialect, and community memories. Heritage can be passed on through intergenerational learning, storytelling and sharing memories, as well as ongoing traditional and cultural practices.

Transport has an important role in the protection of heritage assets and enabling access to heritage assets. The trends above show that ensuring sustainable and connected travel is important to maintain access to heritage assets. However, pressure from visitor numbers also needs to be considered.

Increasing transport infrastructure and transport related pollution and climate change can degrade heritage assets, affecting their condition and setting. Uptake of electric vehicles will help reduce transport-related emissions and their effects on heritage assets.

11.4 Evidence gaps and proposed work

At present, there is no defined boundary for the potential Sandstone Ridge National Landscape. Additionally, the assessment for its potential AONB/National Landscape designation process has been paused. The Cheshire West and Chester Landscape Study could potentially be updated, as the existing study was undertaken in 2016.

A Heritage Strategy for the borough is currently being prepared which will link in with the requirement to produce a boroughwide Design Code. Work to identify locally listed buildings and complete Conservation Area Appraisals is currently on-going. This constitutes a data gap that is expected to be finalized further to the completion of the appraisal.

11.5 Key sustainability issues and opportunities

The key issues relating to landscape, townscape and heritage at a strategic planning level are:

⁵⁸ Cheshire West and Chester Council – A Heritage Strategy for Cheshire West and Chester

- Development pressures from a growing population and increased demand in transport links could damage the character and appearance of the boroughs landscape, townscape and designated and undesignated heritage assets.
- Increased pollution from transport and its contribution to climate change could degrade heritage assets
- Public transport infrastructure could negatively effects heritage assets if not located and designed appropriately in consultation with Heritage Officers.

The key opportunities relating to landscape, townscape and heritage at a strategic planning level are:

- Controlling the location of future development in order to preserve and enhance borough's designated and undesignated landscape, townscape and historic environment resource.
- Opportunity to enhance designated and undesignated heritage assets including their setting and accessibility, recognising the importance the historic environment plays in sustainable development and the contribution it makes to delivering social, cultural, economic and environmental benefits.
- Transport development should be designed to preserve and enhance the boroughs character and landscape/townscape features. Protecting and enhancing the natural, historic and cultural elements that contribute to local character is important to contribute to sustainability. Reference to the Government's National Designing Guide should be considered when designing transport infrastructure.
- Modal shift from private cars to public and active transport, parking restrictions to deter car use and uptake of electric vehicles will help reduce transport-related pollution and emissions which will have positive effects for protection of heritage assets.
- Careful siting and location of transport infrastructure in order to:
 - Protect and enhance heritage assets including their setting and ensure development in or adjacent to conservation areas or listed buildings (and their settings) respect the character and context and enhances the quality of the built environment, preserving local character and identity
 - Make a positive contribution to or better reveal the significance of, the heritage assets, or reflect and enhance local character and distinctiveness with regard given the prevailing styles of design and use of materials in a local area.
 - Reduce impacts on the significance and setting of designated and undesignated archaeological sites, monuments, structures and buildings, registered Historic Parks and gardens, registered battlefields, listed buildings and conservation areas or their settings.
 - Avoid harmful impacts on the borough's historic landscape, natural landscape and townscape.
 - Protect important views and vista, landscape and townscape character
 - Enhance and protect the natural and built environments and their settings. The historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations.
 - Protect and enhance the intrinsic character and natural beauty of the potential Sandstone Ridge National Landscape. It should be noted that Natural England consider that this area should be considered as a locally valued landscape until further information on its national designation becomes available. Despite the application being paused, it has it not considered cancelled or rejected and as such, should remain as a locally valued landscape.
- Transport development should be designed to preserve and enhance the borough's culture. The Chester Local Plan addresses cultural and heritage considerations through several key policies and strategies. It includes strategic policies that emphasize the importance of

preserving and enhancing Chester's cultural and historical character. The plan highlights the need to integrate new developments in a way that respects and complements the existing cultural and historical context. Additionally, the Local Plan stresses the importance of engaging with the local community to understand their values and cultural significance. This approach ensures that developments are not only functional but also meaningful and reflective of the community's identity.

11.6 ISA Scope and Influence on the LTP4

The landscape, townscape and heritage topic is scoped into the ISA as transport can have implications on landscape character, visual amenity and heritage assets and their setting.

The main ways in which the LTP4 could influence landscape, townscape and heritage are:

- Inclusion of policies to protect landscape and heritage assets from inappropriate transport related development.
- Design and siting of transport proposals to minimise effects on the historic environment, landscapes and townscapes and maximise opportunities for enhancement.
- Linking up sustainable transport options with key landscape and heritage assets to facilitate access.
- New active travel routes are often created using existing historic locations such as old train lines, waterways, former industrial sites, and green spaces, making use of ancient paths and tracks. These sites have often been part of communities for many years and have attached memories and experience. Their re-use retains these connections whilst offering new opportunities for both physical and tangible connections between people and places.
- Inclusion of policies to ensure landscaping and planting proposal are integrated into new transport infrastructure.

11.7 ISA framework

The proposed ISA framework for landscape, townscape, heritage and the historic environment is presented in Table 11.2.

Table 11.2: ISA framework for landscape, townscape, heritage and the historic environment

ISA Objective	Appraisal Criteria	Indicators
Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness, design and sense of place	Will it protect and reinforce the borough's landscapes and the natural, cultural and historic elements which make them distinct?	Amount of landscaping provided within transport related projects
		Percentage area of transport schemes that incorporate improvements to public realm and design sympathetic to the existing local built environment
Preserve and enhance heritage, the historic environment, culture and identity	Will it protect and enhance the Sandstone Ridge landscape?	Amount (ha) of transport development within the Sandstone Ridge landscape
	Will it conserve and/or enhance heritage assets, their setting and the wider historic environment?	Number of heritage assets or their setting harmed by transport schemes
		Number of listings on the Heritage at Risk Register affected by transport projects
		Number of transport related planning applications within Conservation Areas or requiring Listed Building consent
		Number of transport projects granted planning permission contrary to advice from Historic England

ISA Objective	Appraisal Criteria	Indicators
	Will it preserve and enhance the local character, culture and identity?	Number of new active travel routes created using existing historic locations such as old train lines, waterways, former industrial sites, and green spaces
		Increase in access to the historic environment
	Will it ensure the protection and enhancement of archaeological remains?	Number of projects where archaeological preservation in situ was applied
		Harm or loss of archaeological remains due to transport development
		Improvement/benefit to archaeological remains

11.8 LTP4 Core Strategy Assessment

Table 11.3 displays the assessment results of the seven core policies against the ISA objectives within the Landscape, Townscape and Heritage theme.

Table 11.3: Policy Assessment Summary - Landscape, Townscape and Heritage

Theme	ISA Objective	CP1	CP2	CP3	CP4	CP5	CP6	CP7
Landscape, Townscape and Heritage	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness, design and sense of place	+	+	+	+	++	+	++
	Preserve and enhance heritage, the historic environment, culture and identity	0	0	0	0	++	++	++

11.8.1 Summary

Objective 1: Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness, design and sense of place

CP5 and CP7 conclude moderate positive effects against this objective. CP5 allows for small-scale changes to tackle road danger hotspots, which can be designed to minimise visual and ecological disruption. Ensuring regular maintenance of highways can prevent deterioration that might lead to landscape degradation, and properly maintained roads can reduce runoff and pollution, which benefits local ecosystems. CP7 focuses on developing and designing transport projects whilst protecting the environment. By safeguarding environmentally important landscapes and heritage assets, CP7 ensures that transport projects do not compromise the natural and cultural character of the area. This helps maintain local distinctiveness and sense of place. Additionally, creating green spaces and biodiverse habitats enhances the aesthetic and ecological value of the townscape, contributing to a more attractive and distinctive environment.

Objective 2: Preserve and enhance heritage, the historic environment, culture and identity

CP5, 6 and 7 concluded moderate positive effects on this objective. As a result of CP5, projects must provide access to development sites that align with sustainable design principles, which can include measures to protect and enhance heritage and the historic environment. By not supporting new road building projects that add capacity for general traffic, the policy helps to limit disruption to heritage assets and the historic environment. CP6 focuses on collaboration and partnership. Collaborating with stakeholders and local communities can lead to transport policies that respect and integrate local heritage and cultural values. Engaging diverse groups ensures that transport solutions consider the preservation of historical and cultural sites. CP7's focus on protecting landscapes, enhancing environmental quality, and using nature-based

solutions supports the conservation of cultural and historical values. Ensuring that sustainability appraisals include heritage considerations will further strengthen this alignment.

CP2 concludes neutral effects against this objective. This policy focuses on reducing the need to travel or the need to travel in peak times, improving digital access to travel, and co-locating new developments. As such, it is unlikely there will be extensive developments or infrastructure as a result of the LTP4 which would reduce the chances of negative effects against the county's heritage, culture, or identity.

CP4 concludes neutral effects. This policy focuses on adopting a One System approach which aims to provide seamless travel across CW&C. This will require co-locating services, constructing multimodal hubs, and conducting engineering improvements which will involve construction activities that could physically impact heritage assets and historic environments, both temporarily and permanently depending on the site location. However, the policy sets out the principle of multimodal hubs rather than their actual development.

Landscape, Townscape, and Heritage

Overall, the CPs scored positively for contributing to the landscape, townscape and heritage objectives. The better scoring CPs in this theme, CP5, 6, and 7, focus on maximising the use of existing infrastructure and assets, working in partnership with stakeholders and local communities, and protecting the environment and enhancing inclusivity during develop and design stages of proposals.

12 LTP4 Core Strategy Assessment Summary

The previous chapters provide the results of the core strategy assessment structured by ISA theme. Table 12.1 below brings the assessment results together to provide an overview of the effects of the policies and a cumulative assessment of the Core Strategy as a whole.

Overall the LTP4 Core Strategy is likely to have positive environmental and socio-economic effects from increased accessibility (both affordability and connectivity), increased choice and reliability of sustainable transport modes, economic growth, and health benefits. The LTP promotes sustainable transport modes including low and zero emission transport modes which will help reduce transport-related emissions providing benefits for air quality, GHG reduction and health. Re-use of existing assets and maximising capacity is favoured over new infrastructure which will help protect wildlife connectivity and reduce construction related emissions. The LTP also contains policies that aim to reduce negative effects associated with transport infrastructure and protect and enhance the natural and built environment. The LTP recognises the importance of quality transport networks in playing their part in creating and protecting distinctive, beautiful, vibrant places that people have reason to value. It also supports sustainable and active travel to connect communities with local green spaces, increase street-level greenery and provide biodiversity, health and wellbeing benefits. There is also opportunity to provide positive effects through design and co-ordination with partners and other organisations, including habitat creation and enhancement, incorporation of green infrastructure, and increased access to the natural and historic environment (although increased pressure on these assets would need to be managed).

Table 12.1: Core Strategy Summary

ISA Themes	ISA Objectives	LTP4 Core Strategy Policies							Cumulative Effects
		CP1 Putting the vision at the heart of decisions	CP2 Smarter places, smarter travel	CP3 Real choices in how we travel	CP4 One system approach	CP5 Making the most of our existing streets	CP6 Local issues, local voices	CP7 Protecting our people, neighbourhoods, environment	
Climate Change and Air Quality	Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	+	+	+	+	+++	+	+	+
	Reduce the emission of greenhouse gasses, in particular CO ₂	++	++	++	+	+++	+	++	++
	Protect air quality where it is of a high standard and to improve it elsewhere	++	+	+	+	+++	+	+	++
Biodiversity, Flora and Fauna	Protect and enhance the borough's biodiversity and wildlife habitats.	+	+	+	+	++	0	+++	+
Water	Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	+	0	0	0	++	+	++	+
	Protect and enhance the quality of the water environment	0	+	+	+	++	+	+	+
Land Resources	Protect land and soil quality	+	+	+	0	+	+	+++	+
Health and Wellbeing	Create a safe environment to live in and reduce the threat of crime	++	++	++	++	++	0	0	++
	Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment	++	++	++	++	0	0	0	++
	Maintain and improve the vitality and viability of the city, town and local centres	+++	+++	0	+++	0	0	0	++
	Enable environments that promote health and wellbeing	+++	++	+++	++	+++	++	++	++
Infrastructure	Make the best use of existing transport infrastructure	+	++	+	+++	+++	+	+	++
	Ensure everyone has access to high quality and affordable public transport, cycling and walking infrastructure	++	++	+++	++	+	++	++	+++
	Ensure everyone has access to high-speed digital connectivity	0	++	0	+	0	+	0	++
Equality	Promote regeneration, particularly of deprived areas	++	+++	++	+++	0	+	+	++
	Improve accessibility of transport services for all	+++	+++	++	+++	+	++	++	+++

ISA Themes	ISA Objectives	LTP4 Core Strategy Policies							Cumulative Effects
		CP1 Putting the vision at the heart of decisions	CP2 Smarter places, smarter travel	CP3 Real choices in how we travel	CP4 One system approach	CP5 Making the most of our existing streets	CP6 Local issues, local voices	CP7 Protecting our people, neighbourhoods, environment	
	Improve affordability of transport services	++	0	+	0	0	+	++	++
Landscape, Townscape and Heritage	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness, design and sense of place	+	+	+	+	++	+	++	+
	Preserve and enhance heritage assets, sites, features, areas and settings of archaeological, historical and cultural heritage importance	0	0	0	0	++	++	++	+

13 In-combination Assessment

The in-combination assessment evaluates the cumulative impacts of the Local Transport Plan (LTP) alongside other relevant plans and policies within the Cheshire West and Chester area. This assessment aims to understand how the LTP, when combined with other strategic initiatives, can collectively influence environmental, social, and economic outcomes.

Each local authority's Local Plan serves as the primary policy framework for development within its jurisdiction. The LTP is closely aligned with these Local Plans, especially in terms of policies aimed at improving connectivity to new housing developments and economic hubs. CW&C has commenced work on its next Local Plan and the LTP is an opportunity to influence the development of this new plan to reinforce LTP benefits. The LTP is expected to facilitate the implementation of Local Plans and other initiatives such as climate change strategies and community plans. By promoting sustainable transport, the LTP can generate significant positive environmental impacts, complementing broader efforts to address climate change and improve air quality. Housing policies, when integrated with the LTP, can unlock development sites and support new residential projects, ensuring they are part of sustainable transport networks. This integration will yield positive outcomes for communities, populations, and human health by safeguarding and enhancing physical and mental wellbeing and safety.

Table 13.1: Regional scale plans considered for in-combination with the LTP4.

Plan	Key policies or objectives	Assessment of in-combination effects
Cheshire West and Cheshire Local Plan (Part One) Strategic Policies- 2015	The Cheshire West and Cheshire Local Plan (Part One) sets out policies on development and land usage in the local area. One of the key policies is to 'Provide and develop reliable, efficient transport networks that support sustainable growth and improve accessibility to jobs and services'. The plan also sets out aims to safeguard and enhance biodiversity and geodiversity through identification of designated sites and priority habitats, including that development should seek to provide net gains (Cheshire West and Chester Council, 2015).	Positive effects identified Sustainability appraisals will inform decision-making, ensuring that environmental and social impacts are considered. Investment in the highways network will focus on maximising the use of existing assets, improving resilience to climate change, and carrying out essential maintenance. New road-building projects will only be supported if they address priority road danger hotspots, adapt roads to climate impacts, or provide access to sustainable development sites. New transport proposals will protect environmentally important sites, heritage assets, enhance inclusivity and health, and reduce road danger and community severance, aligning with Cheshire West and Cheshire Local Plan (Part One) Strategic Policies- 2015. Potential negative effects Prioritising sustainable transport modes may inadvertently disadvantage certain groups, such as those with limited mobility or those living in rural areas with less access to public transport. Ensuring equitable access to transport options is crucial. Continuous monitoring, community engagement, and flexibility in planning will mitigate potential impacts.
Cheshire West and Cheshire Local Plan (Part Two) Land Allocations and Detailed Policies- 2019	Cheshire West and Cheshire Local Plan (Part Two) provides a framework for the decision maker and provides the detailed policies and land allocations required to deliver the overall policy for Cheshire West and Chester for the period to 2030. One of the key policies is to ensure where development has the potential to impact on protected sites, habitats or species (directly or indirectly) the Council will require the submission of a	Positive effects identified The Local Plan (Part Two) includes policies to protect environmentally important landscapes, wildlife habitats, and heritage assets. Combined with LTP4's focus on green spaces and nature-based solutions, these efforts contribute to biodiversity net gain and improved environmental quality. Both plans address climate resilience by promoting infrastructure that can withstand extreme weather events and by reducing greenhouse gas emissions. This includes adapting roads to climate impacts and using nature-based solutions to manage flood risks. Potential negative effects:

Plan	Key policies or objectives	Assessment of in-combination effects
	detailed ecological assessment. (Cheshire West and Chester Council, 2019).	Restricting new road-building projects could lead to congestion and increased wear on existing roads. Implementing effective traffic management and regular maintenance to mitigate these issues.
Cheshire West and Chester Local Cycling and Walking Infrastructure Plan 2020-2030.	The local cycling and walking infrastructure plan is to identify cycling and walking infrastructure improvements for future investment in the short, medium and long term and make the case for future investment and funding for walking and cycling infrastructure (Cheshire West and Chester Council, 2020)	Positive effects identified Both plans emphasise the importance of active travel modes such as walking and cycling. This alignment supports the reduction of carbon emissions, improves public health, and decreases reliance on private vehicles. The LCWIP focuses on developing a comprehensive network of pavements, footpaths, and cycle routes. Combined with LTP4's emphasis on integrated transport networks, this will enhance connectivity and accessibility for all residents, making it easier to choose sustainable travel options. Promoting walking and cycling reduces air pollution and greenhouse gas emissions, contributing to climate resilience. Additionally, increased physical activity from active travel modes improves public health and well-being. Improved cycling and walking infrastructure can boost local economies by increasing foot traffic to businesses and creating more vibrant communities. The LCWIP identifies priority areas for cycling and walking infrastructure improvements. When integrated with LTP4's focus on sustainable transport infrastructure, this ensures that investments are targeted and effective, enhancing the overall transport network. Both plans emphasise involving local communities in decision-making processes. Recommendation: This inclusive approach ensures that transport policies and infrastructure developments reflect the needs and preferences of residents, fostering community support and participation. Considerations While promoting active travel, it's important to ensure that all residents, including those with limited mobility, have equitable access to transport options. Designing infrastructure that is accessible to everyone, including those using mobility aids. Increased use of cycling and walking routes requires regular maintenance to ensure safety and usability. Recommendation: Allocate sufficient resources for the upkeep of active travel infrastructure.
The Cheshire West Place Plan 2019-2024 (extended to 2026)	The Place Plan replaces the Council's former Health and Wellbeing Policy 2015 – 2020. It sets out the Council's approach to improving health and wellbeing. Its vision is: "To reduce inequalities, increase years of healthy life and promote mental and physical health and wellbeing for everyone in Cheshire West." Ten themes for further action are identified including measures to promote sustainable travel, increase levels of physical activity, address road safety and improve	Positive effects identified Both plans emphasise the importance of health and wellbeing. The Place Plan's focus on creating healthy communities aligns with LTP4's promotion of active travel modes which improve physical health and reduce air pollution. The Place Plan aims to reduce health inequalities by improving access to services and promoting social inclusion. Combined with LTP4's emphasis on equitable transport options, this ensures that all residents, including those in disadvantaged areas, have access to sustainable and affordable transport. The Place Plan promotes integrated health and care services, which can be supported by LTP4's focus on creating seamless, joined-up transport networks. This integration enhances accessibility to health services and supports coordinated care. Both plans prioritise environmental protection and social wellbeing. The Place Plan's focus on creating green spaces and reducing social isolation

Plan	Key policies or objectives	Assessment of in-combination effects
	air quality. In due course, a more detailed five-year action plan will be developed and published in 2026 (Cheshire West and Chester Council, 2024).	complements LTP4's efforts to enhance environmental quality and promote social interaction through improved transport infrastructure. Both plans emphasise involving local communities in decision-making processes. This inclusive approach ensures that transport policies and health initiatives reflect the needs and preferences of residents, fostering community support and participation.
Cheshire West and Chester Climate Change Emergency 2019	The Council declared on 21 May 2019 that the borough is in a climate emergency. The report outlined the councils role in addressing the issue of climate change. One of the keys aims was 'By 2025, a 17% reduction in total travel demand will be required, alongside a 25% reduction in car travel. This will be required to increase to 25% and 38% respectively by 2050' (Cheshire West and Chester, 2019).	Climate projections for the region indicate an increase in average temperatures, more frequent extreme weather events, and changes in precipitation patterns. In 2018, the total greenhouse gas emissions for Cheshire West and Chester were approximately 1,800 kilo tonnes of CO₂ equivalent. The largest contributors were the industrial and commercial sectors, followed by transport and domestic emissions. Both plans prioritise reducing carbon emissions. LTP4 promotes sustainable transport modes such as walking, cycling, and public transport, while the Climate Emergency Response Plan focuses on achieving carbon neutrality. This alignment supports significant reductions in greenhouse gas emissions. The Climate Emergency Response Plan emphasises adapting infrastructure to withstand climate impacts. Combined with LTP4's focus on resilient transport networks, this ensures that roads and transport systems can cope with extreme weather events, reducing vulnerability to climate hazards.

14 Mitigation and Monitoring

14.1 Mitigation and Recommendations

Recommendations have been identified for the LTP4 to strengthen environmental and socio-economic outcomes. Table 14.1 presents the recommendations identified from the assessment process. The majority of recommendations were incorporated into the LTP4 Core Strategy and the remaining recommendations will be addressed in subsequent iterations of the Core Strategy following consultation and within the Policy Papers where appropriate.

Table 14.1: Mitigation and Enhancement Recommendations

Core Strategy Policy	Recommendations	Incorporation into LTP4
CP1 – Putting the vision at the heart of decisions	1. Consider initiatives that can further support the efficiency of freight transport, and mitigate its environmental impacts	1. This will be covered in the relevant Policy Paper
CP2 – Smarter places, smarter travel	2. Understanding behaviours will be crucial to identifying barriers and incentives related to people's choice of transport modes, however the council will need to guarantee that investments in infrastructure are aligned to and informed by these	2. Understanding travel demand and behaviours will help inform future investments
CP3 – Real choices in how we travel	3. In line with the highest prioritisation of modal transport being people walking or wheeling; ensure all active and public transport is accessible physically. 4. LTP4 should also recognise safety as a key cause for concern in people's choice of transport modes, highlighting the need for active travel and public transport infrastructure which can ensure user safety and security 5. The council should focus on the uptake of physical activity for children and young adults in particular	3. Added to CP3 text 4. This will be covered in the relevant Policy Paper 5. This will be covered in the relevant Policy Paper
CP4 - Let's join things up: a 'One System' approach	6. Ensure that changes as part of the move towards a 'One System' approach to transport are made in consultation with local residents, user groups, and equality groups 7. Ensure any digital solutions are fully accessible for all users, including people with visual impairments. 8. Integrate affordability of public transport as a specific target of the 'One System' approach 9. Enable integration of travelcards and other discounted travel policies into the new digital approach to increase uptake 10. Ensure an integrated transport system is also an attractive and safe environment to maximise uptake	6. This is covered under CP6 but will also be stated under CP4. 7. This will be added to CP4 8. Affordability of public transport specifically will be covered in relevant policy papers. Priority 2 (poverty emergency) has been revised to include specific mention of affordability across all modes 9. Detail will be included in policy paper, but this will be noted as part of this approach under CP4 10. This will be covered in policy papers for relevant modes. Mention of 'perception' in CP4 also to be updated to reflect these factors.
CP5 – Making the most of our existing streets	11. Ensure that any upgrades made to the highway network to enable modal shift to sustainable modes are fully accessible for all users, including the physical accessibility of active travel networks 12. Ensure that the principle of diverting funds from new road building does not inadvertently contribute to continued severance for rural communities. 13. Highways improvements should consider the carbon mitigation hierarchy through design and material selection	11. This will be covered in policy paper on walking, wheeling and cycling 12. This concern will be noted in CP5. Diverting funding from roadbuilding will allow funding to be spread more evenly, as major road investments tend to be in and around urban areas. 13. This will be detailed in policy paper on highways maintenance and management. 14. This will be incorporated into CP5

Core Strategy Policy	Recommendations	Incorporation into LTP4
	14. Might be useful to cross-reference policy CP7, so that its clear wider environmental and social factors will also be considered in proposals 15. Speeding on roads should be tackled through specific interventions to reduce the occurrence of people KSI in traffic collisions	15. This will be covered in the relevant Policy Paper
CP6 - Local issues, local voices	16. Ensure engagement and consultation with local residents, groups, and stakeholders is inclusive and meaningful. This includes engaging in two-way dialogue with stakeholders, holding inclusive and accessible events, and ensuring all materials are fully accessible for everyone, including the availability of translated materials 17. Stakeholder engagement outcomes should be central to all decision-making related to transport planning, policy, and implementation in CW&C	16. This will be incorporated into CP6 17. The policy aims to engage and empower communities and stakeholders and feed into transport policy, planning and implementation
CP7 - Protecting our people, our neighbourhoods and our environment	18. Ensure Equality Impact Assessments are completed for new transport projects, networks, and policies 19. Ensure the social reviews of all policies also consider the affordability of the projects, and considers what could be done to make public transport cheaper for users. 20. Policy say 'environmentally important landscapes' – landscapes can also be important for heritage and cultural purposes. Suggest first bullet could be worded slightly 'Protect important landscapes, designated sites (ecological and geological), habitats and species (including peatland and ancient woodland), and cultural and heritage assets. 21. The council should ensure that mitigating environmental and social impacts of traffic congestion leads to improved provision of open spaces and places that can be used to encourage physical activity	18. This will be included in the updated draft 19. This will be included in the updated draft. This will apply to all transport modes, not just public transport 20. Revised wording to be incorporated into CP7 21. To be considered in the next iteration

14.2 Monitoring Proposals

Monitoring the significant effects of implementing the LTP4 is an essential ongoing element of the ISA process. Monitoring helps ensure that the identified ISA objectives are being achieved, allows early identification of unforeseen adverse effects and thus appropriate remedial action can be taken. Monitoring will be an important requirement to measure performance and ensure the LTP is being successfully implemented. The DCLG guidance states that it is inappropriate to monitor everything, and monitoring proposals should be focused on the following areas that:

- Indicate a likely breach of international, national or local legislation, recognised guidelines or standards
- May give rise to irreversible damage, with a view to identifying trends before such damage occurs
- Were subject to uncertainty in the ISA and where monitoring would enable prevention or mitigation measures to be taken

The LTP4 Core Strategy itself includes a draft set of key measurement and performance indicators which will be monitored to assess the success and progress of the LTP. These indicators are presented below. A more detailed monitoring and evaluation plan will be developed as part of later stages of the LTP programme. The ISA Framework also includes a set of indicators under each ISA objective. Once the Policy Papers have been included as part of the assessment process, these indicators will be refined into monitoring proposals. This will enable the key effects to be monitored across the LTP4 implementation.

LTP4 performance indicators:

- 50% reduction in carbon emissions from transport by 2030 (against a 2019 baseline), with near-zero emissions by 2045
- 50% reduction in the proportion of communities at high risk of transport-related social exclusion by 2030, rising to 75% by 2045.
- 50% of trips made by sustainable modes by 2030
- 90% of cars and vans to be electric vehicles by 2045.
- No transport-related Air Quality Management Areas declared
- A 'Vision Zero' target, with zero people killed or seriously injured on CW&C local road network by 2045.

Other recommended indicators to be developed following the LTP4 Policy Papers assessment:

- Number of transport schemes that generated any adverse impacts on sites of acknowledged biodiversity importance.
- Percentage of transport schemes generating overall biodiversity enhancement.
- Hectares of biodiversity habitat delivered through transport schemes
- Recognising the value of nature-based solutions, such as number of trees planted, hectares of flood plain; area of land enhanced through biodiversity net gain; hectares of peat engaged in restoration efforts; hectares of trees planted and enhanced.
- Tonnage of emissions generated annually from roads.
- Hectares of peat lost to development/ hectares of peat under restoration efforts.
- Amount of new development in AONB/National Park, including commentary on likely impact.
- Percentage of the city's population having access to a natural greenspace within 400 metres of their home.
- Length of greenways constructed.

14.3 Next Steps

The Policy Papers that make up the other part of the Local Transport Strategy will be developed as an iterative part of the ISA process through summer and autumn 2025. The ISA Report and HRA Report will be updated to present this process and outcomes. Public consultation will be undertaken in early 2026.

A. Review of Relevant Policies, Plans and Programmes

Policy, Plan or Programme Name	Topic	Key Summary
Climate Change and Air Quality		
International		
UN Framework Convention on Climate Change (1992)	Climatic Factors	The stated objective is to achieve stabilisation of greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system. The parties should protect the climate system for the benefit of present and future generations of humankind, on the basis of equity and in accordance with their common but differentiated responsibilities and respective capabilities.
Kyoto Protocol to the UN Framework Convention on Climate Change (1997)	Climatic Factors	The Kyoto Protocol was adopted in 1997 and ratified in 2005. It commits its parties to limit climate change by setting internationally binding targets for emission reductions. Covering the six main GHGs, it required the UK to reduce emissions by 12.5% in the first commitment period (2008-2012). This was successfully achieved, and a second commitment period has been agreed whereby European Union (EU) countries will aim to achieve a joint 20% reduction compared to 1990 levels.
Commitments arising from the World Summit on Sustainable Development, Johannesburg (2002)	Climatic Factors	Adopted at the World Summit on Sustainable Development in 2002 and built upon earlier declarations made at previous conferences and summits. It commits nations to take a collective responsibility to build a human, equitable and caring global society cognisant of the need for human dignity for all. The Declaration also reinforces the three pillars of sustainable development: environmental, economic and social development at the local, national, regional and global level.
Health Effects of Transport-Related Air Pollution (WHO, 2005)	Air Quality	This provides a systematic review of the literature and evaluates the health hazards associated with air pollution from transport. There is a focus on the health risks from road transport, predominately in urban and suburban, and passenger and freight transport. There are five key areas covered: • Factors determining emissions in the WHO European Region • Contribution of traffic to levels of ambient air pollution in Europe • Human exposure to transport related air pollution • Studies on health effects of transport related air pollution • Health risk assessment of transport related air pollution
European		
Ambient Air Quality Directive (2008/50/EC)	Air Quality	It establishes ambitious, cost-effective targets for improving human health and environmental quality up to 2020. The EU objective on air quality is 'to achieve levels of air quality that do not result in unacceptable impacts on, and risks to, human health and the environment'.
Thematic Strategy on Air Pollution (2005)	Air Quality	The Strategy recognises the impact of air pollution on human health and the environment. It establishes interim objectives for air pollution in the EU and proposes appropriate measures for achieving them. It aims to reduce the number of premature deaths in 2020 by 140,000 compared to 2000
Limiting Global Climate Change to 2 degrees Celsius - The way ahead for 2020 and beyond (2007)	Climatic Factors	This is a set of binding legislation to ensure the EU meets its climate and energy targets for the year 2020. The targets are: - 20% reduction in GHGs - 20% of EU energy from renewables - 20% improvement in energy efficiency

Policy, Plan or Programme Name	Topic	Key Summary
A Clean Planet for all: A European strategic long-term vision for a prosperous, modern, competitive and climate neutral economy (2018)	Climatic Factors	The long-term strategy sets out Europe's commitment to lead in global climate action and to present a vision that can lead to achieving net-zero greenhouse gas emissions by 2050 through a socially fair transition in a cost-efficient manner. It looks into the portfolio of options available for Member States, business and citizens, as well as into how these can contribute to the modernisation of our economy and improve the quality of life of Europeans, protect the environment, and provide for jobs and growth.
Promotion of the use of energy and renewable sources Directive (2009/28/EC)	Climatic Factors	The Directive sets ambitious targets that the EU will reach a 20% share of energy from renewable sources by 2020 and a 10% share of renewable energy specifically in the transport sector. It also sets out to improve the legal framework for promoting renewable energy.
EU Climate Adaptation Strategy (2012)*	Climatic Factors	The Strategy aims to make Europe more resilient to the effects of climate change by taking a coordinated approach and improving coordination between Member States. The focus covers three key objectives: • Promoting action by Member States • 'Climate proofing' action at an EU level • Better informed decision-making
Paris Agreement (2015)	Climatic Factors	The Paris Agreement came out of the COP21 and aims to limit global temperature rises to 1.5°C to 2°C above pre-industrial levels. It brings together 196 parties from across the world into a common cause and requires all parties to put forward nationally determined contributions to strengthen efforts in the years ahead. It also aims to strengthen the ability of countries to deal with the impacts of climate change.
National Emissions Ceilings Directive (2016/2284/EU)*	Air Quality	The Directive sets out 2020 and 2030 national emission reduction commitments for Member States for the following five air pollutants: nitrogen oxide (NOx), non-methane volatile organic compounds (NMVOCs), sulphur dioxide (SO2), ammonia (NH3) and fine particulate matter (PM2.5). It also introduces reporting requirements for Member States which includes annual information on emissions of pollutants
EC Strategy on Climate Change: Control Measures Through Until 2020 and Beyond (2007)	Climatic Factors	This a set of binding legislation to ensure the EU meets its climate and energy targets for the year 2020. The targets are: • 20% reduction in greenhouse gases (GHGs) • 20% of EU energy from renewables • 20% improvement in energy efficiency
EC Green Paper on Adaptation to Climate Change in Europe (2007)	Climatic Factors	The Green Paper on Adaptation to Climate Change looks at the climate change impacts facing Europe and the need for climate action and policy responses across the Member States. It centres around four pillars: • Early action in the EU • Integrating adaptation into EU external actions • Reducing uncertainty by expanding the knowledge base through integrated climate research • Involving European society, business and public sector in the preparation of coordinated and comprehensive adaptation strategies
Energy Act (2013)	Climatic Factors	The Act makes provides a framework for delivering secure, affordable and low carbon energy. It includes provisions for decarbonisation and the duties in relation to it.
National		

Policy, Plan or Programme Name	Topic	Key Summary
Climate Change Act (2019)	Climatic Factors	The Act sets out a legal framework to commit the Government to tackling climate change and climate change adaptation is also covered in the Act as it provides a legal framework for adaptation policy. The Act sets out a target of net zero by 2050 based on 1990 levels.
UK Climate Change Risk Assessment, Defra (2017)	Climatic Factors	Identifies the key climate change risks and opportunities for the UK which are as follows: - Flooding and coastal change risks to communities, businesses and infrastructure - Risks to health, well-being and productivity from high temperatures - Risks of shortages in the public water supply for agriculture, energy generation and industry - Risks to natural capital including terrestrial, coastal, marine and freshwater ecosystems, soils and biodiversity - Risks to domestic and international food production and trade - New and emerging pests and diseases and invasive non-native species affecting people, plants and animals
Air Quality (England) Regulations 2000 (as amended) and Air Quality (Standards) Regulations (2010)	Air Quality	Transposes Directive 2008/50EC into UK law and set national air quality objectives for local authorities in England.
Draft Clear Air Strategy (DEFRA, 2018)*	Air Quality	The Strategy outlines the Government's commitment to reduce air pollution, making the air healthier for humans, protecting nature and boosting the economy. It sets out a range of actions for achieving these objectives and highlights the importance of cooperation between the devolved powers in the UK as air pollution does not respect national boundaries. The Strategy sits alongside the Industrial Strategy, the Clean Growth Strategy and the 25 Year Environment Plan.
National Air Quality Strategy (2007)	Air Quality	The Air Quality Strategy for England, Wales, Northern Ireland and Scotland sets out air quality objectives and policy options to further improve air quality in the UK from today into the long term. As well as direct benefits to public health, these options are intended to provide important benefits to quality of life and help to protect our environment.
UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations, DfT (2017)	Air Quality	This recognises tackling nitrogen dioxide (NO ₂) concentrations around roads as the most immediate air quality challenge. It sets out the plan for bringing NO ₂ air pollution within statutory limits within the shortest possible time.
Climate Change Impacts and Adaptation, Environment Agency (2018)	Climatic Factors	Evidence-based report which summarises the impacts of climate change in England and the actions which are being taken, or that are being planned, to prepare for the impacts of climate change.
Decarbonising Transport: A Better, Greener Britain (2021)	Air Quality	It suggests that a decarbonised transport network does not simply mean changing how we power our vehicles. It means we should make better use of limited road space for all users, and provide more mobility options, especially for short journeys that dominate UK travel". It requires decarbonisation and transport improvements to be delivered at a local level by making quantifiable carbon reductions a fundamental part of local transport planning and funding.
Air Quality Standards Regulation (2010)	Air Quality	The regulations set out specific requirements for the measurement and reporting of various pollutants, including nitrogen dioxide, particulate matter, and sulphur dioxide. In addition, local authorities are required to develop and implement action plans to address areas of poor air quality

Policy, Plan or Programme Name	Topic	Key Summary
Clean Air Strategy (2019)	Air Quality	It sets out how we will tackle all sources of air pollution, making our air healthier to breathe, protecting nature and boosting the economy. Air quality is the largest environmental health risk in the UK. It shortens lives and contributes to chronic illness.
Chief Medical Officer's Annual Report (2022) – Air Pollution	Air Quality	It sets out the effects of air pollution on health, but the majority of the report focusses on achievable solutions. It sets out how a reduction in air pollution in London has led to reduced childhood asthma hospital admissions. Further reductions in air pollution will lead to significant reductions in coronary heart disease, strokes, and lung cancer.
National Adaptation Programme (NAP) 2018 to 2020 (2018)*	Climatic Factors	This is the second NAP in response to the second Climate Change Risk Assessment (CCRA) and outlines the actions the government will take to address the risk associated with climate change. The updated NAP includes the same goal as the NAP published in 2013: "A society which makes timely, far-sighted and well-informed decisions to address the risks and opportunities posed by a changing climate". It sets out the climate change risks and required actions across the following key sectors: • Natural environment • Infrastructure • People and the built environment • Business and industry • Local government
Climate Change 6th Carbon Budget (2020)	Climatic Factors	It is developed to support the required pathways for reducing global emissions and reaffirmed the acceleration of carbon reduction targets by 2035.
The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting, Defra (2018)	Climatic Factors	This is the second National Adaptation Programme (NAP) and sets out the Government's response to the second Climate Change Risk Assessment (CCRA). It also outlines the actions that will be taken to address the climate change issues identified in the CCRA across the following key sectors: Natural environment; Infrastructure; People and the built environment; Business and industry; and Local government.
Regional and Local		
Transport for the North Transport Decarbonisation Strategy (2021)	Climatic Factors	It sets out a range of scenarios and policy interventions to contribute to 2050 Net Zero.
Climate Emergency Response Plan (2020)	Climatic Factors	The plan recognises that we face a climate emergency that will have an impact on all aspects of our lives and, while it is undeniably a global challenge, it can only be solved through concerted action at a local level.
Cheshire West Air Quality Strategy: Low Emission Strategy (2023)	Climatic Factors	The strategy addresses the health impacts of poor air quality. The primary objective of the LES is to reduce traffic emissions.
Biodiversity, Fauna and Flora		
International		
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	Biodiversity	The aims are to conserve wild flora and fauna and their natural habitats and to promote European cooperation. Particular importance is placed on the need to protect endangered natural habitats and endangered vulnerable species, including migratory species.

Policy, Plan or Programme Name	Topic	Key Summary
Bonn Convention on the Conservation of Migratory Species of Wild Animals (1983)	Biodiversity	The Convention aims to conserve terrestrial, aquatic and avian migratory species throughout their range.
Convention on Biological Diversity (1992)	Biodiversity	The Biodiversity Convention has three main aims which are to conserve biological diversity; to ensure the sustainable use of the components of biological diversity; and the fair and equitable sharing of the benefits arising out of the utilization of genetic resources.
Convention on Biological Diversity, Rio de Janeiro (1992)	Biodiversity	The Convention on Biological Diversity was signed by 150 government leaders at the 1991 Rio Earth Summit and is dedicated to promoting sustainable development. It considers biodiversity as more than plants, animals and microorganisms but is about people and our need for services such as food security, medicines, fresh air and water. The Convention has three main objectives: biodiversity conservation; the sustainable use of the components of biological diversity; and the fair and equitable sharing of the benefits arising from the utilisation of genetic resources.
Ramsar Convention - The Convention on Wetlands of International Importance (1971)	Biodiversity	Provides the framework for national action and international cooperation for the conservation and wise use of wetlands and their resources. The aim is 'the conservation and wise use of all wetlands through local and national actions and international cooperation, as a contribution towards achieving sustainable development throughout the world'. The Convention uses a broad definition of the types of wetlands covered, including lakes and rivers, swamps and marshes, wet grasslands and peatlands, oases, estuaries, deltas and tidal flats, near-shore marine areas, mangroves and coral reefs, and human-made sites such as fishponds, rice paddies, reservoirs, and salt pans.
European		
Our life insurance, our natural capital: an EU biodiversity strategy to 2020 (2011)	Biodiversity	Strategy to halt the loss of biodiversity and ecosystem services in the EU by 2020. There are six main targets and 20 actions to help Europe reach its goal. The six targets cover: - Full implementation of EU nature legislation to protect biodiversity - Better protection for ecosystems, and more use of green infrastructure - More sustainable agriculture and forestry - Better management of fish stocks - Tighter controls on invasive alien species - A bigger EU contribution to averting global biodiversity loss The strategy is in line with two commitments made by EU leaders in March 2010. The first is the 2020 headline target: 'Halting the loss of biodiversity and the degradation of ecosystem services in the EU by 2020, and restoring them in so far as feasible, while stepping up the EU contribution to averting global biodiversity loss'; the second is the 2050 vision: 'By 2050, European Union biodiversity and the ecosystem services it provides – its natural capital – are protected, valued and appropriately restored for biodiversity's intrinsic value and for their essential contribution to human wellbeing and economic prosperity, and so that catastrophic changes caused by the loss of biodiversity are avoided'.
Fresh Water Fish Directive (2006/44/EC)	Biodiversity	The Directive concerns the quality of fresh waters and shall apply to those waters designated by the Member States as needing protection or improvement in order to support fish life. This directive shall not apply to waters in natural or artificial fishponds used for intensive fish-farming.

Policy, Plan or Programme Name	Topic	Key Summary
EC Conservation of Wild Birds Directive (2009/147/EC)	Biodiversity	Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (this is the codified version of Directive 79/409/EEC as amended). This Directive ensures far-reaching protection for all of Europe's wild birds, identifying 194 species and sub-species among them as particularly threatened and in need of special conservation measures. There are a number of components to this scheme: ● Member States are required to designate Special Protection Areas (SPAs) for 194 particularly threatened species and all migratory bird species. SPAs are scientifically identified areas critical for the survival of the targeted species, such as wetlands. They are part of the Natura 2000 ecological network set up under the Habitats Directive 92/43/EEC. ● A second component bans activity that directly threatens birds, such as the deliberate killing or capture of birds, the destruction of their nests and taking of their eggs, and associated activities such as trading in live or dead birds (with a few exceptions). ● A third component establishes rules that limit the number of bird species that can be hunted (82 species and subspecies) and the periods during which they can be hunted. It also defines hunting methods which are permitted (e.g. non-selective hunting is banned).
Directive on the Conservation of Natural Habitats and of Wild Flora and Fauna (92/43/EEC)	Biodiversity	The main aim of the Habitats Directive is to promote the maintenance of biodiversity, taking account of economic, social, cultural and regional requirements. While the Directive makes a contribution to the general objective of sustainable development; it ensures the conservation of a wide range of rare, threatened or endemic species, including around 450 animals and 500 plants. Some 200 rare and characteristic habitat types are also targeted for conservation in their own right. The Directive provides for a ban on the downgrading of breeding and resting places for certain strictly protected animal species. Exceptions to the strict protection rules can be granted under very specific conditions. The Habitats Directive also establishes the EU wide Natura 2000 ecological network of protected areas. For these areas it provides a high level of safeguards against potentially damaging developments. Together with the Birds Directive, the Habitats Directive forms the backbone of EU nature protection legislation.
National		
The Wildlife and Countryside Act 1981 (as amended)	Biodiversity	The Wildlife and Countryside Act is the main Act which protects animals, plants and habitats in the UK. It implements the Bern Convention and the Birds Directive and contains details of European and national designated sites, protection for designated species.
National Planning Policy Framework (NPPF) (2021)	Cross-cutting	The updated NPPF sets out government's planning policies for England and how these are expected to be applied. Achieving sustainable development is at the heart of the NPPF whereby it has three overarching objectives in the social, economic and environmental spheres.
The Environment Act 2021	Cross-cutting	The Act aims to clean up the country's air, restore natural habitats, increase biodiversity, reduce waste and make better use of resources. It includes targets to halt the decline in species by 2030, require new developments to improve or create habitats for nature, and tackle deforestation overseas. It will help transition to a more circular economy, incentivising people to recycle more, encouraging businesses to create sustainable packaging, making household recycling easier and stopping the export of polluting plastic waste to developing countries. These changes will be driven by new legally binding environmental targets, and enforced by a new, independent Office for Environmental Protection (OEP) which will hold government and public bodies to account on their environmental obligations.
Climate Change and Biodiversity Adaptation: the Role of the Spatial Planning System (2009)	Biodiversity	Identifies the role in which the planning system could play in assisting biodiversity adaptation to climate change

Policy, Plan or Programme Name	Topic	Key Summary
Making Space for Nature - A review of England's Wildlife Sites and Ecological Network (2010)	Biodiversity	The report aims to answer the following questions: Do England's wildlife sites comprise a coherent and resilient ecological network? If not, what needs to be done? The report concludes that the approaches required to achieve a coherent and resilient ecological network are varied, and 24 wide-ranging recommendations are presented. Five themes unite them: - We need to continue the recent progress in improving the management and condition of wildlife sites, particularly our SSSIs. We also make recommendations for how these should be designated and managed in ways that enhance their resilience to climate change. - We need to properly plan ecological networks, including restoration areas. Restoration needs to take place throughout England. However, in some areas, both the scale of what can be delivered to enhance the network, and the ensuing There are a large number of surviving patches of important wildlife habitat scattered across England outside of SSSIs, for example in Local Wildlife Sites. We need to take steps to improve the protection and management of these remaining wildlife habitats. 'Protection' will usually be best achieved through incentive-based mechanisms, but at times may require designation. - We need to become better at deriving multiple benefits from the ways we use and interact with our environment. There are many things that society has to do that may seem to have rather little to do with nature conservation, but could have, or even should have if we embrace more radical thinking; flood management by creating wetlands is an obvious example. We need to exploit these 'win-win' opportunities to the full. Being better at valuing a wider range of ecosystem services would help this process. - We will not achieve a step-change in nature conservation in England without society accepting it to be necessary, desirable, and achievable. This will require strong leadership from government and significant improvements in collaboration between local authorities, local communities, statutory agencies, the voluntary and private sectors, farmers, landowners and other land-managers and individual citizens.
Biodiversity 2020: A strategy for England's wildlife and ecosystem services, Defra (2011)	Biodiversity	The Strategy builds on the Natural Environment White Paper and sets out how the UK is implementing the international and EU commitments. The mission for this strategy is as follows: 'to halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people'.
The Conservation of Habitats and Species Regulations (2017)	Biodiversity	The Conservation of Habitats and Species Regulations 2017 consolidates the 2010 Regulations with subsequent amendments and transposes The Habitats Directive (92/43/EEC) into UK law. The Regulations also transpose parts of the Conservation of Wild Birds Directive in England and Wales. They provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites.
The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations (2019)	Biodiversity	This instrument provides changes to those parts of the 2017 conservation of habitats and species regulations which would no longer work when the UK leaves the EU.
Delivering a healthy natural environment. Ecosystem approach action plan, Defra (2010)	Biodiversity	Known as the "Ecosystems Approach Action Plan" (EAAP), it was first published in 2007 and was then updated in 2010. It sets out the concept and framework of ecosystem services and describes how this could be translated into "an ecosystems approach" to policy and decision making that could be applied at all levels of Government.

Policy, Plan or Programme Name	Topic	Key Summary
The Invasive Alien Species (Enforcement and Permitting) Order (2019)	Biodiversity	The Order brings into force the EU Invasive Alien Species Regulation (1143/2014) on the prevention and management of invasive alien plant and animal species in England and Wales, including the relevant licenses, permits and rules for keeping invasive alien species.
The Great Britain Invasive Non-Native Species Strategy, Defra (2015)	Biodiversity	The Strategy builds on the first which was published in 2008 and sets out a series of aims and objectives to underpin action until 2020. It aims to address the issues of INNS in the UK to protect biodiversity, quality of life and economic interests.
A narrative for conserving freshwater and wetland habitats in England, Natural England (2016)	Biodiversity	Provides a narrative as to why the natural ecosystem system function is important for freshwater and wetland wildlife and recognises the ecosystem service benefits. It aims to provide a strategic framework for decision making for conserving these important habitats.
Conservation 21 - Natural England's Conservation Strategy for the 21st Century, Natural England (2016)	Biodiversity	The Strategy sets out how Natural England aim to contribute to the ambition set out the in Defra's strategy to 2020 and how they can work together with others to deliver this shared ambition. The Strategy is based on the following three principles: - Creating resilient landscapes and seas - Putting people at the heart of the environment - Growing natural capital
State of Natural Capital Annual Report 2020, Natural Capital Committee (2020)	Biodiversity	The Nature Capital Committee's seventh annual report on the state of natural capital. The report recognises the importance that nature-based interventions will have on achieving net zero by 2050 targets. The report makes recommendations for the Government to take forward and outlines key points for inclusion within the Environment Bill.
Natural Environment and Rural Communities Act (2006)	Biodiversity	The Act requires local authorities to conserve biodiversity and places a responsibility on them to produce biodiversity lists of important species and habitats for the purpose of conserving biodiversity.
The Invasive Non-native Species Framework Strategy, DEFRA (2008)	Biodiversity	The Strategy sets out a high-level framework and details the actions required to address the problems associated with invasive non-native species. A broad and strong partnership approach is envisioned to take the Strategy forward.
UK 25 Year Environment Plan	Biodiversity	This 25 Year Environment Plan sets out government action to help the natural world regain and retain good health. It aims to deliver cleaner air and water in our cities and rural landscapes, protect threatened species and provide richer wildlife habitats. It calls for an approach to agriculture, forestry, land use and fishing that puts the environment first.
UK Post-2010 Biodiversity Framework (2012)	Biodiversity	The purpose of the Framework is to set a broad enabling structure for action across the UK between now and 2020: • To set out a shared vision and priorities for UK-scale activities, in a framework jointly owned by the four countries, and to which their own strategies will contribute • To identify priority work at a UK level which will be needed to help deliver the Aichi targets and the EU Biodiversity Strategy • To facilitate the aggregation and collation of information on activity and outcomes across all countries of the UK, where the four countries agree this will bring benefits compared to individual country work • To streamline governance arrangements for UK-scale activity
Protection of Badgers Act (1992)	Biodiversity	Sets out the provisions for the protection of badgers and their setts under UK law
The Countryside and Rights of Way (CROW) Act (2000)	Wellbeing	The Act was introduced in 2000 with the intention to give greater freedom for people to explore open countryside and contains provisions to introduce a new statutory right of access for open-air recreation to mountain, moor, heath,

Policy, Plan or Programme Name	Topic	Key Summary
		down and registered common land. It also includes a power to extend the right to coastal land by order and enables landowners voluntarily to dedicate irrevocably any land to public access.
Standing Advice on Protected Species, Natural England (2016)	Biodiversity	Provides guidance on reviewing planning applications which might have an affected on protected species.
Regional and Local		
Site Improvement Plans for Natura 2000 Sites, Natural England	Biodiversity	Site Improvement Plans (SIPs) have been developed for each Natura 2000 site in England as part of the Improvement Programme for England's Natura 2000 Sites (IPENS). Natura 2000 sites is the combined term for sites designated as Special Areas of Conservation (SAC) and Special Protected Areas (SPA). There are 41 SACs and 11 SPAs within the South West Water region. The plan provides a high-level overview of the issues (both current and predicted) affecting the condition of the Natura 2000 features on the site(s) and outlines the priority measures required to improve the condition of the features. It does not cover issues where remedial actions are already in place or ongoing management activities which are required for maintenance.
Cheshire Region: Biodiversity Action Plan, Cheshire Wildlife Trust	Biodiversity	This Biodiversity Action Plan (BAP) includes the revised UK List of Priority Species and Habitats which contains 1149 species and 65 habitats present in the Cheshire region.
Water		
European		
The Water Framework Directive (WFD) (2000/60/EC)	Water	The WFD has the following key aims: • Expanding the scope of water protection to all waters, surface waters and groundwater • Achieving 'good status' for all waters by a set deadline • Water management based on river basins • 'Combined approach' of emission limit values and quality standards • Getting the prices right • Getting the citizen involved more closely • Streamlining legislation There are a number of objectives in respect of which the quality of water is protected. The key ones at European level are general protection of the aquatic ecology, specific protection of unique and valuable habitats, protection of drinking water resources, and protection of bathing water. Member States must aim to reach good chemical and ecological status in inland and coastal waters by 2015.
Directive on Bathing Water (76/160/EEC); and Directive 2006/7/EC repealing Directive 76/160/EEC (from 2014)	Water	The overall objective of the Directive remains the protection of public health whilst bathing, but the revised Directive also offers an opportunity to improve management practices at bathing waters and to standardise the information provided to bathers across Europe and aims to set more stringent water quality standards and also puts a stronger emphasis on beach management and public information.
Groundwater Directive (2006/118/EC)	Water	This directive establishes a regime which sets underground water quality standards and introduces measures to prevent or limit inputs of pollutants into groundwater. The directive establishes quality criteria that takes account local characteristics and allows for further improvements to be made based on monitoring data and new scientific knowledge. - The directive thus represents a proportionate and scientifically sound response to the requirements of the WFD as it relates to

Policy, Plan or Programme Name	Topic	Key Summary
		assessments on chemical status of groundwater and the identification and reversal of significant and sustained upward trends in pollutant concentrations. Member States will have to establish the standards at the most appropriate level and take into account local or regional conditions. The groundwater directive complements the WFD. It requires: Groundwater quality standards to be established by the end of 2008; Pollution trend studies to be carried out by using existing data and data which is mandatory by the WFD (referred to as 'baseline level' data obtained in 2007-2008) - Pollution trends to be reversed so that environmental objectives are achieved by 2015 by using the measures set out in the WFD - Measures to prevent or limit inputs of pollutants into groundwater to be operational so that WFD environmental objectives can be achieved by 2015 - Reviews of technical provisions of the directive to be carried out in 2013 and every six years thereafter - Compliance with good chemical status criteria (based on EU standards of nitrates and pesticides and on threshold values established by Member States)
Marine Strategy Framework Directive (2008/56/EEC)	Water	The aim of the Marine Strategy Framework Directive is to protect more effectively the marine environment across Europe. It aims to achieve Good Environmental Status of the EU's marine waters by 2020 and to protect the resource base upon which marine-related economic and social activities depend. The Directive enshrines in a legislative framework the ecosystem approach to the management of human activities having an impact on the marine environment, integrating the concepts of environmental protection and sustainable use.
Directive on the Assessment and Management of Flood Risks (2007/60/EC)	Water	Its aim is to reduce and manage the risks that floods pose to human health, the environment, cultural heritage and economic activity. The Directive requires Member States to first carry out a preliminary assessment by 2011 to identify the river basins and associated coastal areas at risk of flooding. For such zones they would then need to draw up flood risk maps by 2013 and establish flood risk management plans focused on prevention, protection and preparedness by 2015. The Directive applies to inland waters as well as all coastal waters across the whole territory of the EU.
Floods Directive (2007/60/EC)*	Water	The Floods Directive requires Member States to assess if all water courses and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk.
National		
Water Resources Act (1991)	Water	The Act sets out the functions of National Rivers Authority (now the Environment Agency) and introduced water quality classifications and objectives for the first time.
Water Act 2003 (as amended)	Water	The Act amends the Water Resources Act and Regulations 1991 and the Water Industry Act 1991. The Act has the following four broad aims: - the sustainable use of water resources - strengthening the voice of consumers - a measured increase in competition - the promotion of water conservation
The Water Environment (Water Framework Directive) (England and Wales) Regulations (2017)	Water	The Regulations transpose the EC WFD in UK law. They will help implement the WFD requirement in England and Wales. They aim to protect and enhance the quality of: - Surface freshwater (including lakes, streams and rivers) - Groundwaters - Groundwater dependant ecosystems

Policy, Plan or Programme Name	Topic	Key Summary
		- Estuaries - Coastal waters out to one mile from low-water
Protect groundwater and prevent groundwater pollution, Environment Agency (2017)	Water	It aims to avoid negative impacts on groundwater sources including impacts of pollution by providing guidance on discharging or abstracting from groundwater sources.
Groundwater protection technical guidance, Environment Agency (2017)	Water	It aims to avoid negative effects on the quality and quantity of groundwater resources by providing guidance on the inputs of substances and pollutants to groundwater, discernibility of hazardous substances and when geological formations can be determined permanently unsuitable for other purposes.
The Environment Agency's approach to groundwater protection, Environment Agency (2018)	Water	These position statements describe the Environment Agency's approach to managing and protecting groundwater. They update Groundwater protection: principles and practice (GP3).
National Planning Policy Framework (NPPF) (2021)	Cross-cutting	The updated NPPF sets out government's planning policies for England and how these are expected to be applied. Achieving sustainable development is at the heart of the NPPF whereby it has three overarching objectives in the social, economic and environmental spheres.
The Groundwater (England and Wales) Regulations (2009)	Water	The Regulations transpose the EU Groundwater Directive (2006/118/EC) into UK law. The Regulations set out to protect groundwater from being polluted by hazardous substances.
Flood and Water Management Act (2010)	Water	The Act seeks to address the threat of flooding and water scarcity. The Act takes forward a number of recommendations from the Pitt Review into the 2007 floods and places new responsibilities on the Environment Agency, local authorities and others to manage the risk of flooding. Climate projections suggest extreme weather will happen more frequently in the future and this Act is central to reducing the flood risk associated with extreme weather.
National Flood and Coastal Erosion Risk Management Strategy for England, Environment Agency (2020)	Water, Climatic Factors, Population, Human Health	The Strategy sets out the long-term delivery objectives the nation should take over the next 10 to 30 years as well as shorter term, practical measures risk management authorities should take working with partners and communities. It includes the following long-term vision: 'a nation ready for, and resilient to, flooding and coastal change – today, tomorrow and to the year 2100', and includes the following three long-term ambitions: - Climate resilient places - Today's growth and infrastructure resilient in tomorrow's climate - A nation ready to respond and adapt to flooding and coastal change
The Flood and Coastal Erosion Risk Management Policy Statement, Defra (2020)	Water, Climatic Factors, Population, Human Health	The Policy Statement sets out the long-term goal of the Government to create a nation which is resilient to future flood and coastal erosion, and therefore protects people, the environment and the economy. The National Flood and Coastal Erosion Strategy has helped to inform this policy statement. It identifies five key areas for action which include: - Upgrading and expanding our national flood defences and infrastructure - Managing the flow of water more effectively - Harnessing the power of nature to reduce flood and coastal erosion risk and achieve multiple benefits - Better preparing our communities - Enabling more resilient places through a catchment-based approach

Policy, Plan or Programme Name	Topic	Key Summary
Flood risk assessments: climate change allowances, Environment Agency (2016)	Water, Climatic Factors	The guidance sets out how climate change should be accounted for when local authorities prepare strategic flood risk assessment as well as when developers and their agents when they prepare flood risk assessments for planning applications, and development consent orders for nationally significant infrastructure projects. The guidance provides allowances for anticipated change of the following and are aligned to each river basin in some cases: peak river flow; peak rainfall intensity; sea level rise; and offshore wind speed and extreme wave height.
UK Marine Policy Statement (2011)	Water	The UK Marine Policy Statement (MPS) provides the policy framework for the marine planning system. It provides the context for marine plans. Marine plans put into practice the objectives for the marine environment that are identified in the MPS alongside the National Planning Policy Framework (NPPF) and the Localism Act 2011. Where there is no marine plan in place, the MPS sets the direction for decisions that affect the marine areas, such as granting licences for all public bodies.
Chalk Stream Restoration Strategy 2021, CaBa (2021)	Water, Ecology	Catchment Based Approach (CaBa) Chalk Stream Restoration Group released its first Chalk Stream Strategy to recommend actions on how to improve the environmental status of the chalk streams in England. This Strategy is backed by an analysis of the issues threatening the country's chalk streams and how the ecological pressures are assessed and regulated. The document provides direction and guidance to governments, businesses, water companies, Rivers Trusts and stakeholder. The key recommendation of the Strategy is for an overarching level of protection and priority status for chalk streams and their catchments.
Flood Risk Regulations (2009)	Water	Transposes the Floods Directive (2007/60/EC) into UK law and outlines the requirements for producing flood risk assessment, flood hazards maps and flood risk maps and management places. The Regulations also sets out the duty of cooperation between the Environment Agency and Lead Local Flood Authority
Surface Water Management: An Action Plan, DEFRA (2018)*	Water	This action plan recognises that surface water management is a shared problem and aims to clarify the risks and responsibilities of surface water. This should help bring about more effective management. Improving risk assessment and communication, and strengthening delivery, are the two key strands included within the action plan.
The Planning System, Historic England (2024)	Historic Assets	The Historic England planning system aims to manage changes to buildings and land in a way that protects the historic environment while supporting sustainable development. It operates through both local and national frameworks, including Local Plans, Neighbourhood Plans, and national legislation and guidance, all of which must align with the NPPF.
Sustainability Appraisal and the /strategic Environmental Assessment, Historic England Advice Note 8 (2016)	Cross-cutting	Historic England's Advice Note 8 provides guidance on integrating historic environment considerations into Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) processes. It outlines how heritage assets should be assessed for potential impacts during plan-making, including Local Plans, Neighbourhood Plans, and Marine Plans, ensuring compliance with national policy and legislation.
Regional and Local		
Local Flood Risk Management Strategies	Water	These flood risk management strategies set out ways in which the local authorities will manage and mitigate flood risks within their areas.

Policy, Plan or Programme Name	Topic	Key Summary
Catchment Abstraction Management Strategies (CAMS) (2016)	Water	The Catchment Abstraction Management Strategy (CAMS) set out how the EA will manage water abstraction. They outline where water is available, and also, if relevant, where the EA needs to reduce current rates of abstraction. Each CAMS provides an overview of the catchment area and characteristics, including abstractions, geology, hydrology, hydrometry, water quality and discharges, ecology and conservation, recreation and navigation. The CAMS make information on water resources and licensing practice publicly available and allow the balance between the needs of abstractors, other water users and the aquatic environment to be considered in consultation with the local community and interested parties. CAMS are also the mechanism for managing time limited licences by determining whether they should be renewed and, if so, on what terms.
River Basin Management Plans (RBMP)	Water	Set out a framework for how all river basin stakeholders, including water companies and local communities, can help improve the quality of the water environment.
North West Marine Plan and Welsh National Marine Plan	Water	These plans set out policies for the sustainable use of marine areas and public authorities must make decisions based on the relevant policies in the marine plans.
Mersey Estuary Flood Risk Management Plan and River Dee Catchment Flood Management Plan	Water	CFMPs help us to understand the scale and extent of flooding now and in the future and set policies for managing flood risk within the catchments. CFMPs should be used to inform planning and decision making by key partners.
The Tidal Dee Catchment Action Plan (March 2022)	Water	Compliments a number of strategic documents relating to the River Dee Basin District and outlines the context and challenges specifically for the Tidal Dee area. It provides a local source of information and includes the priorities and plans of the Tidal Dee Catchment Partnership.
Preliminary Flood Risk Assessment (PFRA)	Water	Provides a strategic overview of flood risk from local flood sources through a review of historic flooding incidents and the predicted future extents of flooding, based on the outputs of computer models from both Cheshire West and Chester Borough Council and the Environment Agency.
Strategic Flood Risk Assessment (SFRA) (2016)	Water	Flood risk in Cheshire West and Chester may come from a range of sources, the main ones being fluvial (from rivers) and tidal (from the sea). Other sources may include groundwater, sewage and artificial sources (e.g. canals).
Cheshire West and Chester – Local Flood Risk Management Strategy (2016)	Water	This strategy identified a list of objectives as follows and an action plan to meet these objectives which included producing Local Plan policies to help avoid inappropriate development in risk areas.
Landscape		
European		
European Soils Charter (2003)	Soil	The Charter sets out to protect soil as a complex natural resource which is fundamental to life. It recognises that: - Soil is a precious asset - Soil is a limited resource which is easily destroyed - Land has a wide variety of uses and a proper planning policy is needed by Governments for urban development and civil engineering projects - Farmers and foresters must preserve the soils quality

Policy, Plan or Programme Name	Topic	Key Summary
		- Soil must be protected from erosion and pollution - Further research and collaboration is required to ensure the wise use and conservation of soil
Thematic Strategy for Soil Protection (2006)	Soil	The Strategy aims to protect soil and promote its sustainable use. It is based on the following guiding principles: - Preventing further soil degradation and preserving its functions - Restoring degraded soils to a level of functionality consistent at least with current and intended use, thus also considering the cost implications of the restoration of soil
EU Liability Directive (2004/35/EC)	Cross-cutting	This Directive is to establish a framework of environmental liability based on the 'polluter pays' principle to prevent and remedy environmental damage. It aims to ensure financial liability for certain types of harm caused to the environment by the operator who caused the harm. It covers three categories of environmental damage: damage to protected species and habitats; water damage; and land damage.
National		
Town and Country Planning Act (1990)	Cross-cutting	The Act contains the main provisions in relation to town and country planning. It contains provisions regarding several aspects of planning, but perhaps most importantly, it sets out details about control over development, enforcement and special controls.
Safeguarding our Soils - A strategy for England, Defra (2009)	Soil	The Strategy recognises that soil is fundamental resource and sets out a 2030 vision for the sustainable management of soil where degradation threats are tackled successfully. It aims to improve the quality of England's soils and safeguard their ability to provide essential services for future generations.
A Green Future: Our 25 Year Plan to Improve the Environment, UK Government (2018)	Cross-cutting	The 25 Year Plan sets out the Governments actions for improving the health of the natural environment. It includes six actions in order achieve clean air, plentiful and clean water, thriving plants and wildlife, reduced harm from environmental hazards, sustainable resource use and enhanced beauty, heritage and engagement with the natural environment: - Using and managing land sustainably - Recovering nature and enhancing the beauty of landscapes - Connecting people with the environment to improve health and wellbeing - Increasing resource efficiency, reducing pollution and waste - Securing clean, productive and biologically diverse seas and oceans - Protecting and improving the global environment
Environment Protection Act (1990)	Cross-cutting	The Act aims to set out provisions for the control of pollution to the environment (air, water and land) by regulating the management of waste and emissions. It places a duty of care on any business or person who produces waste to do so carefully and in line with requirements.
Infrastructure		
European		
EU Directive for the Promotion of Bio-fuels for Transport (2003/30/EC)	Transport	This aims to promote the use of biofuels and other renewable fuels to replace diesel or petrol for transport purposes in each Member State in order to contribute to climate change commitments, environmentally friendly security of supply and promoting renewable sources.

Policy, Plan or Programme Name	Topic	Key Summary
European Transport Policy for 2010: A Time to Decide (EC, 2001)	Transport	The aim of this Policy was to break the link between economic and traffic growth whilst combatting the unequal growth of different transport modes by putting forward a package of 60 measures. It also aimed to stabilise the shares of traffic accounted for by rail, inland navigation and short sea shipping at 1998 levels. This goal would be achieved by means of measures to revive rail transport, to promote sea and inland waterway transport, and to foster the interlinking of all modes of transport.
Keep Europe moving – Sustainable mobility for our continent (EC, 2008)	Transport	This was a mid-term appraisal to the European Transport Policy for 2010 and identified that the proposals set out were not comprehensive enough to achieve the set objectives. The following new instruments were introduced: • Action plans for goods transport logistics, for the deployment of intelligent transport systems in Europe and for urban mobility; • Naiades and Naiades II, an integrated European action programme for inland waterway transport; and • Strategic goals and recommendations for the EU's maritime transport policy up to 2018.
Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system (EC, 2011)*	Transport	This covers the future of transport to 2050 and aims to create a competitive transport system which will increase mobility, remove major barriers in key areas and fuel growth and employment. It also has proposals which aim to reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050. The key goals for 2050 include: • No more conventionally fuelled cars in cities. • 40% use of sustainable low carbon fuels in aviation; at least 40% cut in shipping emissions. • 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport. All of which will contribute to a 60% cut in transport emissions by the middle of the century
A European Strategy for Low-Emission Mobility (EC, 2016)*	Transport	The Strategy proposes measures to increase the decarbonisation of European transport. It aims at achieving the zero-emission target, as set out in the 2011 Roadmap to a Single European Transport Area, with a view to contributing to achieving the COP 21 Paris Agreement goals.
Freight Logistics - The Key to Sustainable Mobility (EU, 2006)	Transport	The 2001 Transport Policy for 2010 recognises the role that logistics play a key role in ensuring sustainable mobility and contributing to objectives such as a cleaner environment and security of supply amongst others.
Directives in relation to Road Vehicles (98/70/EC and 2005/55/EC)	Transport	Enforces European standards on emissions levels for particulates and Nitrous oxides from light and heavy-duty road vehicles.
National		
Traffic Management Act (2004)	Transport	This makes provisions for and in connection with the designation of traffic officers and their duties to allow for the management and regulation of road networks. It gives powers to reduce traffic congestion in towns and cities. The Act is split into seven sections which covers: traffic officers; network management by local traffic authorities; permit schemes; street works; highways and roads; civil enforcement of traffic contraventions; and miscellaneous and general.
National Planning Policy Framework (NPPF) (2021)	Cross-cutting	The updated NPPF sets out government's planning policies for England and how these are expected to be applied. Achieving sustainable development is at the heart of the NPPF whereby it has three overarching objectives in the social, economic and environmental spheres.

Policy, Plan or Programme Name	Topic	Key Summary
Transport Investment Strategy (2017) (Moving Britain Ahead)	Transport	It is a strategy that sets out the approach Government will take to seize the opportunities from the changes happening in urban transport. It sets out the benefits targeted from mobility innovation.
Taking Charge: the EV Infrastructure Strategy (2022)	Transport	The vision in this strategy is that “by 2030, we will remove charging infrastructure as both a perceived, and a real, barrier to the adoption of electric vehicles. Electric vehicle charging should be cheaper and more convenient than refuelling at a petrol station.”
Local Transport Act (2008)	Transport	The Local Transport Act aims to reduce road congestion and improve the quality of local bus services. It includes provisions for effective collaboration between local transport authorities and bus operators with the aim to improve the accessibility and quality of bus services in order to meet the needs of local people. Key areas include: • Enabling local authorities to build on measures set out in the Department for Transport’s ‘Putting Passengers First’ (2006) to improve the quality of bus services • Reforming arrangement for local transport governance in the major conurbations • Reform existing legislation in relation to road pricing schemes
National Infrastructure Delivery Plan 2016–2021, Infrastructure and Projects Authority (HM Government) (2016)	Infrastructure	Sets out the Government’s plans for economic infrastructure over the next 5 years to support delivery of housing and social infrastructure. The Plan recognises that water services are likely to come under increasing pressure because of population growth and a changing climate. The Plan sets out the following key objectives for water: - Start of construction on the Thames Tideway Tunnel - Reductions in average bills of about 5% in real terms - Further expenditure from 2020 with the start of Asset Management Period 7
Road Investment Strategy 2: 2020-2025 (2020)	Transport	It sets out the long-term objectives for the Strategic Road Network
The Strategic Road Network and the Delivery of Sustainable Development (Circular 02/2013)	Transport	This explains how the Highways Agency (Highways England) will engage with the planning system. It also gives details on how Highways Agency will fulfil its remit to be a delivery partner for sustainable economic growth whilst maintaining, managing and operating a safe and efficient strategic road network.
Guidance on Local Transport Plans, DfT (2009)	Transport	Statutory Guidance to support local transport authorities in producing Local Transport Plans.
Towards a Sustainable Transport System Supporting Economic Growth in a Low Carbon World (2007)	Transport	This document has three aims: • Describe how the Government is responding to the recommendations made in the Eddington study to improve transport’s contribution to economic growth and productivity, and how it is ensuring that transport will play its part in delivering the overall level of reductions in carbon emissions recommended by the Stern Review of the Economics of Climate Change • Set out the DfT’s ambitious policy and investment plans for the period to 2013-14 • Proposes a new approach to longer term transport strategy, building on the model recommended by Sir Rod Eddington, and explains how we will engage with passengers, users, the transport industry and other stakeholders as we develop and implement that process
Department for Transport (DfT) Single Departmental Plan (2018)*	Transport	It sets out the DfT’s strategic objectives to 2020 and outlines how they plan on achieving them. The overall aim is to create a safe, secure, efficient and reliable transport system that works for the people who depend on it; supporting a strong, productive

Policy, Plan or Programme Name	Topic	Key Summary
		economy and the jobs and homes people need. They include objectives to ensure that sustainability underpins future transport investment, including new technologies to reduce emissions, and to increase the number of walking and cycling journeys.
The Road to Zero, DfT (2018)	Transport	The Road to Zero Strategy sets out plans for an expansion of green infrastructure across the UK, reduce emissions of vehicles already on the road and drive the uptake of new zero emissions cars and vans. It includes an ambition for at least 50%, and as many as 70%, of new car sales to be ultra-low emission by 2030 alongside 40% of new vans.
Road Safety Statement: Progress Report, DfT (2018)*	Transport	The document reports the progress made on the short-term actions of the Working Together to Build a Safer Road System: British Road Safety Statement which was published by DfT in 2015. The DfT is commitment to continuing delivering the programme of activity set out in 2015.
Building Sustainable Transport into New Developments (DfT, 2008)	Transport	Part of the Government's advice on transport within Eco-towns and New Growth Points, this document sets out advice on how to effective and sustainable build transport systems into new developments. It outlines the planning and design process, a suite of sustainable transport options before looking at funding, implementation and monitoring.
Road Safety Act (2006)	Transport	The provisions contained within the Act are to improve road safety and help to achieve a reduction in casualties from road traffic collisions. It creates an office of causing death by careless or inconsiderate driving.
Working Together to Build a Safer Road System: British Road Safety Statement, DfT (2015)*	Transport	The Road Safety Statement set out to improve safety on the UK's roads and reduce the number of people injured or killed every year. It outlined the following priorities for improving road user safety: • Safer learning and road behaviours • Better testing and licensing • Increased road user awareness • Safer vehicles and equipment • Fairer and more responsive insurance • More intelligent and effective enforcement
The Inclusive Transport Strategy: Achieving equal access for disabled people, DfT (2018)*	Transport	The Strategy sets out plans to make the UK's transport system more inclusive and accessible for disabled people as well as holder people. Although the Strategy is focussed on disabled people, the outcomes will also benefit other travellers. Their vision is for disabled people to have the same access to transport as everyone else. They will travel confidently, easily and without extra cost. By 2030 we envisage equal access for disabled people using the transport system, with assistance if physical infrastructure remains a barrier.
National Design Guide	Transport	The national design guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.
Great British Railways: The Williams-Shapps Plan for Rail (2021)	Transport	It sets out proposals for the biggest change to the railways in 25 years, seeking to end the fragmentation of the past and bringing the network under single national leadership.
Gear Change (2020)	Transport	It sets out a bold future vision of cycling and walking in England. It is about creating healthier, happier, and greener communities and safer streets through convenient and accessible travel. Cycling and walking to be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.

Policy, Plan or Programme Name	Topic	Key Summary
Integrated Rail Plan for the North and Midlands (2021)	Transport	This is a programme of rail network schemes, rather than a policy document, but is critically important towards the decarbonisation and levelling up agendas. The programme is focussed on improved capacity and connectivity between major cities, and maximising integration with local networks.
Road Traffic Reduction Act (1997)	Transport	The Act sets out to reduce traffic and requires local authorities to prepare reports relating to the levels of road traffic in their area.
Bus Back Better (2021)	Transport	Its central aim is to get more people travelling by bus – first, to get overall patronage back to its pre-COVID-19 level, and then to exceed it – by ensuring that buses are an attractive alternative to the car for far more people. The strategy seeks to make buses more frequent, more reliable, easier to understand and use, better co-ordinated and cheaper through a partnership approach between Government, local transport authorities (LTAs), and operators, and better and more locally accountable bus services.
Our Waste, Our Resources: A Strategy for England, HM Government (2018)	Material Assets	The Strategy recognises that natural capital is one of our most valuable assets and sets out how the Government plans to preserve the stock of material resources by minimising waste, promoting resource efficiency and moving towards a circular economy. They also set out how they aim to minimise damage to the natural environment and is aligned to the Government's 25 Year Environment Plan. This is our blueprint for eliminating avoidable plastic waste over the lifetime of the 25 Year Plan, doubling resource productivity, and eliminating avoidable waste of all kinds by 2050.
The Planning System (2024)	Historic Assets	
Regional and Local		
Transport for the North's Strategic Transport Plan (2023)	Transport	It builds on the original vision in the 2015 Northern Transport Strategy and the first Strategic Transport Plan in 2019 of “a thriving North of England, where world class transport supports sustainable economic growth, excellent quality of life and improved opportunities for all” with a renewed focus on decarbonisation and social opportunity. This Plan builds on the evidence, analysis, strategy development and policy thinking TfN have undertaken since that time.
Transport for the North's Decarbonisation Strategy (2021)	Transport	It sets out a range of scenarios and policy interventions to contribute to 2050 Net Zero. Details are set out in section 2.2 of this policy review
Freight and Logistics Strategy (2021)	Transport	The aim of this strategy is to undertake an overarching analysis of freight requirements across road, rail, port, and inland waterways in the North, identify key constraints or challenges on the existing networks, and provide a list of areas of interventions and policy solutions that will best support economic growth and decarbonisation.
Major Roads Report (2021)	Transport	It outlines the critical role that the North's strategic roads play in enabling residents and businesses to go about their daily lives. It sets out the scale of the challenge to enhance the safety and reduce the environmental impact.
Transport for the North's Electric Vehicles Charging Infrastructure Framework (2022)	Transport	It is a whole network, whole system approach to electric vehicle charging in the North. The strategy contains the following objectives: • support delivery of an integrated EV network based on a robust and data-driven evidence base of demand and requirement. • provide a collective route map towards an effective, attractive, and inclusive network. • support the delivery of a 'whole network and whole system' approach through public and private partnerships. • recognise and negotiate uncertainty for EV infrastructure decision-making.
Cheshire and Warrington LEP Digital Infrastructure Plan (2020)	Transport	It will play an integral role in enabling the objectives of the Local Industrial Strategy to be delivered and leverage infrastructure assets and investments made to date, facilitating a step-change towards the next generation of fixed and mobile connectivity.

Policy, Plan or Programme Name	Topic	Key Summary
West Cheshire Bus Service Improvement Plan (BSIP) (2022)	Transport	It has been developed collaboratively between the Council and bus operators. The vision for bus travel is: • To make bus a mode of choice for the full cross-section of society by removing barriers to travel and making buses more frequent, more reliable, easier to understand and use, better co-ordinated and cheaper. • To build in greater levels of community involvement, to both reverse the recent shift in journeys away from public transport and encourage passengers back to bus, and also to improve on pre-pandemic levels of service. • To create a network that supports the Council's strategic priorities of tackling climate change; growing the local economy and delivering secure jobs; supporting children and young people to get the best start in life; supporting older residents and rural communities; and enabling more adults to live longer, healthier, and happier lives."
Local Cycling and Walking Infrastructure Plan (2020)	Transport	It seeks to develop a new culture for promoting active travel in West Cheshire. The goal is to make walking and cycling safer, more attractive, and convenient. It is a plan that provides a strategic approach to help identify where cycling and walking interventions are required at a local level, ensuring that: • Infrastructure improvements for short, medium and long term investment can be identified. • Consideration is given to walking and cycling within local planning and transport policies and strategies.
EV Strategy (2023)	Transport	This strategy, still in draft form after consultation in Spring 2023. It is informed by the Council's Climate Emergency Response Plan which sets out the following tiered approach to addressing significant transport emission challenges.
Highways Asset Management Strategy (2019)	Transport	It sets out the Council's approach to the long-term management of highways assets. It demonstrates alignment of key highways service outputs with strategic objectives of the council plan. It includes a set of principles adopted around; whole lifecycle approach, informed decision making, building resilience, supporting climate change and environmental challenges.
Towards a Digital Borough: 2021 to 2025	Transport	It presents massive opportunities across all our agendas. It can help drive our economy, make our care services more responsive, improve the customer experience, empower communities, make us a more efficient organisation, and also support a fairer society. It can also reduce the need for travel. The case for change is compelling.
Health		
International		
Transport, Environment and Health (WHO, 2000)	Health	A summary of the key facts on which countries should act is provided alongside a summary of the latest scientific evidence on the impact of transport-generated air pollution, noise and collisions on behaviour and physical and mental health. The book also highlights the considerable potential health benefits from active and sustainable forms of transport, such as cycling and walking.
European		
EU Sustainable Development Strategy (2006)	Wellbeing	The Renewed EU Sustainable Development Strategy (2006) deals in an integrated way with economic, environmental and social issues and lists the following seven key challenges: • Climate change and clean energy • Sustainable transport • Sustainable consumption and production • Conservation and management of natural resources • Public health

Policy, Plan or Programme Name	Topic	Key Summary
		• Social inclusion, demography, and migration • Global poverty
The Environmental Noise Directive (2002/49/EC)	Health	The Directive is the EU's main instrument to identify noise pollution levels and covers the following three key action areas: the determination of exposure to environmental noise; ensuring that information on environmental noise and its effects is made available to the public; and preventing and reducing environmental noise where necessary and preserving environmental noise quality where it is good. It applies to noise to which humans are exposed, particularly in built-up areas, in public parks or other quiet areas in an agglomeration, in quiet areas in open country, near schools, hospitals and other noise-sensitive buildings and areas. It does not apply to noise that is caused by the exposed person himself, noise from domestic activities, noise created by neighbours, noise at workplaces or noise inside means of transport or due to military activities in military areas.
Environmental Noise Guidelines for the European Region (WHO, 2018)*	Noise	These guidelines have been based on a growing understanding of the impacts of environmental noise on human health. It provides recommendations for reducing human exposure to environmental noise which arise from a variety of sources including road, rail and air traffic. They provide robust public health advice underpinned by evidence, which is essential to drive policy action that will protect communities from the adverse effects of noise.
Collaboration Between the Health and Transport Sectors in Promoting Physical Activity (WHO, 2006)	Health	The aim of the publication is to encourage and inspire policy makers and practitioners to collaborate in order to achieve the uptake of healthier and more sustainable forms of transport. It recognises that collaboration is essential to achieve positive changes to transport norms and patterns. It presents a series of case studies to show where collaboration between transport and health has promoted physical activity as well as to facilitate the sharing of experiences and to provide stronger evidence of the effectiveness of interventions that promote physical activity in the context of daily life.
National		
The Countryside and Rights of Way (CROW) Act (2000)	Wellbeing	The Act was introduced in 2000 with the intention to give greater freedom for people to explore open countryside and contains provisions to introduce a new statutory right of access for open-air recreation to mountain, moor, heath, down and registered common land. It also includes a power to extend the right to coastal land by order and enables landowners voluntarily to dedicate irrevocably any land to public access.
Cycling and Walking Strategy, DfT (2017)*	Wellbeing	The UK Government has an ambition to make cycling and walking the natural choices for shorter journeys, or part of a longer journey. The Strategy sets out their ambitions, the financial resources for supporting these ambitions, and the actions required to achieve the objectives.
Health and Care Act (2022)	Health	An act that introduced new legislative measures that aim to make it easier for health and care organisations to deliver joined-up care for people who rely on multiple different services, building on earlier recommendations by NHS England and NHS Improvement
Healthy Lives, Healthy People: Our Strategy for Public Health in England (2010)*	Health	This White Paper outlines sets out how the Government intend to tackle public health challenge, putting local communities at the heart of the public health. It also sets out the commitment to: • Protect the population for serious health risks • Helping people live longer, healthier and more fulfilling lives • Improving the health of the poorest, fastest

Policy, Plan or Programme Name	Topic	Key Summary
National Planning Policy Framework (NPPF) (2021)	Cross-cutting	The updated NPPF sets out government's planning policies for England and how these are expected to be applied. Achieving sustainable development is at the heart of the NPPF whereby it has three overarching objectives in the social, economic and environmental spheres.
Inclusive Transport Strategy: Achieving Equal Access for Disabled People (2019)	Wellbeing	It sets out an ambition to build a society that works for all, with the Government wanting to make the transport system inclusive and able to meet the needs of all people regardless of whether they are disabled or not. The main goal is for disabled people to be able to access the transport system easily, confidently and at no extra cost.
A Connected Society – Strategy for Tackling Loneliness (2018)	Wellbeing	It sets out a vision of how we can all play a role in building a more socially connected society. It highlights the importance of social relationships to people's health and wellbeing.
Noise Action Plans (DEFRA)	Noise	The Noise Action Plans provide a framework for managing environmental noise and its effects for the following areas: • Agglomerations (large urban areas) • Roads (including major roads) • Railways (including major railways)
The Environmental Noise (England) (as amended) Regulations (2006)	Noise	Transposes the EC Noise Directive (2002/49/EC) into UK law and requires the Secretary of State to identify and publish details of noise sources. The competent authority must then produce strategic noise maps and action plans to deal with these noise problems.
Clean Neighbourhoods and Environment Act (2005)	Wellbeing	Sets out provisions for local authorities to have effective power to tackle poor environmental quality and anti-social behaviour. The Act has sections which cover the following issues: nuisance and abandoned vehicles, litter, graffiti, waste, noise and dogs.
Regional and Local		
Cheshire and Warrington LEP Strategic Economic Plan (SEP) (2017)	Wellbeing	It places an emphasis on importance of place. The quality of place can have a significant impact on lives and life choices. Poor quality environments can affect mental and physical wellbeing.
Cheshire and Warrington LEP: Towards a Sustainable and Inclusive Cheshire and Warrington (2022)	Wellbeing	It aims to contribute towards realising Cheshire and Warrington's ambition of becoming the most sustainable and inclusive subregion in the UK.
Cheshire West and Chester Fairer Future Strategy (2021)	Wellbeing	It is the Council's long-term plan to tackle poverty. It is built on three pillars: • Voice – hearing voices of people experiencing poverty, and actions to address issues raised. • Alleviation – delivering urgent action to tackle immediate consequences. • Root cause – transforming society and economy to tackle underlying causes.
Cheshire West Place Plan (2021)	Wellbeing	The plan aims to reduce inequality, increase years of healthy life and promote improved mental and physical health and wellbeing for everyone in Cheshire West.
Local Plan Part 1 (2015)	Cross-cutting	It provides the overall vision, strategic objectives, spatial strategy and strategic policies for the borough to 2030.
Local Plan Part 2 (2019)	Cross-cutting	It provides further detailed policies and land allocations which support the strategic objectives and policies set out in the Local Plan (Part One), as part of the Council's aim to produce a comprehensive planning framework to achieve sustainable

Policy, Plan or Programme Name	Topic	Key Summary
		development in the borough. It is more structured around area-specific policies, which include the land allocations and policies for the development of land within the settlement areas identified in the Local Plan (Part One).
Chester One City Plan (2022)	Wellbeing	It is a long-term strategy to galvanise healthier, greener, and fairer futures for the city and its communities. With bold ambitions and robust actions that place people front and centre, to achieve equity and confront the climate crisis, it is about building a stronger, kinder city for all. Key principles for the City Plan are: Inclusive City, Accountability, Co-Production and Collaboration and Sustainability.
All Together Fairer: Health equity and the social determinants of health in Cheshire and Merseyside (2021)	Wellbeing	It is a report based on local evidence and makes ambitious recommendations to reduce health inequalities and create fairer societies for future generations in Cheshire and Merseyside.
Equality		
International		
Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters (Aarhus Convention) (1998)	Equality	The Aarhus Convention was created to give empowerment to citizens and civil society organisations in relation to environmental matters and is founded on the principles of participative democracy. It provides for access to environmental information; public participation in environmental decision making; and access to justice.
European		
EU Sustainable Development Strategy (2006)	Equality	The Renewed EU Sustainable Development Strategy (2006) deals in an integrated way with economic, environmental and social issues and lists the following seven key challenges: • Climate change and clean energy • Sustainable transport • Sustainable consumption and production • Conservation and management of natural resources • Public health • Social inclusion, demography, and migration • Global poverty
EU Rural Development Policy 2014-2020	Equality	This aims to help rural areas of the EU meet the wide range of economic, environmental and social challenges of the 21st century. During the period 2014-2020 there are 118 different rural development programmes (RDPs) in the 28 Member States, with 20 single national programmes and eight Member States opting to have two of more (regional programmes). The RDPs are based upon the individual needs of the Member State territories and addressing at least four of the six common EU priorities
National		

Policy, Plan or Programme Name	Topic	Key Summary
National Planning Policy Framework (NPPF) (2021)	Cross-cutting	The updated NPPF sets out government's planning policies for England and how these are expected to be applied. Achieving sustainable development is at the heart of the NPPF whereby it has three overarching objectives in the social, economic and environmental spheres.
Economy and Employment		
International		
Johannesburg Declaration on Sustainable Development (2002)	Cross-cutting	Adopted at the World Summit on Sustainable Development in 2002 and built upon earlier declarations made at previous conferences and summits. It commits nations to take a collective responsibility to build a human, equitable and caring global society cognisant of the need for human dignity for all. The Declaration also reinforces the three pillars of sustainable development: environmental, economic and social development at the local, national, regional and global level.
National		
Securing the Future – Delivering the UK Sustainable Development Strategy (2005)	Cross-cutting	The Strategy for sustainable development aims to ‘...enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life of future generations.’ Guiding principles: - Living within environmental limits - Ensuring a strong, healthy, and just society - Achieving a sustainable economy - Promoting good governance - Using sound science responsibly - UK priorities for immediate action - Sustainable consumption and production - Climate change and energy - Natural resource protection and environmental enhancement - Sustainable communities
Fixing the foundations: Creating a more prosperous nation, HM Government (2015)	Cross-cutting	The reports sets out the importance of productivity and the Government's vision to delivering a UK economy which is the richest of all major economies by 2030. It includes two pillars for raising productivity: - Encouraging long term investment in economic capital, including infrastructure, skills and knowledge. - Promoting a dynamic economy that encourages innovation and helps resources flow to their most productive use.
The Clean Growth Strategy (2017)*	Cross-cutting	The Strategy aims to increase economic growth in the UK whilst cutting carbon emissions and will ensure the UK is positioned to seize the opportunity of clean industrial growth. The Strategy covers five sectors which includes accelerating the shift to low carbon transport which includes an ambition to have a modern, clean and affordable transport system.
Levelling up and Regeneration Bill (May 2022) and Levelling Up White Paper (February 2022)	Cross-cutting	It aims to boost productivity, pay, jobs and living standards by growing the private sector. It provides tools that can be used to deliver regeneration and make good use of previously developed land, reinvigorate high streets, promote locally led local development corporations. It aims to improve the planning process and further changes to national policy, guidance and

Policy, Plan or Programme Name	Topic	Key Summary
		legislation are anticipated. A key aim is enabling the regeneration of brownfield and other underused land to support local economic growth, whilst rejuvenating town centres by reducing blight and enabling high streets to thrive.
Industrial Strategy (2017)*	Cross-cutting	The Industrial Strategy sets out a long-term framework in which major private and public framework investment decisions can be made. It aims to strengthen the five foundations of productivity which are identified as ideas, people, infrastructure, business environment and places. Key transport related policies outlined in the strategy include: • Increase the National Productivity Investment Fund to £31bn, supporting investments in transport, housing and digital infrastructure. • Create a new Transforming Cities fund that will provide £1.7bn for intra-city transport. This will fund projects that drive productivity by improving connections within city regions. The Strategy identifies future mobility as a key challenge and outlines four early priorities: • Establish a flexible regulatory framework to encourage new modes of transport and new business models • Seize the opportunities and address the challenges of moving from hydrocarbon to zero emission vehicles • Prepare for a future of new mobility services, increased autonomy, journey sharing and a blurring of the distinctions between private and public transport • Explore ways to use data to accelerate development of new mobility services and enable the more effective operation of our transport system
National Planning Policy Framework (NPPF) (2021)	Cross-cutting	The updated NPPF sets out government's planning policies for England and how these are expected to be applied. Achieving sustainable development is at the heart of the NPPF whereby it has three overarching objectives in the social, economic and environmental spheres.
Net Zero Strategy: Build Back Greener (2021)	Cross-cutting	The intention is to build back better, support green jobs and accelerate to Net Zero. Relevant to transport, the strategy focusses on priorities around accelerating the shift to zero emission vehicles and promoting travel behaviour change through cycling and walking interventions. Key policies around transport in this strategy include: • Zero emission mandate, ending sales of new petrol and diesel cars by 2030. • Funding of grants for EV infrastructure and supporting of electrification of UK vehicles and their supply chains. • Trialling zero emission HGV road freight; £5bn investment across public transport and active travel. • Significant investment in rail electrification.
Levelling up in the UK (2022)	Economy	It is the Government's wide-ranging "levelling up" policy, and intends to reduce geographic economic, social and health inequalities across the UK. The White Paper evidences that the UK is one of the most spatially unequal countries amongst members of the Organisation for Economic Co-operation and Development.
Regional and Local		
Local Development Plans (Various)	Cross-cutting	Local Development Plans or Core Strategies are the main framework for planning in a local authority and set out the long-term spatial vision to guide sustainable development. They include policies on key area such as housing, transport, the natural environment, employment and economic development, carbon reduction and resources, amongst others. - The following local authorities are within the South West Water region: Bournemouth (B), Christchurch District (B), City of Plymouth (B), Cornwall, East Devon District, East Dorset District, Exeter District (B), Isles of Scilly, Mendip District, Mid Devon District, New Forest District, North Devon District, North Dorset District, Poole (B), South Hams District, South Somerset District,

Policy, Plan or Programme Name	Topic	Key Summary
		Taunton Deane District (B), Teignbridge District, Test Valley District, Torbay (B), Torridge District, West Devon District (B), West Dorset District, West Somerset District, and Wiltshire.
Local level Green Infrastructure Plans and Strategies	Cross-cutting	Green Infrastructure Strategies set out how local authorities will improve provision of and access to quality green spaces.
The Cheshire and Warrington Strategic Economic Plan (July 2017)	Cross-cutting	Outlines the growth ambitions for the sub region, including world class, science, technology and innovation within the Cheshire Science Corridor. There are economic opportunities from HS2 and cross border opportunities with the Mersey Dee Alliance area.
The Cheshire and Warrington Local Industrial Strategy (LIS) and CWAC Local Area Industrial Strategy (2019)	Cross-cutting	It contains a wide range of economic data/evidence. CWAC has sector strengths in advanced manufacturing and engineering, financial services, chemicals, automotive. Jobs are concentrated in Ellesmere Port, Winsford, Ince and Capenhurst with multi-national companies such as Essar, TATA Chemicals and Vauxhall located in the borough. Other major employers include Urenco and Encirc. Stand out sub-sectors include motor vehicle manufacture with 2000 jobs, mineral oil refining and hollow glass manufacture are areas of particular specialisation. In the rural area, agri-food and visitor economy are important sectors. Future growth/employment sectors are likely to be linked to low carbon energy, hydrogen, sustainable aviation fuel, zero emission vehicles, and nuclear industries, or 'green jobs'. Ellesmere Port and Northwich, have particular strengths in these areas.
Cheshire West and Chester Inclusive Economy Strategy	Cross-cutting	It seeks to build: a more productive economy, a more resilient economy and a more inclusive economy.
Cheshire Retail Study (2016)	Cross-cutting	It assessed the need for additional retail floorspace, proposed retail boundaries and policy for town centre strategies in the Local Plan (Part Two).
Northern Powerhouse Independent Economic Review (NPIER) (2016)	Economy	The Review looked to understand the scale, nature and causes of the North's gaps, distinctive 'capabilities' (pan-Northern collectives of sectoral, academic, skills and hard asset strengths of international substance) and future growth prospects for the area.
Cheshire and Warrington LEP Strategic Economic Plan (2018)	Economy	It sets out ambition to drive the economy forward, capitalising on the unique strengths and opportunities that our sub-region has. It is a strategy to support growth and economic development over the next 20+ years, doubling the size of the economy and setting out the key economic, environmental, and social strengths on which that growth will be founded.
West Cheshire Inclusive Economy: Prospectus and Action Plan (2021)	Economy	It is the Council's strategy to deliver an inclusive economy which prioritises reducing poverty and inequality, combating the climate emergency, supporting community wellbeing, and enhancing the vibrancy of our Borough. The strategy is built on 3 pillars: • People -concerning skills, employability, education, and well-being • Place – including infrastructure, built & natural environment, housing, energy, transport • Enterprise - concerning developing anchor networks, improving supply chains, supporting start up-s and social enterprise
Heritage		
International		
Charter for the Protection and Management of Archaeological Heritage (1990)	Historic Environment	The charter lays down principles relating to the different aspects of archaeological heritage management. These include the responsibilities of public authorities and legislators, principles relating to the professional performance of the processes of incentivisation, survey, excavation, documentation, research, maintenance, conservation, preservation, reconstruction,

Policy, Plan or Programme Name	Topic	Key Summary
		information, presentation, public access and use of the heritage, and the qualification of professionals involved in the protection of the archaeological heritage. The Charter states that policies for the protection of archaeological heritage should constitute an integral component of policies relating to land use, development, and planning as well as of cultural, environmental and educational policies.
UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage (1972)	Historic Environment	The Convention recognises the way which people interact with nature, and the fundamental need to preserve the balance between the two. It defines the kind of natural and cultural sites which can be considered for World Heritage status. By signing up to the Convention, parties are pledging to conserve the World Heritage assets situated within its territory whilst also protecting national heritage. It is encouraged that parties integrate the protection of the cultural and natural heritage into regional planning programmes, set up staff and services at their sites, undertake scientific and technical conservation research and adopt measures to make the heritage a function in day-to-day life in the community.
The World Heritage Convention (1972)	Historic Environment	The Convention defines the kind of natural or cultural sites which can be considered for inscription on the World Heritage List. It also sets out the duties of states in identifying potential sites and their role in preserving them.
European		
The Convention for the Protection of the Architectural Heritage of Europe (Granada Convention) (1985)	Historic Environment	The Convention sets out to reinforce and promote policies for the conservation and enhancement of Europe's heritage. It also affirms the need for European solidarity with regard to heritage conservation and is designed to foster practical co-operation among the Parties. It establishes the principles of "European co-ordination of conservation policies" including consultations regarding the thrust of the policies to be implemented.
The European Convention on the Protection of Archaeological Heritage (Valletta Convention) (1992)	Historic Environment	The Convention aims to protect the archaeological heritage as a source of the European collective memory and as an instrument for historical and scientific study.
The European Landscape Convention (2006)	Landscape	The Convention is also known as the Florence Convention and it aims to promotes the protection, management and planning of European landscapes and organises European co-operation on landscape issues.
National		
Planning (Listed Buildings and Conservation Areas) Act (1990)	Historic Environment	An Act of Parliament that altered the laws on granting of planning permission for building works, notably including those of the listed building system in England and Wales
Historic Buildings and Ancient Monuments Act (1953)	Historic Environment	An Act to provide for the preservation and acquisition of buildings of outstanding historic or architectural interest and their contents and related property, and to amend the law relating to ancient monuments and other objects of archaeological interest.
The Ancient Monuments and Archaeological Areas Act (1979)	Historic Environment	This Act is concerned with the provisioning, investigation, recording and the preservation and protection of archaeological sites and ancient monuments.
Climate Change and the Historic Environment, English Heritage (2008)	Historic Environment	The statement recognises the climate change impacts the UK is facing and how this poses a risk to the historic environment.
Strategic Environmental Assessment, Sustainability Appraisal and the Historic Environment, Historic Environment (2016)	Historic Environment	Provides guidance on SEA in relation to the historic environment.

Policy, Plan or Programme Name	Topic	Key Summary
National Heritage Act (1980) (as amended)	Historic Environment	This Act aims to protect and manage UK's natural heritage assets. It has been amended four times from 1980 to 2002.
National Character Area (NCA) Profiles	Landscape	Profiles on areas that share similar landscape characteristics, and which follow natural lines in the landscape rather than administrative boundaries, making them a good decision-making framework for the natural environment.
National Planning Policy Framework (NPPF) - Section 16 (2021)	Cross-cutting	The updated NPPF sets out government's planning policies for England and how these are expected to be applied. Achieving sustainable development is at the heart of the NPPF whereby it has three overarching objectives in the social, economic and environmental spheres.
Planning Practice Guidance (PPG)	Historic Environment	Statements of the Government's national policy and principles towards certain aspects of the town planning framework.
National Design Guide and National Model Design Code (2021)	Historic Environment	Sets out design considerations which local planning authorities will be expected to take into account when developing local design codes and guides and when determining planning applications.
The Heritage Statement (2017)*	Historic Environment	The Statement outlines the Government's direction and priorities for England's heritage assets in the coming years. It builds upon the commitments made in the Culture White Paper (2016) and the Industrial Strategy (2017). Structured around four key areas, it presents information on how the Government can help support and develop the heritage sector: • Our heritage creates great places • Our heritage is for everyone • Our heritage is international • Creating a sustainable and resilient heritage sector
The Setting of Heritage Assets, Historic Environment Good Practice Advice in Planning 3, Historic Environment (2017)	Historic Environment	Sets out guidance on managing change within the settings of heritage assets, including archaeological remains and historic buildings, sites, areas, and landscapes, against the backdrop of the NPPF. It gives general advice on understanding setting, and how it may contribute to the significance of heritage assets and allow that significance to be appreciated, as well as advice on how views contribute to setting.
Ancient Woodland and Veteran Trees: Protecting them from development, Forestry Commission and Natural England (2014)	Landscape	Sets out guiding principles for considerations when developments affect ancient woodlands or veteran trees. Ancient woodland is defined as an irreplaceable habitat which is important for wildlife, soils, recreational value and cultural, historical and landscape value. Ancient tree is one which attributes include the following: great age, size, condition, biodiversity, cultural heritage and value. The guidance also states that all ancient trees are veteran trees but not all veteran trees are ancient. A veteran tree may not be very old, but it has decay features, such as branch death and hollowing which contribute to its biodiversity, cultural and heritage value. When making decisions the following should be considered: - conserving and enhancing biodiversity - reducing the level of impact of the proposed development on ancient woodland and ancient and veteran trees
Regional and Local		
The Cheshire Historic Environment Record	Historic Environment	Contains information on a wide range of historic sites from archaeological sites and stray finds to listed buildings, historic parks and gardens and the wider historic landscape of Cheshire.
Conservation Area Appraisals	Historic Environment	Local planning authorities are obliged to designate as conservation areas any parts of their own area that are of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. There are 97 conservation areas across the borough.

Policy, Plan or Programme Name	Topic	Key Summary
Chester Characterisation Study	Historic Environment	This document is an assessment of the character of the built environment of Chester and its surrounds and the natural and designed landscape, as derived from its heritage and history.
Chester Rows Design Guide – March 2022	Historic Environment	
Cheshire West and Chester Heritage Strategy (Consultation)	Historic Environment	A consultation on a new heritage strategy for the borough which has been developed through extensive engagement and partnership working with key stakeholders – due for completion early 2024
Chester Urban Archaeological Plan	Historic Environment	This plan is a document that informs and guides development within Chester. It serves as a key evidence base for the Local Plan, helping to ensure that archaeological considerations are integrated into planning decisions. The plan includes detailed assessments of Chester's archaeological resources and provides guidelines for preserving these assets during development.

B. Policy Appraisals

B.1 Core Policy 1 – Putting the vision at the heart of decisions

ISA Theme	ISA Objective	Summary of Effects	
Climate change & air quality	Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	+	This core policy focuses on the production of a more sustainable and future-proof transport plan. One measurable goal of this is reducing the carbon emissions produced by transport modes. Air pollution is a significant reason for climate change and reducing this will promote climate resilience of CW&C. This could result in minor positive effects to the resilience against climate-caused flooding events and extreme weather events.
	Reduce the emission of greenhouse gasses, in particular CO ₂	++	This core policy endeavours to provide a more sustainable transport system which enables a stronger, thriving future and is defined by reduced reliance on single-occupancy cars, and significantly increased numbers of public transport, walking, wheeling and cycling trips. Focusing on increasing non-motorised transport modes will reduce the need of motorised vehicles which may lead to a minor positive effect on the local air quality by reducing the volume of exhaust emissions. Focusing on more sustainable transport modes is also likely to include electrification of public transport, including electric buses which can already be seen in CW&C.
	Protect air quality where it is of a high standard and to improve it elsewhere	++	This core policy focuses on the production of a more sustainable and future-proof transport plan. One measurable goal of this is reducing the carbon emissions produced by transport modes. It also endeavours to provide a more sustainable transport system which enables a stronger, thriving future and is defined by reduced reliance on single-occupancy cars, and significantly increased numbers of public transport, walking, wheeling and cycling trips. Focusing on increasing non-motorised transport modes will reduce the need of motorised vehicles which may lead to a minor positive effect on the local air quality by reducing the volume of exhaust emissions. This positive action will protect the air quality in areas immediately surrounding busy traffic routes. This also has a positive effect on nearby pedestrians, for example, those using the adjacent cycle lanes. A reduction in traffic reduces the need for congestion or idle vehicles which reduces the immediate air quality, therefore providing health benefits to exposed pedestrians or people dwelling near to regularly congested routes. This is a positive for pedestrians exposed to the pollution caused by congestion, therefore, travelling at these times will become safer.
Biodiversity, flora and fauna	Protect and enhance the borough's biodiversity and wildlife habitats	+	A Habitats Regulation Assessment (HRA) stage 1 has determined there will be no likely significant effects (LSE) on designated sites. Though this core policy is unlikely to directly increase greening in rural or urban areas, the reduction of emission pollution is likely to improve the air quality and thus, the health of current vegetation and designated sites.
Water	Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	+	Portions of CW&C is within Flood Zone 2 and 3, particularly near Ellesmere Port area and southwest of Neston along the floodplain of the River Dee. There is also a Flood Risk Area in Ellesmere Port due to the River Mersey. Though this core policy does not actively reduce risk of flooding, it does encourage reduced carbon emissions, which will have a direct impact on air pollution. This may have an indirect, or passive, positive effect on climate-related flood events, and as such, flood risk.
	Protect and enhance the quality of the water environment	0	There are several source protection zones (SPZs) within the CW&C area, mostly seen within a central vertical belt transecting the CW&C boundary from Frodsham in the north to Malpas in the south. The ecological status of water bodies in the area varies, with some achieving good status while others require improvement.

ISA Theme	ISA Objective	Summary of Effects	
Land resources	Protect land and soil quality	+	There is peatland within CW&C, specifically within the north between Ellesmere Port and Frodsham, and a small area within Chester city centre. There is a range of agricultural land classifications including Grades 2, 3, 4, and 5, alongside Urban and Non-Agricultural land. Construction activities may have a minor negative impact on the land and soil quality. These impacts are typically mitigatable. The core policy also states that additional transport stations will prioritise pathways for non-motorised transport modes ahead of car parking space. This will reduce the land-take required and the area of land susceptible to negative impacts.
Health and wellbeing	Create a safe environment to live in and reduce the threat of crime	++	The practical implications of this policy include an aim to reduce reliance on single-occupancy cars, as well as to spread transport demand outside of peak periods. Any new scheme will include an assessment of scheme benefits, and CW&C has recognised road safety as one of the key benefits associated with their vision-led approach. The successful implementation of this core policy would result in improved feelings of safety for all public transport users and improve road safety and reduce the number of people killed and seriously injured in traffic collisions by encouraging walking, wheeling and cycling and reducing the number of people in single occupancy vehicles.
	Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment	++	Current levels of economic activity and unemployment are in line with regional and national averages; however, there is potential for employment growth to catch up to regional and national comparators, and disparity across CW&C wards demonstrates potential for more equitable access to jobs. Successfully implementing this core policy is likely to support and promote sustainable economic growth and improve availability and accessibility to jobs. Additionally, retail is one of the biggest sectors in CW&C, highlighting the potential for the area to attract shopping and leisure visitors and although not an explicit priority, the successful implementation of this policy is likely to support tourism.
	Maintain and improve the vitality and viability of the city, town and local centres	+++	A large share of CW&C residents are dependent upon the retail sector for employment and the successful implementation of this core policy would safeguard shops, leisure and services in existing centres. People having access to reliant and efficient transport options will make it easier for them to reach various destinations and facilities. A focus on walking, wheeling and cycling solutions will improve the physical infrastructure of the city, town, and local centres. Additionally, there are a large number of public rights of way across CW&C, however there are spatial inequities in connectivity to these and the successful implementation of this core policy would provide improved infrastructure across CW&C.
	Enable environments that promote health and wellbeing	+++	Over two thirds (68%) of adults in CW&C are overweight or obese, and only 22% of children and young people are physically active. This signifies a huge potential for CW&C residents, particularly children, to reap the health benefits of more active lifestyles. This policy is likely to have a beneficial impact on promoting active lifestyles, particularly for children and young people by promoting active travel by walking, wheeling, and cycling. Additionally, current annual levels of average noise exposure exceed 75 dB in areas surrounding roads and this core policy would reduce congestion, and in turn reduce noise associated with transport.
Infrastructure	Make the best use of existing transport infrastructure	+	Core policy 1 focuses on endeavouring to make all solutions, policies, and programmes deliver or endorse a vision for a fairer and more sustainable transport system which enables a stronger, thriving future. With sustainability at the forefront of this vision it is assumed that existing infrastructure will be maximised before additional infrastructure is required. This vision also suggests a more varied and fairer transport system which may include maximising public transport efficiency for those in more rural areas or reducing public transport costs where feasible.
	Ensure everyone has access to high quality and	++	Core policy 1 focuses on endeavouring to make all solutions, policies, and programmes deliver or endorse a vision for a fairer and more sustainable transport system which enables a stronger, thriving future. With sustainability at the forefront of this vision

ISA Theme	ISA Objective	Summary of Effects	
	affordable public transport, cycling and walking infrastructure		it is assumed that accessibility to sustainable transport modes such as cycling and walking will be prioritised and subsequently, so will their required infrastructure, including walking and cycling pathways.
	Ensure everyone has access to high-speed digital connectivity	0	This core policy does not provide enough information on this topic to provide an accurate assessment.
Equality	Promote regeneration, particularly of deprived areas	++	Whilst there are some groups which are likely to disproportionately benefit from improvements from LTP4, overall, the socio demographic profile of the area is not particularly vulnerable to the adverse impacts of poor transport connectivity. The successful implementation of CP1 would result in a large-scale improvement to the public and active transport services across the region, resulting in a positive effect within CW&C.
	Improve accessibility of transport services for all	+++	This core policy is likely to have a beneficial impact on providing reliable and integrated transport accessibility. The vision led approach of delivering fair and sustainable transport solutions which meets the current and future needs of the region should ensure focus of delivering public and active travel access across the borough. Certain groups are more likely to benefit from improved transport access including children, young people, disabled people, older people, people from ethnic minority backgrounds, women, and rural communities. Deprived people in rural areas, older people, and disabled people without cars may further benefit as these groups are overrepresented within the population of CW&C.
	Improve affordability of transport services	++	Whilst there are some groups which are likely to disproportionately benefit from improvements from LTP4; the socio demographic profile of the area is not particularly vulnerable to the adverse impacts of public transport costs. The successful implementation may result in some improvement to the affordability of public transport.
Landscape, Townscape and Heritage	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness, design and sense of place	+	This core policy endeavours to provide a more sustainable transport system which enables a stronger, thriving future and is defined by reduced reliance on single-occupancy cars, and significantly increased numbers of public transport, walking, wheeling and cycling trips. This may reduce the area required for new infrastructure which could have a minor negative effect on the local landscape and townscape. Focusing on increasing non-motorised transport modes will reduce the need of motorised vehicles which may lead to a minor positive effect on the Sandstone Ridge landscape by reducing pollution and damaging the sandstone surfaces.
	Preserve and enhance heritage, the historic environment, culture and identity	0	CW&C has many listed buildings at Grade I, II*, and II. There is a Registered Park and Garden south of Chester city centre and a registered Battlefield southwest of Chester city centre. There is also a World Heritage Site on the eastern most tip of the CW&C boundary. This core policy focuses on delivering the vision of a more sustainable transport system which will likely include preserving and enhancing CW&C's heritage, the historic environment, culture and identity, rather than risk impacting it. It is unlikely there will be any negative impacts because of this policy.

B.2 Core Policy 2 - Smarter places, smarter travel

ISA Theme	ISA Objective	Summary of Effects	
Climate change & air quality	Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	+	Encouraging co-location of new development, community services, and transport hubs may aid in reducing the immediate need to travel for some of the population within CW&C. This will result in a reduced need to travel, or a reduced need to travel as far, reducing the air pollution that occurs from private or public travel. Air pollution is a significant reason for climate change and reducing this will promote climate resilience of CW&C.
	Reduce the emission of greenhouse gasses, in particular CO ₂	++	Promoting opportunities to reduce the need to travel, particularly during busy periods will reduce the number of private vehicles on the transport networks and may also alleviate the strain on networks during peak times, reducing congestion and increased emissions from idle vehicles. . Encouraging the reduction of overall travel will likely reduce road use and therefore improve air quality in the immediate surrounding areas. This policy focuses on making the most of the existing travel networks which suggests a reduction in likely construction to enable LP4, thus reducing the increased pollution from construction processes and materials.
	Protect air quality where it is of a high standard and to improve it elsewhere	+	This policy encourages a reduced need to travel, especially at peak times, to aid in reducing traffic congestion its resultant air pollution. This positive action will protect the air quality in areas immediately surrounding busy traffic routes. This also has a positive effect on nearby pedestrians, for example, those using the adjacent cycle lanes. A reduction in traffic reduces the need for congestion or idle vehicles which reduces the immediate air quality, therefore providing health benefits to exposed pedestrians or people dwelling near to regularly congested routes. This is a positive for pedestrians exposed to the pollution caused by congestion, therefore, travelling at these times will become safer.
Biodiversity, flora and fauna	Protect and enhance the borough's biodiversity and wildlife habitats	+	A Habitats Regulation Assessment (HRA) stage 1 has determined there will be no likely significant effects (LSE) on designated sites. Though this core policy is unlikely to directly increase greening in rural or urban areas, the reduction of emission pollution is likely to improve the air quality and thus, the health of current vegetation and designated sites.
Water	Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	A portion of CW&C is within Flood Zone 2 and 3, particularly within the north in the Ellesmere Port area due to the River Mersey. It is possible that current and future transport routes in these areas could be impacted by a flood event. It is not possible to determine if this core policy will directly impact the risk of flooding to transport infrastructure. However, any new development, including the proposed co-location of new developments, will require Flood Risk Assessments before planning permission is given and any proposal increasing an area's flood risk is very unlikely to be passed, and as such, there should be no increase in flood risk as a result of this LTP4.
	Protect and enhance the quality of the water environment	+	There are several source protection zones (SPZs) within the CW&C area, mostly seen within a central vertical belt transecting the CW&C boundary from Frodsham in the north to Malpas in the south. The ecological status of water bodies in the area varies, with some achieving good status while others require improvement. Making the most of the existing travel networks and infrastructure will help minimise the impact on local water bodies by reducing the effect of surface runoff.
Land resources	Protect land and soil quality	+	There is peatland within CW&C, specifically within the north between Ellesmere Port and Frodsham, and a small area within Chester city centre. There is a range of agricultural land classifications including Grades 2, 3, 4, and 5, alongside Urban and Non-Agricultural land. Promoting the co-location of new development, community services, and transport hubs will reduce the need for additional land-take. Reducing land-take will help support local land and soil protection. If new co-located systems are developed and

ISA Theme	ISA Objective	Summary of Effects	
			constructed in tandem, the temporal construction impacts may be reduced. However, it is possible that these impacts will be increased if occurring in simultaneously. Focusing on plans and policies that do not directly affect the current land use and land taken, such as promoting sustainable travel in educational facilities, and encouraging working from home, will reduce the need to increase road capacities and thus, reduce the need for additional land-take and/or construction; therefore, protecting the soil and land quality.
Health and wellbeing	Create a safe environment to live in and reduce the threat of crime	++	CP2 encourages new developments to be located close to community services and transport hubs. Co-locating services and transport hubs within communities improves access to essential services without needing to travel too far or through unsafe areas. Combined with the vision defined in CP1 to transform transport networks into assets that contribute to attractive, lively public spaces; CP2 implies that lighting, visibility, and design features of transport hubs will be considered to enhance perceived and actual safety. By promoting digital connectivity and remote access to services, CP2 reduces the need for night-time or off-peak travel, which can feel less safe, especially for vulnerable groups. CP2 is likely to create a travel environment that is and feels safer for all users, day and night. By requiring schools, developers, and major employers to implement travel plans that promote sustainable modes and reduce peak-time congestion, CP2 should support changing behaviours in relation to travel planning and choices. This in turn would help reduce travel user conflict, which supports road safety and should reduce the rate of road collisions. CP2 is likely to influence travel behaviour which will improve road safety and reduce the number of road accident fatalities.
	Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment	++	Geographic disparities in economic opportunities highlight the importance of economic and social inclusion for growth. If implemented successfully, this core policy is likely to promote accessibility and growth of economic opportunities for all. Employment growth in CW&C has slowed over the last decade, signifying high potential for employment generation and growth. If implemented successfully, this core policy is likely to improve accessibility to jobs as well as diversify the current employment offering. In addition, noise and air pollution in CW&C are prevalent, signalling some potential for benefits of efficient freight transport to be reaped. If implemented successfully, this core policy is likely to reduce congestion and increase efficiency of freight movements.
	Maintain and improve the vitality and viability of the city, town and local centres	+++	Co-locating new developments will help support the vibrancy of CW&C town centres and leisure areas, sustaining employment in these existing centres and improving accessibility to essential services, and bridge the gap for people living in more rural areas. Whilst footfall in existing town and local centres in CW&C has increased post-pandemic, levels have not yet return to pre-pandemic footfalls. If implemented successfully, this core policy is likely to support the vitality and accessibility of existing centres. More infrastructure is required to improve socio-economic inclusion of people living in rural areas within CW&C, if implemented successfully, this core policy is likely to provide improved physical, social and environmental infrastructure supporting local health outcomes.
	Enable environments that promote health and wellbeing	++	The baseline data shows a need to promote active choices and behaviour, particularly amongst children and young people within CW&C. If implemented successfully, this core policy should encourage more people to walk, wheel, cycle, and take public transport, thus promoting a more active and healthier lifestyle. Additionally, current annual levels of average noise exposure exceed 75 dB in areas surrounding roads and this core policy would reduce congestion, and in turn reduce noise associated with transport.
Infrastructure	Make the best use of existing transport infrastructure	++	The LTP4 actively encourages using existing transport infrastructure and focuses on policies and plans that enable this. Promoting opportunities to reduce the need to travel will reduce the daily strain on the current infrastructure, rather than increasing infrastructure to accommodate transport needs. Additionally, encouraging changes to daily patterns to reduce the need for trips to be made during peak hours will reduce the current stress on infrastructure, and will reduce the need for additional infrastructure.

ISA Theme	ISA Objective	Summary of Effects	
			Focusing on reducing the need to travel, rather than limiting opportunities to travel, will help make the most of existing infrastructure and travel networks. Endeavouring to keep regularly attended locations, such as schools or shops, close to their communities will also reduce the need to travel further distances.
	Ensure everyone has access to high quality and affordable public transport, cycling and walking infrastructure	++	By requiring and empowering schools, developers, and major employers to effectively promote sustainable transport use and reducing the need for excessive trips should lead to the increased uptake of walking, wheeling, cycling and public transport. Major employers may choose to subsidise bicycles to encourage cycling to work, schools may develop and host a safe cycling course to promote the safe use of bicycles on the road. It may be more difficult to encourage more sustainable travel actions for those located in more rural areas (31% of the county population). Typically, these areas are less likely to be included in wider public transport, often with reduced scheduling of public transport.
	Ensure everyone has access to high-speed digital connectivity	++	The policy aims to improve digital access and connectivity which may reduce the need to travel, such as online forms or appointments and working from home. Increasing access to high-speed digital connectivity in west Chester will help reduce the need for transportation and thus reduce existing and future strain on current infrastructure. Additionally, increasing internet speed may encourage more people to search for public transport routes and options, such as the local bus timetable, therefore increasing the likelihood of choosing public transport as an option over a privately owned car, for example.
Equality	Promote regeneration, particularly of deprived areas	+++	This core policy is likely to have a beneficial impact on socio- economic conditions across the CW&C region, particularly for deprived and rural areas by both improving transport connections to and from new developments and areas of employment; and by promoting the co-location of new developments, ensuring jobs and education are available where people live. Improved access to jobs and education is linked with improved socio- economic conditions by enabling people to access better-paid work. This is likely to have benefits for groups who are more likely to be unemployed or are more likely to rely on public transport.
	Improve accessibility of transport services for all	+++	Overall, the socio demographic profile of CW&C is not particularly vulnerable to the adverse impacts of poor transport connectivity and the successful implementation would considerably improve the quality and improvement of public transport in the region and lead to improved reliability and accessibility of integrated transport. It would also considerably improve the quality and improvement of public transport in the region, including the likely increase in provision of alternatives to private car travel, and improve the quality and improvement of public transport in the region, which would likely reduce severance and address inequalities in access to services, facilities and communities.
	Improve affordability of transport services	0	The policy makes no reference to the cost of the new public transport opportunities for users and as such it is not possible to assess how the policy may impact on direct travel cost for the user. However, it is possible that increasing accessibility and availability of public transport and encouraging increased walking, cycling, and wheeling will reduce the need for local people to own private motor vehicles and therefore will reduce their overall motoring cost. This is likely to be more beneficial for locals dwelling in more urban areas who typically have improved access to public transport routes.
Landscape, Townscape and Heritage	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local	+	Cheshire West and Chester is an attractive countryside with 16 diverse landscapes and five National Character Areas (NCAs). This core policy focuses on making the most of existing travel networks and, as such, it is unlikely there will be extensive developments or infrastructure because of the LTP4. The character of the local area should remain protected with minimal negative impacts to natural and historic elements if minimal construction activities occur.

ISA Theme	ISA Objective	Summary of Effects	
	distinctiveness, design and sense of place		
	Preserve and enhance heritage, the historic environment, culture and identity	0	CW&C has many listed buildings at Grade I, II*, and II. There is a Registered Park and Garden south of Chester city centre and a registered Battlefield southwest of Chester city centre. There is also a World Heritage Site on the eastern most tip of the CW&C boundary. This core policy focuses on making the most of existing travel networks and, as such, it is unlikely there will be extensive developments or infrastructure as a result of the LTP4 which would reduce the chances of impact.

B.3 Core Policy 3 – Real choices in how we travel

ISA Theme	ISA Objective	Summary of Effects	
Climate change & air quality	Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	+	The prioritisation of transportation mode focuses on pedestrian, non-motorised modes of transport, with private vehicles having the lowest priority within the updated LTP4. Prioritising non-motorised or low emission modes of transport will reduce the volume of air pollutants released into the atmosphere. These pollutants have a direct causal relationship with climate change. Though this core policy does not look to support climate resilience within the LTP4, it will help reduce contributing pollution and thus, will help support the need for climate resilience. This could result in minor positive effects to the resilience against climate-caused flooding events and extreme weather events.
	Reduce the emission of greenhouse gasses, in particular CO ₂	++	Increasing the availability and accessibility of public transport, walking, wheeling, and cycling reduces the reliance on single-occupancy vehicles will reduce the net carbon emissions per road user. Promoting electric vehicles, including electric public transportation fleets, will also reduce the carbon emissions and promote cleaner air, especially in more congested zones. This will lead to a positive operational effect of the LTP4. Ultra-low emission (ULZ) vehicles and private motor vehicles (petrol and diesel) will be prioritised last, with any proposal providing benefits to them requiring demonstration for how they also enable greater benefits for higher-priority modes. This prioritisation will discourage favouring of transport modes that provide a higher emission-to-person ratio and should help improve air quality from its current levels.
	Protect air quality where it is of a high standard and to improve it elsewhere	+	This policy aims to encourage a shift to more sustainable modes of transport, including walking, wheeling, cycling, and using public transport over the use of single-occupancy vehicles, especially those running on petrol or diesel. These actions will help protect and improve air quality within the immediate surrounding areas of roads that would otherwise have additional traffic.
Biodiversity, flora and fauna	Protect and enhance the borough's biodiversity and wildlife habitats	+	A Habitats Regulation Assessment (HRA) stage 1 has determined there will be no likely significant effects (LSE) on designated sites. Though this core policy is unlikely to directly increase greening in rural or urban areas, the reduction of emission pollution is likely to improve the air quality and thus, the health of current vegetation and designated sites.
Water	Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	Portions of CW&C is within Flood Zone 2 and 3, significantly near Ellesmere Port area and southwest of Neston along the floodplain of the River Dee. There is also a Flood Risk Area in Ellesmere Port due to the River Mersey. It is possible that current and future transport routes in these areas could be impacted by a flood event. It is unlikely that prioritising transport modes within the LTP4 will negatively or positively impact the flood risk

ISA Theme	ISA Objective	Summary of Effects	
	Protect and enhance the quality of the water environment	+	There are several source protection zones (SPZs) within the CW&C area, mostly seen within a central vertical belt transecting the CW&C boundary from Frodsham in the north to Malpas in the south. The ecological status of water bodies in the area varies, with some achieving good status while others require improvement. Encouraging the use of public transport or walking, wheeling, and cycling will reduce vehicle emissions and road expansion, thereby decreasing the amount of pollutants that can enter water systems.
Land resources	Protect land and soil quality	+	There is peatland within CW&C, specifically within the north between Ellesmere Port and Frodsham, and a small area within Chester city centre. There is a range of agricultural land classifications including Grades 2, 3, 4, and 5, alongside Urban and Non-Agricultural land. This core policy aims to avoid designs which bring pedestrians and cyclists into conflict with each other or with other modes, such as shared use paths, suggesting additional land-take will be required to fulfil the LTP4. Additional land-take will result in construction activities which may have a minor negative impact on the land and soil quality. These impacts are typically mitigatable. The core policy also states that additional transport stations will prioritise pathways for non-motorised transport modes ahead of car parking space. This will reduce the land-take required and the area of land susceptible to negative impacts.
Health and wellbeing	Create a safe environment to live in and reduce the threat of crime	++	The core policy is designed to promote safer modes of transport within the CW&C area by reducing the number of vehicles, instead promoting walking, wheeling, and cycling. This policy will avoid designs that bring pedestrians and cyclists into conflict with each other or other modes, such as shared pathways. This will improve both pedestrian and cyclist safety and reduce the number of collisions. If pedestrians are prioritised first, it is likely additional aspects such as lighting are provided along throughfares which is likely to reduce criminal activity and improve area safety. By promoting public transport access and shared transport options, this core policy will also increase the presence of people in public spaces, thereby deterring crime and creating a more secure environment for all users.
	Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment	++	New or expanded bus and rail stations will prioritise access by walking, wheeling, cycling and public transport ahead of provision of car parking; therefore, increasing accessibility to public transport which is likely to improve accessibility to jobs. Additionally, new paths or additional transport hubs may allow for increased advertisement, such as bicycle damage repair classes advertised on the side of cycle storage facilities. This may be an opportunity to promote local businesses and increase local economic growth. The policy supports people to reach employment opportunities, education, and services without the financial burden of owning a private car. This would foster a more productive workforce and stimulate the local economy.
	Maintain and improve the vitality and viability of the city, town and local centres	0	The policy is unlikely to have effects on this objective.
	Enable environments that promote health and wellbeing	+++	This core policy has an explicit focus on encouraging active lifestyles by prioritising walking and cycling, over any other type of travel. By ensuring new developments and transport hubs are well-connected and accessible by foot or bike, this core policy will encourage residents to incorporate physical activity into their daily routines. Developing safe and efficient pedestrian pathways and cycling lanes will make active travel more appealing and convenient, contributing to improved public health and well-being. By prioritising the use of cleaner and quieter modes of transport such as walking, cycling, and electric vehicles, CP3 reduces noise from transport-related sources. Decreasing people's reliance on petrol and diesel cars would reduce traffic noise and create a more peaceful environment for CW&C residents. Encouraging off-peak travel and the use of public transport further mitigates noise pollution by spreading out traffic and reducing congestion during busy periods.
Infrastructure	Make the best use of existing transport infrastructure	+	Encouraging the prioritisation of people walking, wheeling, and cycling over those using ultra-low emission vehicles or other private vehicles aims to reduce the number of vehicles utilising the current road systems. As such, those still using the roads are likely to experience less congested journeys as a result of increased vehicle efficiency.

ISA Theme	ISA Objective	Summary of Effects	
	Ensure everyone has access to high quality and affordable public transport, cycling and walking infrastructure	+++	This core policy promotes a sustainable and active transport hierarchy. Transport projects that prioritise walking, cycling and public transport will be preferred. This will support good public transport, cycling and walking infrastructure.
	Ensure everyone has access to high-speed digital connectivity	0	This core policy is unlikely to affect this objective.
Equality	Promote regeneration, particularly of deprived areas	++	This core policy may have some impact on improving socio-economic conditions, particularly in deprived and rural areas through improved transport connections. The prioritisation of transport modes which best deliver LTP4 prioritises active travel, followed by public transport. Individuals in private cars are the lowest priority. This directly tackles existing issues with integrated transport across the region, with poor bus accessibility, poor quality and limited active travel, and poor train reliability. Being able to access the workplace can be a barrier to gaining employment, particularly for those who live in rural or deprived areas so by prioritising active and public transport interventions CP3 may be able to limit this barrier in the long term, which in turn is likely to improve socio-economic conditions for residents. However, the impact of this policy is dependent on how many transport interventions it will result in.
	Improve accessibility of transport services for all	++	Whilst there are some groups which are likely to disproportionately benefit from improvements, overall, the socio demographic profile of the area is not particularly vulnerable to the adverse impacts of poor transport connectivity. The policy is likely to redirect and focus funding towards active and public travel solutions, which is likely to improve the transport network. Whilst the policy will have a beneficial impact is likely to be indirect and contribute to a small improvement in the provision of accessible alternatives to private car travel.
	Improve affordability of transport services	+	Whilst the policy text itself makes no reference to the cost of new public transport opportunities for users, the commentary within the Core Strategy identifies that affordable and accessible modes of transport will be prioritised. As such, it is likely that CP3 will have an indirect effect on public transport costs for local people as the prioritisation of affordable transport over individual cars may improve public transport options. However, it will not directly impact the cost of public transport for local people as this is not the aim of the policy.
Landscape, Townscape and Heritage	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness, design and sense of place	+	Cheshire West and Chester is an attractive countryside with 16 diverse landscapes and five National Character Areas (NCAs). This core policy focuses on encouraging the prioritisation of people walking, wheeling, and cycling over those using ultra-low emission vehicles or other private vehicles. This is likely to reduce emissions and reduce local air pollution and will therefore have a positive impact on the local landscape. This core policy also states LTP4 will avoid designs which bring pedestrians and cyclists into conflict with each other or with other modes, such as shared use paths. This suggests an increased provision of pathways and cycle routes will be required and this can be utilised to increase people-friendly design and improve the overall sense of place, especially through more urban areas such as in and around city and town centres.
	Preserve and enhance heritage, the historic environment, culture and identity	0	CW&C has many listed buildings at Grade I, II*, and II. There is a Registered Park and Garden south of Chester city centre and a registered Battlefield southwest of Chester city centre. There is also a World Heritage Site on the eastern most tip of the CW&C boundary. This core policy suggests new development of additional or expanded bus and rail stations which may cause disruption and temporary impacts to the heritage and cultural identity of the surrounding areas. It is possible these areas are not currently, and will continue to not be, within the boundaries or buffer zones of historic or culturally significant locations, in which case no effects will be seen.

B.4 Core Policy 4 – Let’s join things up: a ‘One System’ approach

ISA Theme	ISA Objective	Summary of Effects	
Climate change & air quality	Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	+	By creating multimodal hubs and improving physical links, the policy can enhance the resilience of the transport network to extreme weather events. Extreme heat events can affect the operation of transport systems, causing the risk of vehicle breakdowns. The policy emphasizes collaboration with government, neighbouring authorities, transport operators, and other stakeholders. This can lead to integrated climate action plans and coordinated responses to climate risks, enhancing overall resilience. Digital platforms that provide real-time information on weather conditions and transport disruptions can help passengers plan safer routes during extreme weather events. Coordinating bus and rail timetables, enabling joint ticketing solutions, and promoting the use of public transport can reduce the reliance on private vehicles. This can lead to lower greenhouse gas emissions, particularly CO ₂ , which is a key factor in mitigating climate change.
	Reduce the emission of greenhouse gasses, in particular CO ₂	+	The creation of multimodal hubs can encourage the use of public transport and active travel modes (e.g., walking and cycling), reducing reliance on private vehicles and thereby lowering CO ₂ emissions. Efficient coordination of bus and rail timetables can optimize the use of public transport, reducing the need for private car journeys and decreasing overall CO ₂ emissions. This could contribute to reducing carbon emissions from transportation, supporting the goal of achieving net zero carbon by 2045. The policy sets out the principal of multi-modal hubs rather than their actual development, However, development facilitated by this policy could have short-term negative effects during construction; the use of diesel-powered machinery and vehicles during construction can emit significant amounts of CO ₂ and other greenhouse gases. The production and transportation of construction materials, such as concrete and steel, are energy-intensive processes that generate substantial CO ₂ emissions. Effects can be mitigated by use of low-emission or electric-powered machinery and vehicles to reduce CO ₂ emissions.
	Protect air quality where it is of a high standard and to improve it elsewhere	+	By creating multimodal hubs, the need for extensive road networks, which contribute to air pollution, can be reduced. These hubs can be designed to facilitate the use of cleaner transport modes, such as bicycles, thereby improving air quality. In addition, efficient coordination of bus and rail timetables can optimize the use of public transport, reducing the number of private car journeys and lowering emissions The policy sets out the principal of multi-modal hubs rather than their actual development, However, development facilitated by this policy could have short-term negative effects on air quality during construction resulting in increased dust particulate and increased nitrogen dioxide (NO ₂). Effects may be mitigated by implementing best practices for material storage and handling to minimize the release of VOCs and other pollutants. Ensure proper ventilation and use of low-VOC materials where possible.
Biodiversity, flora and fauna	Protect and enhance the borough's biodiversity and wildlife habitats	+	Cheshire West and Chester Borough has several designated sites that are recognized for their ecological importance. A Habitats Regulation Assessment (HRA) stage 1 has determined there will be no likely significant effects (LSE) on designated sites. The policy sets out the principal of multi-modal hubs rather than their actual development, However, development facilitated by this policy could have short-term negative effects during construction depending where infrastructure is located. BNG will be required at the project level.

ISA Theme	ISA Objective	Summary of Effects	
			However, efficient public transport can reduce the need for extensive road networks, which contribute to habitat fragmentation. This helps preserve larger contiguous areas for wildlife, positive effects have therefore been identified.
Water	Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	Portions of CW&C is within Flood Zone 2 and 3, significantly near Ellesmere Port area and southwest of Neston along the floodplain of the River Dee. There is also a Flood Risk Area in Ellesmere Port due to the River Mersey. It is possible that current transport routes in these areas could be impacted by a flood event. It is not possible to determine if this core policy will directly impact the risk of flooding to transport infrastructure, however, coordinating bus and rail timetables and enabling joint ticketing solutions can optimize the use of public transport, reducing the need for extensive road networks that contribute to surface runoff and flood risk. Any new development, including the proposed co-location of new developments, will require Flood Risk Assessments before planning.
	Protect and enhance the quality of the water environment	++	There are several source protection zones (SPZs) within the CW&C area, mostly seen within a central vertical belt transecting the CW&C boundary from Frodsham in the north to Malpas in the south. The ecological status of water bodies in the area varies, with some achieving good status while others require improvement. Efficient public transport can reduce the need for extensive road networks, which often contribute to surface runoff and water pollution. This helps minimize the impact on local water bodies. Encouraging the use of public transport through joint ticketing can reduce vehicle emissions and road expansion, thereby decreasing the amount of pollutants that can enter water systems
Land resources	Protect land and soil quality	0	There is peatland within CW&C, specifically within the north between Ellesmere Port and Frodsham, and a small area within Chester city centre which may be impacted by construction activities from development associated with this policy. In addition, a large proportion of the soil in the area is grade 3 Agricultural land. Protecting the best and most versatile agricultural land is a priority and development pressures can threaten these areas. Potential for loss or degradation of BMV soil during construction of e.g. multimodal hubs. This can be mitigated by prioritizing the use of previously developed or lower-quality land for new transport infrastructure to avoid the loss of BMV soil. In addition, working with transport operators to adopt best practices for soil conservation, such as minimizing the use of harmful chemicals and ensuring proper waste disposal, can protect local soil quality in the long term.
Health and wellbeing	Create a safe environment to live in and reduce the threat of crime	++	This core policy aims to create a seamless and integrated transport network through a 'One System approach.' While this approach doesn't inherently enhance safety, developing well-lit and monitored transport hubs and multimodal interchanges can make travel feel safer, especially at night. Coordinating bus and rail timetables and enabling joint ticketing solutions should reduce waiting times and long, isolated walks, enhancing safety. Collaboration with stakeholders ensures consistent safety measures across the network. By prioritising the integration of sustainable transport modes such as walking, cycling, and public transport, this core policy reduces residents' reliance on private motor vehicles. This decrease in vehicular traffic would lead to fewer opportunities for collisions and road fatalities
	Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment	++	Enhancing the links between different transport modes creates a more resilient transport network. This can improve the reliability and efficiency of travel, making the economy more robust against disruptions. The policy aims to provide seamless, joined-up travel throughout the borough, which can improve accessibility for all residents, including those who may not have access to private transport. This inclusivity can lead to greater economic participation and opportunities for all community members. By improving transport connectivity, the policy can attract investment and stimulate economic growth. Efficient transport networks are crucial for businesses, facilitating the movement of goods and services and enhancing the attractiveness of the borough as a place to live and work.

ISA Theme	ISA Objective	Summary of Effects	
	Maintain and improve the vitality and viability of the city, town and local centres	+++	This core policy supports the vitality of existing town centres by ensuring that new developments are connected to existing networks. Interchanges between transport modes would make it easier for people to access shops, leisure, and services without relying on private cars. This increased foot traffic would support local businesses and services. Retail is a significant source of employment in CW&C, so it is crucial to safeguard shops and leisure areas in order to safeguard people's livelihoods as well. Easier access to existing centres would also imply increase access to education and health services for people not living in these centres, which have generally higher levels of health and economic deprivation.
	Enable environments that promote health and wellbeing	++	By creating seamless links between different transport modes through physical, operational, and digital means, the policy promotes convenient and stress-free travel. This integrated approach encourages active travel, reduces reliance on private cars, and lowers pollution, all of which contribute to improved health and wellbeing. Additionally, the policy's emphasis on collaboration with various stakeholders ensures a holistic and inclusive transport network. This fosters environments that support active lifestyles and enhance overall wellbeing for residents.
Infrastructure	Make the best use of existing transport infrastructure	+++	By maximizing links between different transport modes, the policy ensures that existing infrastructure is used more efficiently. This can reduce the need for new construction and make better use of current facilities. Physical improvements, such as co-locating services and creating multimodal hubs, can enhance the efficiency of existing transport infrastructure. Reducing interchange times makes the network more effective and user-friendly. Coordinating bus and rail timetables and enabling joint ticketing solutions can streamline operations, making the most of existing transport services. This can lead to better utilization of current infrastructure. Implementing combined journey planning and payment platforms can enhance the user experience and improve the efficiency of existing transport networks. Digital solutions can optimize the use of infrastructure without the need for physical changes.
	Ensure everyone has access to high quality and affordable public transport, cycling and walking infrastructure	++	Coordinating bus and rail timetables and enabling joint ticketing solutions can make public transport more affordable. Multi-operator forums like the Enhanced Partnership can work towards cost-effective solutions for users. It will also enable seamless travel for example cycling to a park and ride or railway station.
	Ensure everyone has access to high-speed digital connectivity	+	The policy's focus on combined journey planning and payment platforms leverages high-speed digital connectivity to provide seamless travel experiences. By integrating digital solutions, CP4 enhances accessibility and convenience for users, making it easier to navigate and utilize various transport modes. Additionally, collaboration with government, neighbouring authorities, and transport operators ensures that digital connectivity is consistently applied across the network, further supporting the objective. Overall, CP4's digital links contribute to a more connected and efficient transport system, promoting high-speed digital access for all residents.
Equality	Promote regeneration, particularly of deprived areas	+++	CP4 aims to integrate transport services across the region by adopting a 'One System' approach which understands and recognises that people's journeys are made up of multiple modes of transport and maximises ease of access between these. The policy aims to deliver this integrated transport approach through physical, operational, and digital aspects. It is likely that by improving the integration of public transport services, peoples journeys to work and education are likely to be simplified and improved. It is likely that this will improve access to services and jobs, which may impact socio- economic conditions. However, the success of this policies impact on improving socio- economic conditions will also rely on the delivery of new transport routes, particularly in the more rural and derived areas of the borough. Certain groups, such as young people, ethnic minority communities, and disabled people are more likely to be unemployed; and therefore may benefit most from simplified, and better integrated public transport which provide reliable access to employment centres. Disabled people without cars may also benefit as there is a higher representation of these groups across the Borough.

ISA Theme	ISA Objective	Summary of Effects	
	Improve accessibility of transport services for all	+++	CP4 aims to create a reliable and integrated transport network through a 'One System' approach, improving access for various equality groups. By reducing barriers such as multiple ticket purchases and long walks between modes, CP4 enhances rural accessibility, transport options for non-drivers, and access to education and employment. This integrated approach benefits children, young people, disabled individuals, older people, and ethnic minorities who rely on public transport. Certain groups, like deprived rural residents, older people, and disabled individuals, may experience disproportionate impacts due to transport poverty. Improvements in digital accessibility can help reduce 'digital severance,' though some older people may struggle with digital apps. Overall, CP4 promotes accessible alternatives to private car travel, reducing community severance and enhancing access to services, employment, and social activities. The EqIA identified potential for major positive effects.
	Improve affordability of transport services	0	This core policy makes no direct reference to the cost of the new public transport opportunities for users and as such it is not possible to assess how the policy may impact on direct travel cost for the user. However, it is possible that increasing accessibility and availability of public transport and encouraging increased walking, cycling, and wheeling will reduce the need for local people to own private motor vehicles and therefore will reduce their overall personal motoring cost. This is likely to be more beneficial for locals dwelling in more urban areas who typically have improved access to public transport routes. By coordinating bus and rail timetables and enabling joint ticketing solutions, this core policy has potential to reduce the overall cost of travel for users. Joint ticketing has potential to allow passengers to use multiple modes of transport with a single, often cheaper, ticket.
Landscape, Townscape and Heritage	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness, design and sense of place	+	By maximizing the use of existing transport infrastructure and creating multimodal hubs, CP4 reduces the need for extensive new construction, thereby preserving the natural and built environment. Incorporating sustainable transport modes like walking, cycling, and public transport helps maintain the character of local landscapes by reducing pollution and traffic congestion. Working with local authorities and communities ensures that transport projects are designed to reflect and enhance local distinctiveness and cultural heritage.
	Preserve and enhance heritage, the historic environment, culture and identity	0	CW&C has many listed buildings at Grade I, II*, and II. There is a Registered Park and Garden south of Chester city centre and a registered Battlefield southwest of Chester city centre. There is also a World Heritage Site on the eastern most tip of the CW&C boundary. Creating multimodal hubs and conducting engineering improvements may involve construction activities that could physically impact heritage assets and historic environments. Effects can be mitigated with best practice construction techniques. Collaboration with key stakeholders may ensure that heritage and cultural considerations are integrated into transport planning and decision-making.

B.5 Core Policy 5 – Making the most of our existing streets

ISA Theme	ISA Objective	Summary of Effects	
Climate change & air quality	Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	+++	The policy explicitly aims to improve the resilience of the highways network to the consequences of climate change. This includes adapting roads to withstand extreme weather events, which can help reduce the risk of flooding and other climate hazards. Regular maintenance can prevent deterioration that might lead to increased vulnerability to climate impacts. By upgrading existing infrastructure to support sustainable modes of transport (e.g., public transport, cycling, walking), the policy promotes a reduction in greenhouse gas emissions, which can mitigate climate change effects. Limiting new road building and focusing on sustainable transport options can reduce overall traffic volumes, potentially lowering the risk of flooding caused by increased surface runoff from extensive road networks. New road projects are only supported if they are necessary to adapt roads to the impacts of climate change. This ensures that any expansion is directly linked to enhancing climate resilience. Projects must provide access to development sites that align with sustainable design principles, further supporting climate adaptation and mitigation efforts. If not carefully managed, the restriction on new road building could lead to congestion and increased wear on existing roads, potentially exacerbating climate vulnerability if maintenance is insufficient. However, this can be mitigated through effective traffic management and maintenance.
	Reduce the emission of greenhouse gasses, in particular CO ₂	+++	The policy supports upgrading existing infrastructure to enable a shift to sustainable modes of transport, such as public transport, cycling, and walking. This shift can significantly reduce CO₂ emissions by decreasing reliance on private vehicles. Prioritizing infrastructure for public transport can lead to fewer cars on the road, reducing overall emissions. The policy allows for small-scale changes to tackle road danger hotspots, which can improve traffic flow and reduce emissions from idling and congestion. New road projects are only supported if they are necessary for climate adaptation or provide access to sustainable development sites. This ensures that any new infrastructure aligns with broader sustainability goals, potentially reducing emissions. The policy's emphasis on sustainable transport modes and limiting new road capacity can lead to a significant reduction in CO₂ emissions. By promoting public transport, cycling, and walking, the policy encourages lower-emission travel options. If not managed properly, the restriction on new road building could lead to congestion on existing roads, potentially increasing emissions from idling vehicles. However, this can be mitigated through effective traffic management and maintenance.
	Protect air quality where it is of a high standard and to improve it elsewhere	+++	The policy's emphasis on sustainable transport modes and limiting new road capacity can lead to a significant reduction in vehicle emissions, thereby improving air quality. The policy allows for small-scale changes to tackle road danger hotspots, which can improve traffic flow and reduce emissions from idling and congestion. By promoting public transport, cycling, and walking, the policy encourages lower-emission travel options. If not managed properly, the restriction on new road building could lead to congestion on existing roads, potentially increasing emissions from idling vehicles. However, this can be mitigated through effective traffic management and maintenance. The policy's emphasis on sustainable transport modes and limiting new road capacity can lead to a significant reduction in vehicle emissions, thereby improving air quality. The policy allows for small-scale changes to tackle road danger hotspots, which can improve traffic flow and reduce emissions from idling and congestion. By promoting public transport, cycling, and walking, the policy encourages lower-emission travel options. If not managed properly, the restriction on new road building could lead to congestion on existing roads, potentially increasing emissions from idling vehicles. However, this can be mitigated through effective traffic management and maintenance.

ISA Theme	ISA Objective	Summary of Effects	
Biodiversity, flora and fauna	Protect and enhance the borough's biodiversity and wildlife habitats	++	Cheshire West and Chester Borough has several designated sites that are recognized for their ecological importance. The policy limits habitat fragmentation and disruption by not supporting new road projects that increase general traffic capacity. It allows small-scale changes to address road danger hotspots, minimizing ecological impact. New road projects are only endorsed if they do not harm ecologically significant sites and must align with sustainable design principles to protect and enhance biodiversity. The policy's emphasis on limiting new road building and prioritizing sustainable transport modes can significantly protect and enhance biodiversity. By focusing on existing assets and sustainable development, it promotes a more ecologically friendly transport network. If not managed properly, the restriction on new road building could lead to congestion on existing roads, potentially increasing pollution and negatively impacting nearby habitats. However, this can be mitigated through effective traffic management and maintenance. A Habitats Regulation Assessment (HRA) stage 1 has determined there will be no likely significant effects (LSE) on designated sites.
Water	Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	++	The policy aims to improve the resilience of the highways network to the consequences of climate change, which includes adapting roads to withstand extreme weather events such as heavy rainfall and flooding. Regular maintenance can prevent deterioration that might lead to increased vulnerability to flooding. Well-maintained drainage systems and road surfaces can help manage surface water and reduce flood risk. By not supporting new road building projects that add capacity for general traffic, the policy helps to limit the increase in impermeable surfaces, which can contribute to surface runoff and flooding. The policy allows for small-scale changes to tackle road danger hotspots, which can be designed to include flood mitigation measures. The policy's emphasis on resilience, sustainable transport, and strict criteria for new road projects can significantly reduce the risk of flooding to transport infrastructure. By focusing on existing assets and sustainable modes, it promotes a more flood-resilient transport network.
	Protect and enhance the quality of the water environment	++	There are several source protection zones (SPZs) within the CW&C area, mostly seen within a central vertical belt transecting the CW&C boundary from Frodsham in the north to Malpas in the south. The ecological status of water bodies in the area varies, with some achieving good status while others require improvement. Ensuring regular maintenance of highways can prevent deterioration that might lead to increased runoff and pollution entering water bodies. Properly maintained roads can reduce the risk of contaminants reaching watercourses. Upgrading infrastructure to support sustainable transport modes can reduce vehicle emissions and runoff, which can positively impact water quality. By not supporting new road building projects that add capacity for general traffic, the policy helps to limit the increase in impermeable surfaces, which can contribute to surface runoff and water pollution. The policy allows for small-scale changes to tackle road danger hotspots, which can be designed to include measures that protect water quality, such as improved drainage systems. The policy's emphasis on limiting new road building and prioritizing sustainable transport modes can significantly protect and enhance water quality. By focusing on existing assets and sustainable development, it promotes a more environmentally friendly transport network. If not managed properly, the restriction on new road building could lead to congestion on existing roads, potentially increasing pollution and negatively impacting nearby water bodies. However, this can be mitigated through effective traffic management and maintenance.
Land resources	Protect land and soil quality	++	There is peatland within CW&C, specifically within the north between Ellesmere Port and Frodsham, and a small area within Chester city centre. a large proportion of the soil in the area is grade 3 Agricultural land. Protecting the best and most versatile agricultural land is a priority and development pressures can threaten these areas. By not supporting new road building projects that add capacity for general traffic, the policy helps to limit land disturbance and soil degradation. New roads often lead to soil

ISA Theme	ISA Objective	Summary of Effects	
			compaction, erosion, and loss of fertile land. The policy allows for small-scale changes to tackle road danger hotspots, which can be designed to minimize land and soil disruption. The policy's emphasis on limiting new road building and prioritizing sustainable transport modes can significantly protect land and soil quality. By focusing on existing assets and sustainable development, it promotes a more environmentally friendly transport network.
Health and wellbeing	Create a safe environment to live in and reduce the threat of crime	++	The policy supports small-scale changes to tackle priority road danger hotspots. By addressing these areas, the policy can reduce collisions and improve overall road safety, contributing to a safer environment. Regular maintenance can prevent deterioration that might lead to unsafe road conditions, thereby reducing the risk of collisions and enhancing safety. By upgrading infrastructure to support sustainable modes of transport, such as public transport, cycling, and walking, the policy encourages safer travel options. Well-designed pedestrian and cycling paths can reduce the risk of collisions and enhance community safety. Prioritizing infrastructure for public transport can reduce the number of vehicles on the road, potentially lowering the risk of traffic-related incidents. New road projects are only supported if they tackle priority road danger hotspots or are necessary for climate adaptation. This ensures that any new infrastructure is designed with safety in mind. The policy's emphasis on addressing road danger hotspots, promoting sustainable transport modes, and strict criteria for new road projects can significantly enhance safety and reduce the threat of crime.
	Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment	0	By focusing on upgrading and maintaining existing infrastructure, the policy ensures that the current transport network remains efficient and reliable. This can support economic activities by reducing travel times and improving connectivity.
	Maintain and improve the vitality and viability of the city, town and local centres	0	The policy is unlikely to affect the objective.
	Enable environments that promote health and wellbeing	+++	By focusing on sustainable transport modes and limiting new road capacity, the policy creates a healthier and more pleasant environment for residents. CP5 aims to promote active lifestyles by investing in infrastructure that supports walking, wheeling, and cycling. By developing accessible pathways and cycling lanes, it encourages residents to choose active travel over driving, creating a positive feedback loop that reduces car dependency and pollution. This is particularly beneficial for children, who currently have lower levels of physical activity. Additionally, since 1 in 6 CW&C households do not own a car, prioritizing active travel infrastructure can help address social exclusion and health deprivation in economically disadvantaged areas. CP5 discourages expanding road capacity for general traffic and promotes sustainable transport options like car sharing and car clubs to reduce private vehicle numbers and traffic noise. By maintaining and upgrading existing infrastructure to support quieter transport modes, CP5 aims to lower noise pollution. The HIA identified potential major positive effects.
Infrastructure	Make the best use of existing transport infrastructure	+++	The policy's emphasis on upgrading and maintaining existing infrastructure, promoting sustainable transport modes, and supporting sustainable development can significantly enhance the efficiency and effectiveness of the current transport network. By focusing on existing assets, the policy ensures that resources are used optimally.
	Ensure everyone has access to high quality and affordable public transport, cycling and walking infrastructure	+	In Cheshire West and Chester, there are several areas identified as experiencing high levels of deprivation. According to the Indices of Multiple Deprivation 2019, some of the most deprived areas include Lache, Winsford Blacon North and Blacon South. People from households in less deprived areas tend to own more cars and drive more per head of population than those from more deprived areas. Providing additional highways capacity for general traffic therefore disproportionately benefits the most privileged in society, embedding transport-related social exclusion for the most vulnerable. By focusing on upgrading and

ISA Theme	ISA Objective	Summary of Effects	
Equality			maintaining existing infrastructure, the policy can improve accessibility and connectivity in deprived areas, supporting regeneration efforts. Regular maintenance can ensure that roads and transport networks in deprived areas remain functional and safe, promoting economic activities and investment.
	Ensure everyone has access to high-speed digital connectivity	0	Though not explicit within the policy, CP5 supports upgrading existing infrastructure, which can include integrating digital connectivity improvements. For example, road maintenance and upgrades can incorporate the installation of fibre-optic cables or other technologies to enhance digital connectivity.
	Promote regeneration, particularly of deprived areas	0	In Cheshire West and Chester, there are several areas identified as experiencing high levels of deprivation. According to the Indices of Multiple Deprivation 2019, some of the most deprived areas include Lache, Winsford Blacon North and Blacon South. People from households in less deprived areas tend to own more cars and drive more per head of population than those from more deprived areas. Providing additional highways capacity for general traffic therefore disproportionately benefits the most privileged in society, embedding transport-related social exclusion for the most vulnerable. By focusing on upgrading and maintaining existing infrastructure, the policy can improve accessibility and connectivity in deprived areas, supporting regeneration efforts. Regular maintenance can ensure that roads and transport networks in deprived areas remain functional and safe, promoting economic activities and investment.
	Improve accessibility of transport services for all	+	CP5 focuses on road infrastructure and maintenance, primarily aiming to maximize the use of existing roads and support sustainable transport modes. While new road building projects are generally not supported, upgrading and maintaining roads to facilitate modal shifts may indirectly benefit equality groups by improving access to reliable and integrated transport. This could particularly help children, young people, disabled individuals, older people, and ethnic minorities who rely on public transport, though the impact is likely to be limited and attributed to other policies. CP5 may also have a small beneficial impact on reducing community severance by prioritizing infrastructure that supports public and active travel. This can improve accessibility for rural and deprived areas, older people, and disabled individuals, who often face barriers to safe and reliable transport. However, the overall impact is expected to be indirect and limited. The EqIA identified potential for minor positive effects.
	Improve affordability of transport services	0	CP5 makes no reference to the cost of the new public transport opportunities for user however, the policy's emphasis on promoting sustainable transport modes and limiting new road capacity can enhance the affordability of transport services. By focusing on public transport, cycling, and walking, the policy supports more cost-effective travel options for residents.
Landscape, Townscape and Heritage	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness, design and sense of place	++	Cheshire West and Chester is an attractive countryside with 16 diverse landscapes and five National Character Areas (NCAs). By not supporting new road building projects that add capacity for general traffic, the policy helps to limit landscape and townscape disruption. New roads can often lead to visual intrusion and loss of local character. The policy allows for small-scale changes to tackle road danger hotspots, which can be designed to minimize visual and ecological disruption. Ensuring regular maintenance of highways can prevent deterioration that might lead to landscape degradation. Properly maintained roads can reduce runoff and pollution, which benefits local ecosystems. New road projects are only supported if they do not adversely impact sites of significant ecological or heritage value. This ensures that any new infrastructure is carefully planned to protect the character and appearance of the landscape and townscape. Projects must provide access to development sites that align with sustainable design principles, likely to include measures to protect and enhance local distinctiveness and sense of place.
	Preserve and enhance heritage, the historic environment, culture and identity	++	CW&C has many listed buildings at Grade I, II*, and II. There is a Registered Park and Garden south of Chester city centre and a registered Battlefield southwest of Chester city centre. By not supporting new road building projects that add capacity for general traffic, the policy helps to limit disruption to heritage assets and the historic environment. New roads can often lead to loss of cultural and historical assets. The policy allows for small-scale changes to tackle road danger hotspots, which can be designed to minimize disruption to heritage assets.

ISA Theme	ISA Objective	Summary of Effects	
			Projects must provide access to development sites that align with sustainable design principles, which can include measures to protect and enhance heritage and the historic environment.

B.6 Core Policy 6 – Local issues, local voices

ISA Theme	ISA Objective	Summary of Effects	
Climate change & air quality	Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	+	Involving local residents, businesses, and interest groups in the design of transport policies can lead to solutions that address specific climate vulnerabilities, such as flooding. Local knowledge can be valuable in identifying areas at risk and developing effective mitigation strategies.
	Reduce the emission of greenhouse gasses, in particular CO ₂	0	Engaging local residents, businesses, and interest groups can lead to transport policies that prioritize sustainable modes of transport, such as walking, cycling, and public transport, which can reduce CO ₂ emissions.
	Protect air quality where it is of a high standard and to improve it elsewhere	+	Empowering communities to take responsibility for their transport networks can lead to initiatives that promote sustainable transport and reduce reliance on private vehicles, thereby lowering emissions and improving air quality.
Biodiversity, flora and fauna	Protect and enhance the borough's biodiversity and wildlife habitats	0	Engaging local residents, businesses, and interest groups can lead to transport policies that consider the impact on local biodiversity and wildlife habitats. Community input can help identify areas that need protection and enhancement. The HRA 2025 identified no LSE on designated sites.
Water	Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	+	Portions of CW&C is within Flood Zone 2 and 3, significantly near Ellesmere Port area and southwest of Neston along the floodplain of the River Dee. There is also a Flood Risk Area in Ellesmere Port due to the River Merse. Engaging local residents, businesses, and interest groups and key stakeholders can lead to transport policies that consider flood risks and incorporate measures to mitigate them. Community input can help identify vulnerable areas and effective flood prevention strategies. Including flood risk experts and environmental organizations in the collaboration process would ensure that flood risk reduction strategies are effectively integrated into transport policies.
	Protect and enhance the quality of the water environment	+	There are several source protection zones (SPZs) within the CW&C area, mostly seen within a central vertical belt transecting the CW&C boundary from Frodsham in the north to Malpas in the south. The ecological status of water bodies in the area varies, with some achieving good status while others require improvement. Engaging local residents, businesses, and interest groups and key stakeholders in Cheshire West and Chester can lead to transport policies that consider the impact on local water bodies.
Land resources	Protect land and soil quality	+	There is peatland within CW&C, specifically within the north between Ellesmere Port and Frodsham, and a small area within Chester city centre. In addition, a large proportion of the soil in the area is grade 3 Agricultural land. Protecting the best and most versatile agricultural land is a priority and development pressures can threaten these areas. In addition industrial activities and historical land use have led to soil contamination in some parts of the borough. Engaging local residents, businesses, and interest

ISA Theme	ISA Objective	Summary of Effects	
			groups and stakeholders in Cheshire West and Chester can lead to transport policies that consider the impact on land and soil quality. Community input can help identify areas where soil conservation is critical and promote practices that protect soil health.
Health and wellbeing	Create a safe environment to live in and reduce the threat of crime	0	Community input can help identify areas where safety improvements are needed and promote practices that enhance security. By seeking the views of under-represented groups in Cheshire West and Chester, the policy aims to create a comprehensive understanding of community needs, which can include preferences for safer transport options and environments.
	Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment	0	Including economic development experts and local businesses in the planning and implementation process would ensure that strategies to support economic growth are effectively integrated into transport policies.
	Maintain and improve the vitality and viability of the city, town and local centres	0	Involving local residents, businesses, and interest groups in transport policy design can lead to solutions that enhance the vitality of local centres. Community input can help identify key areas for improvement and ensure that transport services support local economies. Empowering communities to take responsibility for their local transport networks can foster a sense of ownership and proactive management, leading to vibrant and viable local centres. Community-led initiatives can enhance local transport services and support economic activities.
	Enable environments that promote health and wellbeing	++	CP6 empowers communities to take responsibility for their local transport networks by involving local businesses and stakeholders in the design and implementation of transport services. Initiatives like the Highways Volunteer Scheme encourage residents to create pedestrian-friendly and cyclist-friendly environments, promoting active travel. Seeking input from underrepresented groups ensures all community members' needs are met, fostering a shift to active lifestyles. By prioritizing sustainable and less noisy transport modes, CP6 aims to reduce reliance on private motor vehicles, which are significant sources of noise pollution. Community engagement in transport planning supports the development of quieter, more pedestrian-friendly areas, likely reducing environmental noise pollution from road traffic sources.
Infrastructure	Make the best use of existing transport infrastructure	+	Collaborating with stakeholders and local communities can lead to more efficient use of existing transport infrastructure. Engaging diverse groups ensures that transport solutions are optimized based on local needs and existing resources. Community input can help identify areas where current infrastructure can be improved or repurposed. In addition, empowering communities to take responsibility for their local transport networks can lead to more effective use of existing infrastructure.
	Ensure everyone has access to high quality and affordable public transport, cycling and walking infrastructure	+	Core Policy 6 supports the objective of ensuring everyone has access to high quality and affordable public transport, cycling, and walking infrastructure by fostering collaboration, community involvement, and empowerment. By engaging local communities, the policy can lead to transport solutions that enhance access, quality, and affordability for all.
	Ensure everyone has access to high-speed digital connectivity	+	Involving local residents, businesses, and interest groups in transport policy design can help identify areas where digital connectivity is lacking and integrate solutions to improve access.
Equality	Promote regeneration, particularly of deprived areas	+	The policy follows two principles, both of which will beneficially impact the provision of reliable and accessible transport: firstly, engaging with residents, businesses, and stakeholders when making decisions, and secondly empowering and enabling communities to take responsibility for local transport in their area where possible. Engaging with local communities will allow them

ISA Theme	ISA Objective	Summary of Effects	
			to advise on current issues with access to transport and allow the council to better understand how lack of transport access is impacting socio- economic conditions across the region, and target interventions accordingly.
	Improve accessibility of transport services for all	++	CP6 aims to provide reliable, integrated, and accessible transport alternatives to private car travel for equality groups in CW&C by working with stakeholders, operators, and local communities. The policy emphasizes engaging with residents and empowering communities to take responsibility for local transport, which can help address gaps in regional services and improve the transport network. Improved access to reliable transport may benefit children, young people, disabled individuals, older people, and ethnic minorities who rely on public transport. However, these groups are often 'seldom heard' and may face barriers to participation in public consultations. CP6 may also reduce community severance by increasing accessibility to services and facilities, particularly benefiting rural and deprived areas. The overall impact on severance is likely to be limited, depending on successful community engagement and inclusive policy design.
	Improve affordability of transport services	+	This core policy may have an indirect impact on public transport costs for the user, if this is raised during consultation and changes are subsequently implemented. Groups who could benefit from this include young people, older people, women, people from deprived areas, people from ethnic minority groups and disabled people. However the potential for this impact is dependent on the success of the engagement being conducted in an inclusive and accessible way which ensures everybody is able to participate; and ensuring that future policies are designed in a way which reflects the needs of the community.
Landscape, Townscape and Heritage	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness, design and sense of place	+	Cheshire West and Chester is an attractive countryside with 16 diverse landscapes and five National Character Areas (NCAs). By engaging local communities, the policy can lead to transport solutions that respect and integrate local distinctiveness, design, and sense of place, ensuring comprehensive preservation and enhancement.
	Preserve and enhance heritage, the historic environment, culture and identity	++	CW&C has many listed buildings at Grade I, II*, and II. There is a Registered Park and Garden south of Chester city centre and a registered Battlefield southwest of Chester city centre. Collaborating with stakeholders and local communities can lead to transport policies that respect and integrate local heritage and cultural values. Engaging diverse groups ensures that transport solutions consider the preservation of historical and cultural sites.

B.7 Core Policy 7 – Protecting our people, our neighbourhoods and our environment

ISA Theme	ISA Objective	Summary of Effects	
Climate change & air quality	Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	+	Creating green spaces, biodiverse habitats and using nature-based solutions helps to increase climate resilience by providing cooling and shading, flood attenuation and storage and connected habitats for wildlife.
	Reduce the emission of greenhouse gasses, in particular CO ₂	++	By safeguarding wildlife habitats and peatlands, the policy helps maintain natural carbon sinks. Peatlands, in particular, are significant carbon stores Creating green spaces and biodiverse habitats contributes to carbon sequestration. Nature-based solutions, such as urban forests and wetlands, can absorb CO ₂ . Promoting physical activity and social interaction through accessible green spaces can reduce reliance on motorized transport, thereby lowering CO ₂ emissions and improving road safety and reducing community severance can encourage walking and cycling, which are low-emission modes of transport. Conducting sustainability appraisals ensures that environmental impacts, including CO ₂ emissions, are considered in decision-making processes.
	Protect air quality where it is of a high standard and to improve it elsewhere	+	Promoting physical activity and social interaction through accessible green spaces can reduce reliance on motorized transport, thereby lowering CO ₂ emissions and improving air quality. Improving road safety can reduce congestion leading to reduced emissions.
Biodiversity, flora and fauna	Protect and enhance the borough's biodiversity and wildlife habitats	+++	The policy explicitly aims to protect wildlife habitats and peatland, which are crucial for biodiversity. This aligns well with the objective of protecting and enhancing biodiversity. It is necessary that all transport projects undergo thorough environmental impact assessments to identify and mitigate potential threats to designated sites. Creating green spaces and biodiverse habitats can significantly enhance local biodiversity. The policy's focus on biodiversity net gain ensures that new projects contribute positively to the environment. It is recommended to monitor the implementation of biodiversity net gain to ensure it is effectively contributing to the enhancement of wildlife habitats. Use native species in green spaces to support local ecosystems. Nature-based solutions for climate resilience, such as green roofs and rain gardens, can provide habitats for various species and enhance urban biodiversity. A Habitats Regulation Assessment (HRA) stage 1 has determined there will be no likely significant effects (LSE) on designated sites.
Water	Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	++	Portions of CW&C is within Flood Zone 2 and 3, significantly near Ellesmere Port area and southwest of Neston along the floodplain of the River Dee. There is also a Flood Risk Area in Ellesmere Port due to the River Mersey. Safeguarding wildlife habitats and peatlands can help maintain natural water absorption areas, reducing surface runoff and flood risk. Creating green spaces and biodiverse habitats can improve urban drainage and reduce flood risk. Nature-based solutions, such as wetlands and green roofs, can absorb excess rainwater and mitigate flooding. Improving access to nature and using nature-based solutions enhances climate resilience, which includes flood mitigation. Enhancing road safety and reducing community severance can lead to better-designed infrastructure that is more resilient to flooding. Conducting sustainability appraisals ensures that flood risk is considered in the planning and design of transport projects. This includes assessing the vulnerability of infrastructure to flooding and implementing measures to enhance resilience.

ISA Theme	ISA Objective	Summary of Effects	
	Protect and enhance the quality of the water environment	+	By safeguarding wildlife habitats and peatlands, the policy helps maintain natural water filtration systems. Peatlands, for example, can filter pollutants and improve water quality. Creating green spaces and biodiverse habitats can improve urban water management. Nature-based solutions, such as wetlands and green roofs, can filter stormwater, reduce runoff, and enhance water quality. Ensuring new schemes deliver biodiversity net gain can lead to healthier ecosystems that support clean water. Conducting sustainability appraisals ensures that water quality impacts are considered in the planning and design of transport projects. This includes assessing potential pollution sources and implementing measures to mitigate them.
Land resources	Protect land and soil quality	+++	There is peatland within CW&C, specifically within the north between Ellesmere Port and Frodsham, and a small area within Chester city centre. A large proportion of the soil in the area is grade 3 Agricultural land. Protecting the best and most versatile agricultural land is a priority and development pressures can threaten these areas. By safeguarding environmentally important landscapes such as wildlife habitats and peatland, the policy helps prevent soil erosion and degradation. Peatlands, in particular, are crucial for carbon storage and maintaining soil health. Sustainability appraisals ensure that environmental impacts, including those on soil quality, are considered in transport project planning.
Health and wellbeing	Create a safe environment to live in and reduce the threat of crime	0	The policy's focus on creating green spaces and biodiverse habitats enhances environmental quality and provides opportunities for physical activity, social interaction, and access to nature, all of which are crucial for health and wellbeing.
	Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment	0	Conducting sustainability appraisals for new transport proposals ensures that environmental and social considerations are integrated into decision-making. This holistic approach supports long-term economic resilience by prioritizing sustainable development.
	Maintain and improve the vitality and viability of the city, town and local centres	0	Chester city centre and other town centres like Ellesmere Port and Northwich are key areas for economic activity. Creating green spaces and biodiverse habitats, improving access to nature, and using nature-based solutions contribute to the environmental quality and health of urban areas. These initiatives can make city centres more attractive and liveable, promoting social interaction and physical activity, which are essential for vibrant communities. Effects will depend on where green areas are developed and improved.
	Enable environments that promote health and wellbeing	++	The policy recognises the need for Improving access to nature and greenspace in particular with communities in Ellesmere Port, Chester and Winsford. CP7 aims to enhance inclusivity, health, and environmental quality by creating green spaces and biodiverse habitats, encouraging interaction with nature for physical and mental health benefits. It addresses unequal health outcomes by improving access to open areas, particularly in urban-adjacent regions. With a higher share of overweight or obese adults and lower physical activity among children in CW&C, CP7 promotes active lifestyles through better access to green spaces. The policy prioritizes protecting landscapes and enhancing green spaces, using nature-based solutions to improve climate resilience and reduce noise pollution. By addressing road danger and public safety, CP7 contributes to quieter streets, mitigating the widespread health impacts of noise pollution.

ISA Theme	ISA Objective	Summary of Effects	
Infrastructure	Make the best use of existing transport infrastructure	+	CP7 has potential to enhance the utility of current networks by creating green spaces and biodiverse habitats, improving access to nature, and reducing road danger and community severance. Sustainability appraisals ensure that new proposals are environmentally and socially considerate, optimizing the use of existing infrastructure while promoting health and wellbeing.
	Ensure everyone has access to high quality and affordable public transport, cycling and walking infrastructure	++	The policy's emphasis on environmental protection, inclusivity, health, and safety can enhance the quality of public transport, cycling, and walking infrastructure. The policy's focus on reducing road danger and public safety concerns can make cycling and walking infrastructure safer and more attractive. This can encourage more people to use these modes of transport, improving their affordability and accessibility. Addressing community severance can enhance the connectivity of transport networks, making it easier for residents to access public transport, cycling, and walking routes. Conducting sustainability appraisals for new transport proposals ensures that environmental and social considerations are integrated into decision-making. This can lead to the development of high-quality and affordable transport infrastructure that meets the needs of all residents.
	Ensure everyone has access to high-speed digital connectivity	0	By enhancing inclusivity and accessibility in transport projects, the policy may mean improvements in digital connectivity are considered for all residents, however digital improvements are not explicit within the policy.
Equality	Promote regeneration, particularly of deprived areas	+	Improving access to nature and greenspace is particularly important for deprived areas, urban areas recognised likely to benefit within the borough include Ellesmere Port, Chester and Winsford. Improving road safety and reducing public safety concerns can also make deprived areas more accessible and attractive for regeneration. Safe and inclusive transport networks can facilitate social interaction and economic activity. Implementing nature-based solutions can improve climate resilience and environmental quality in deprived areas, making them more attractive for regeneration. Green infrastructure can also provide job opportunities and stimulate local economies. Conducting sustainability appraisals ensures that regeneration projects consider environmental and social impacts, supporting holistic and sustainable development in deprived areas.
	Improve accessibility of transport services for all	++	CP7 aims to improve access to reliable and integrated transport for equality groups in CW&C by addressing environmental and social considerations in transport proposals. This includes reducing road danger, public safety concerns, and community severance, creating a safer environment for pedestrians and commuters. Improved road and pedestrian safety, as well as reduced severance, particularly benefit children, older people, disabled individuals, and those from deprived areas. The policy also focuses on providing accessible alternatives to private car travel, enhancing public transport networks and active travel options. This is expected to improve access to services, employment, education, and social ties, especially for those in rural and deprived areas. CP7's emphasis on reducing community severance ensures that transport projects target areas with the most need, benefiting groups reliant on public transport and those with limited access to cars.
	Improve affordability of transport services	++	This core policy may affect public transport costs for the user. The policy states that all new transport proposals will have to consider social impacts as part of their development. This should include the affordability impacts of the proposals and examine ways to reduce to costs on the user. Certain groups are more likely to be impacted by public transport costs, including young people not in education, employment or training (NEET), students, older people, disabled people, women, and people from ethnic minorities. Disabled people without cars may further benefit as this groups is overrepresented within the population of CW&C
Landscape, Townscape and Heritage	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining	++	Cheshire West and Chester is an attractive countryside with 16 diverse landscapes and five National Character Areas (NCAs). By safeguarding environmentally important landscapes and heritage assets, CP7 ensures that transport projects do not compromise the natural and cultural character of the area. This helps maintain local distinctiveness and sense of place. Creating green spaces and biodiverse habitats enhances the aesthetic and ecological value of the townscape, contributing to a more attractive and distinctive environment.

ISA Theme	ISA Objective	Summary of Effects	
	and strengthening local distinctiveness, design and sense of place		Using nature-based solutions to improve climate resilience and facilitating social interaction and inclusion supports the development of transport infrastructure that blends seamlessly with the existing landscape and townscape.
	Preserve and enhance heritage, the historic environment, culture and identity	++	CW&C has many listed buildings at Grade I, II*, and II. There is a Registered Park and Garden south of Chester city centre and a registered Battlefield southwest of Chester city centre. The policy's focus on protecting landscapes, enhancing environmental quality, and using nature-based solutions supports the conservation of cultural and historical values. Ensuring that sustainability appraisals include heritage considerations will further strengthen this alignment.

C. Health Impact Assessment

See separate Appendix C: Health Impact Assessment

D. Equality Impact Assessment

See separate Appendix D: Equality Impact Assessment

E. Consultation Log and Updates

Table E.1: CW&C LTP4 Core Strategy ISA Consultation - Natural England Response

Ref	Document	Section	Comment	Response/Action
NE1	HRA Report	General	Natural England notes that the Habitats Regulations Assessment (HRA) has not been produced by your authority, but by Mott McDonald. As competent authority, it is your responsibility to produce the HRA and be accountable for its conclusions. We provide the advice enclosed on the assumption that your authority intends to adopt this HRA to fulfil your duty as competent authority.	Noted. The HRA has been produced by MM on behalf of CW&C (client) as a key supporting document to the LTP4 Core Strategy. It has been consulted on by CW&C and will be included in the adoption of the LTP4 Core Strategy by Council. As the competent authority, CW&C will adopt the HRA.
NE2	HRA Report	General	Natural England notes that your authority, as competent authority under the provisions of the Habitats Regulations, has screened the proposal to check for the likelihood of significant effects. Your assessment concludes that the proposal can be screened out from further stages of assessment because significant effects are unlikely to occur, either alone or in combination. This conclusion has been drawn having regard for the measures built into the proposal that seek to avoid all potential impacts.	Noted - see comments below.
NE3	HRA Report	General	On the basis of information provided, Natural England's advice is that this proposed development may contain measures intended to avoid or reduce the likely harmful effects on a European sites which cannot be taken into account when determining whether or not a plan is likely to have a significant effect on a site and requires an appropriate assessment (following the People Over Wind ruling by the Court of Justice of the European Union).	The LTP4 consist of the Core Strategy and Policy Papers. Currently only the Core Strategy is drafted which sets out high level policy. It is not location specific and does not include any proposed transport projects. The Core Strategy only includes Core policies that state the vision of the Core Strategy. It does not contain development mitigation. The policies themselves have been screened in the HRA, these do not include mitigation. Once the Policy Papers are drafted the HRA will be updated to screen the Policy Papers and Appropriate Assessment may be required. It is likely that specific developments may need to go through an HRA at the project level . But at the strategy level it is not possible to know if this will happen. This is a consequence of the planning process not a mitigation of the Core Strategy.

Ref	Document	Section	Comment	Response/Action
NE4	HRA Report	General	Natural England advises that it is a matter for your Authority to decide whether an appropriate assessment of this proposal is necessary in light of the People Over Wind ruling. In accordance with the Conservation of Habitats and Species Regulations 2017 (as amended), Natural England must be consulted on any appropriate assessment your Authority may decide to make.	The LTP4 consist of the Core Strategy and Policy Papers. Currently only the Core Strategy is drafted which sets out high level policy. It is not location specific and does not include any proposed transport projects. The Core Strategy only includes Core policies that state the vision of the Core Strategy. Once the Policy Papers are drafted the HRA will be updated to screen the Policy Papers and Appropriate Assessment may be required. It is likely that specific developments may need to go through an HRA at the project level .
NE5	HRA Report	Table 3.2: Screening of the CW&C LTP4 Core Policies	Natural England identify the following proposed policies include reference to the potential for a project-level HRA: Core Policy 1 – Putting the vision at the heart of decisions, Core Policy 2 – Travel demand and influencing travel behaviour and Core Policy 5 – Making the most of our existing streets. This may be perceived as mitigation in response to a likely significant effect to a designated site. Therefore, we advise the justification wording is wording amended to provide further clarity and should any impacts remain, we advise progression to Appropriate Assessment.	The Core Strategy policies have been screened as part of the HRA process, these do not contain mitigation measures, they just set the high-level policy direction for future transport in the Borough which we will be detailed in the Policy Papers (not yet drafted or assessed). At this stage no mitigation measures have been identified as at the Strategy level no LSE have been identified. Once developments have been identified they will go through HRA screening (if needed) to check if they may result in LSE, as it is required by the planning process.
NE6	ISA Report	Scoping Report	Natural England welcome that our previous comments (reference: 457907, dated 23 February 2024) have largely been addressed within the Integrated Sustainability Appraisal.	Noted, no action.
NE7	ISA Report	1.0 Introduction: Table 1.3: LTP4 Core Strategy Policies CP5 – Making the most of our existing streets	Natural England advise that this section may require an amendment to include the criteria where new schemes will be supported. We advise there is a cross-theme relationship with CP7 –Protecting our people and our planet and may require further consideration of potential impacts as discussed below.	This comment relates to the LTP wording itself. Headline criteria have now been included in the main policy wording, rather than just the supporting text. These will be further refined and developed as part of the more detailed Policy Papers stage of LTP4 development, which will be subject to separate appraisal
NE8	ISA Report	1.0 Introduction: Table 1.3: LTP4 Core Strategy Policies CP7 – Protecting our people and our planet	We support reference to environmental important landscapes include wildlife, habitats and peat. This also has an inferred relationship to designated sites but could be strengthened to explicitly reference this. Natural England welcome reference to access to nature, nature-based solutions and environmental gains. We also highlight that climate change resilience is also achieved by creating a network of habitats/ wildlife corridors	This comment relates to the LTP wording itself. The Council have not included direct reference to designated sites as this wouldn't mean anything to the average reader. However, the Council agree that the topics identified are directly related to designated sites. Core Policy 5 has been updated to reflect the importance of biodiversity, drainage and green infrastructure as part of increasing resilience to climate change

Ref	Document	Section	Comment	Response/Action
NE9	ISA Report	4.0 Climate Change and Air Quality	This section largely focuses on human health but is also important to biodiversity assets including designated sites and deep restorable peat. We acknowledge the approach to consider these issues and opportunities under biodiversity, flora and fauna matters as per Section 4.5 Key sustainability issues and opportunities. Natural England note the signposting to relevant paragraphs may require an update due to the duplication of Section 4.5 made within this section.	Noted.
NE10	ISA Report	4.0 Climate Change and Air Quality	Regarding effects on general air quality (regional or national), we advise that in addition to assessing local air quality effects, consideration should also be given to national air quality impacts resulting from diffuse pollution over a greater area. The UK Government has international commitments to reduce national emissions of pollutants and consideration should be given to impacts that occur on a regional, national and international scale and which also contribute to background concentrations.	National air quality impacts have been added and reference to UK Government international commitments added to policy context, sustainability issues and opportunities and influence of LTP 4 sections.
NE11	ISA Report	5.0 Biodiversity, Flora and Fauna 5.2 Baseline information	Functionally Linked Land: As part of the consideration of designated sites, Natural England signpost the following resources in relation to Functionally Linked Land (FLL): Identification of Functionally Linked Land Supporting Special Protection Areas (SPAs) waterbirds in the North West of England (NECR361), NECR483 Edition 1 Identification of Functionally Linked Land in the North West of England – Phase 2 (NECR483) and our SSSI Impact Risk Zones GIS dataset accessible from the data.gov.uk website. These resources can be used to initially inform areas of FLL.	Information on functionally linked land has been included in the baseline. The HRA will also consider FLL as part of the assessment process for designated sites.
NE12	ISA Report	5.0 Biodiversity, Flora and Fauna 5.2 Baseline information	Local Nature Recovery Strategies: Local Nature Recovery Strategies (LNRS) may be utilised as a tool to identifying and protecting land for nature recovery and increasing protection for local wildlife sites, priority habitats and peatlands in order to deliver nature recovery. This will produce a larger and better-connected network of habitats that are resilient to the effects of climate change. Natural England signpost Cheshire and Warrington Local Nature Recovery Strategy consultation Participate Now.	Reference to the Cheshire and Warrington LNRS is included in Section 5.3. Further information has also been added to Section 5.2.

Ref	Document	Section	Comment	Response/Action
NE13	ISA Report	5.0 Biodiversity, Flora and Fauna 5.6 ISA Scope and Influence on the LTP4	Mobile Species: We advise there is also consideration of notified features which are mobile.	Mobile species has been added to Section 5.6.
NE14	ISA Report	5.0 Biodiversity, Flora and Fauna 5.6 ISA Scope and Influence on the LTP4	Air Quality: Proposals which are likely to generate additional nitrogen emissions as a result of increased traffic generation can be damaging to the natural environment. The effects on local roads in the vicinity of the proposed development on nearby designated nature conservation sites (including increased traffic, construction of new roads, and upgrading of existing roads), and the impacts on vulnerable sites from air quality effects on the wider road network in the area (a greater distance away from the development) can be assessed using traffic projections and the 200m distance criterion followed by local Air Quality modelling where required. We consider that the designated sites at risk from local impacts are those within 200m of a road with increased traffic ¹ , which feature habitats that are vulnerable to nitrogen deposition/acidification.	Text on impacts of nitrogen emissions added to Section 5.6. The Core Strategy doesn't contain any location specific policies. However, when the Policy Papers are assessed, location specific policies or interventions will be considered in terms of traffic increase, effects on nitrogen emissions and effects on designated sites within 200m.
NE15	ISA Report	5.0 Biodiversity, Flora and Fauna 5.7 ISA framework	We offer the following amendment to the following Appraisal Criteria: Will it affect designated or non-designated sites, irreplaceable habitats or assets, or areas of priority habitat?	Irreplaceable habitat added to appraisal criteria.
NE16	ISA Report	6.0 Water	Natural England welcome reference to matters such as water quality and flooding. Transport schemes have the potential to degrade water quality or cause changes to water levels in the absence of a good quality design, location and/or mitigation. Therefore, we highlight some water sensitive designated sites and deep restorable peat can be sensitive to a severance in their water supply which is required to maintain presence.	Potential impacts to water sensitive designated sites and deep restorable peat from water quality and water level changes from transport has been included in Section 6.5.

Ref	Document	Section	Comment	Response/Action
NE17	ISA Report	7.0 Land Resources 7.1 Policy Context	The importance of peat should be recognised as both a key issue and opportunity as a nature based solution for climate change adaption and resilience. Natural England do not support the principle of developing on restorable deep peat and we do not support peat extraction in light of Natural England's statutory purpose (Section 2 of the Natural Environment and Rural Communities Act 2006) and the Environmental Improvement Plan 2023. Peatlands are England's largest terrestrial carbon store, containing hundreds or even thousands of tonnes of carbon per hectare. Their importance for climate change mitigation has been reviewed in detail by Natural England in Gregg et al, 2021: see Carbon Storage and Sequestration by Habitat 2021 - NERR094. Excavating and draining peat leads to high emissions of greenhouse gases. Degraded state of peatlands has made them the largest source of emissions of greenhouse gases to the atmosphere from land use in the UK, exceeding carbon uptake in forests. More information can be found within the Implementation of an Emissions Inventory for UK Peatlands. Development on peat leads to a permanent loss of an irreplaceable habitat through extraction or sealing. Natural England do not support the principle of development or extraction of deep restorable peat. The removal of peat on-site can cause implications to the natural drainage of wider peat assets, beyond the Application Site. This leaves areas of peat fragmented due to a severance of water supply and can cause localised draw down in the water table. The modification of the deep restorable peat renders the proposal area and wider landscape difficult, if not impossible to restore in the future. The sealing of peat with impermeable surfaces will also fundamentally change the nature of the underlying peat, as natural processes cannot continue.	Peat is considered throughout Chapter 7. The baseline includes a map of peatland areas in the Borough. Additional text on implications for peat has been included in the baseline. The key issues and opportunities includes peatland degradation and carbon emissions, and nature-based solutions and climate resilience. Section 7.5 updated to include Natural England's stance in light of its statutory purpose.
NE18	ISA Report	11 Landscape, Townscape, Heritage and the Historic Environment	In light of recent updates to the Sandstone Ridge landscape, we advise this section is amended. You may still wish to consider this valued landscape at a local level.	Text mentioning Sandstone Ridge as a National Landscape has been updated throughout the report.

Ref	Document	Section	Comment	Response/Action
NE19	ISA Report	14.2 Monitoring Proposals	As set out in Planning Practice Guidance, you should be monitoring the significant environmental effects of implementing the current local plan. This should include indicators for monitoring the effects of the plan on biodiversity (NPPF para 117). The natural environment metrics in the baseline information are largely driven by factors other than the plan's performance. They are thus likely to be of little value in monitoring the performance of the Plan. It is important that any monitoring indicators relate to the effects of the plan itself, not wider changes. Bespoke indicators should be chosen relating to the outcomes of development management decisions. Whilst, it is not Natural England's role to prescribe what indicators should be adopted, the following indicators may be appropriate. Biodiversity: • Number of planning approvals that generated any adverse impacts on sites of acknowledged biodiversity importance • Percentage of major developments generating overall biodiversity enhancement • Hectares of biodiversity habitat delivered through strategic site allocations • Recognising the value of nature-based solutions, such as number of trees planted, hectares of flood plain; area of land enhanced through biodiversity net gain; hectares of peat engaged in restoration efforts; hectares of trees planted and enhanced • Tonnage of emissions generated annually from roads • Hectares of peat lost to development/ hectares of peat under restoration efforts Landscape: • Amount of new development in AONB/National Park commentary on likely impact Green infrastructure: • Percentage of the city's population having access to a natural greenspace within 400 metres of their home • Length of greenways constructed	The indicators included in the monitoring section are the LTP4 performance indicators (not indicators recommended from the ISA process). A more detailed monitoring plan will be developed once the LTP4 Policy Papers assessment has been undertaken as part of the ISA process. The recommended indicators from Natural England have been included and also adopted in the ISA Framework. Note that the recommendations were Local Plan focussed, so some wording has been changed to reflect the LTP4.

Table E.2: CW&C LTP4 Core Strategy ISA Consultation - Historic England Response

Ref	Document	Section	Comment	Response/Action
HE1	ISA Report	Context and baseline information	Baseline information should describe the current and future state of the historic environment, providing the basis for identifying sustainability issues, predicting and monitoring effects and alternative ways of dealing with them. It can use both quantitative and qualitative information and should be kept up to date. It is important that meaningful conclusions can be drawn from the baseline information; what it means for the Plan and how the historic environment is to be dealt with.	Noted. The report includes current and future baseline and key trends which have helped to identify sustainability issues and effects.
HE2	ISA Report	Context and baseline information	The Historic Environment is covered in Section 11. The mapping used in this section (page 132) is a good idea but its scale means that there is difficulty reading it. The Chester and Broughton AAI boundary should also be mapped as should listed buildings. The current map excludes them and the latter which given the map includes other designated heritage assets, should be included. It also seems reasonable for clarity and to avoid confusion, not to map assets outside the plan boundary.	Maps have been changed to be presented in a full A4 landscape page. The Chester and Broughton AAI boundary has been added to the map. A separate map for listed buildings has been added so that the current map didn't become too cluttered. Maps clearly show the CW&C boundary; it is proposed not to clip maps just to the boundary given the potential for transboundary effects.
HE3	ISA Report	Context and baseline information	The report should address key issues for the Borough and how the Local Transport Plan can affect and improve/manage this. The document should provide any evidence or any reasons for any threats or enhancements to the historic environment across the Plan area that the LTP seeks to address. The baseline information in the scoping report on the historic environment should include 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. This not only involves undesignated (or local heritage assets) but the potential for unrecorded archaeology, and historic landscape character areas for example. It is also important that this section refers to setting, as this is an important part of the significance of an asset.	Noted. The baseline includes reference to undesignated heritage assets, unrecorded archaeology and landscape character areas. Sources such as the Cheshire Historic Landscape Characterisation study has been referenced to demonstrate the Borough historic landscape and culture as well as how past communities have shaped the modern landscape.
HE4	ISA Report	Context and baseline information	The NPPF recognises the importance of undesignated heritage assets and therefore this should be included within the baseline data. The source of this information should be included within the scoping report; references made to them and recognise the opportunities for their enhancement and contribution to other aspects of the Plan area.	Undesignated heritage assets are referenced in the baseline including reference to the HER. Given the Borough-wide nature of the plan it is not appropriate to list them out, however, they were considered in the assessment for spatial policies or interventions. Reference is made in the key issues and opportunities section on the importance of undesignated heritage assets and their contribution.

Ref	Document	Section	Comment	Response/Action
HE5	ISA Report	Context and baseline information	The importance of local character and identity including the landscape and townscape of an area is an important consideration. The scoping report should recognise the importance of this, and the source of this information should also be included within the scoping report, with reference made to them in key issues and opportunities.	The baseline includes details from the Heritage Strategy for Cheshire West and Chester and the Cheshire Historic Landscape Characterisation study, both of which recognise the importance on local character and identity. Wording has been updated to make this clearer.
HE6	ISA Report	Context and baseline information	The report makes reference to the use of historic green spaces for community gardens and allotments. Any re-use of a historic green space will be subject to the necessary planning permission/listed building consent. Is this really an issue for the historic environment, heritage assets and their setting in terms of the LTP? This section is not tailored to the Plan in question which is the Local Transport Plan and we would expect that this to identify those that relate to this and the historic environment. The section is that more of a Local Plan.	The examples given are part of the baseline to demonstrate the value that heritage makes in the Borough. The section has been reviewed and updated where appropriate
HE7	ISA Report	Context and baseline information	The key trends and future evolution of the baseline (Section 11.3) does not include anything transport related and the information used is more Local Plan led. Outside of the HAR register and CAA and HER entries there is little that has been identified. This information is publicly available.	The key trends and future evolution provide context for the Borough. Trends for things such as visitor numbers to heritage assets demonstrate the need for sustainable transport link to these assets. The section has been reviewed and updated where appropriate.
HE8	ISA Report	Context and baseline information	Section 11.4 states some evidence gaps. The text says that there is no significant evidence gaps but then lists some that is being produced. It is expected that this be clearer. Would the lack of a CAA be a significant gap in the data for example?	Section has been updated to make clearer and acknowledge the CAA on-going work is a data gap.
HE9	ISA Report	Relevant Plans, Programmes and Policies	In terms of the plans and policies identified (Appendix A), this needs to cover all those relevant at an international, national and local level that would have a direct bearing for the historic environment. In addition, it might be worth including some other Historic England Advice Notes (see link at the beginning of this letter).	Plans and programmes have been reviewed and updated.
HE10	ISA Report	Relevant Plans, Programmes and Policies	The list of plans and programmes reviewed is contained in section 11.1. The opening paragraph says that the following section 'explains what they are, key objectives and themes and implications for the ISA and LTP'. Yet this has not been undertaken here but in Appendix A.	Section 11.1 refers to Appendix A in the opening sentence and explains that section 11.1 is a summary of some of the key plans: <i>"A full review of the plans and programmes relevant to the LTP4 is presented in Appendix A structured by topic and the relevant plans for Landscape and Heritage are bulleted in the box below. This section pulls out a few of the key plans and explains what they are, key objectives and themes and implications for the ISA and LTP4."</i>

Ref	Document	Section	Comment	Response/Action
HE11	ISA Report	Relevant Plans, Programmes and Policies	I know the document mentioned it, but it is still worth noting. The Chester and Boughton Area of Archaeological Importance (AAI) is one of only five AAIs designated in England. An Area of Archaeological Importance is a designated zone where significant archaeological remains are known or expected to exist. These areas receive special protection to ensure that any development considers the potential impact on archaeological remains. The Chester Urban Archaeological Plan is on the website.	Further text has been added to the baseline bullet point on the Chester & Boughton AAI. Chester Urban Archaeological Plan is included in the plans and programme review.
HE12	ISA Report	Sustainability Issues	Section 11.4 lists the key sustainability issues for the local transport plan. It contains no information as to what are the specific issues that a transport plan and its proposals have on the historic environment, heritage assets and their setting. For example, public transport infrastructure, climate change issues such as electric cars and the associated requirements, parking, etc. It is unclear what a 'sensitive location' is in terms of the historic environment. A proposal can either harm or not harm the significance of a heritage asset and its setting for example.	Transport development including its design and location in relation to potential impacts on heritage assets is included in the sustainability issues section. This has been further expanded to include additional aspects such as Eves, parking, public transport, active travel and climate change. 'Sensitive location' was about careful siting of transport infrastructure in relation to heritage assets. the wording has been updated to better reflect this.
HE13	ISA Report	Sustainability Objectives	It is important that the role the historic environment plays in sustainable development and the contribution it makes to delivering social, cultural, economic and environmental benefits is recognised. The historic environment underpins sustainable development and therefore, it may warrant including in other objectives including the need for specific reference to landscape character.	The historic environment does play a role in sustainable development outcomes, and this was considered in the assessment. To avoid duplication additional objectives have not been added. Landscape character is included in the ISA Objective.
HE14	ISA Report	Sustainability Objectives	It is important to consider the area's culture and how the Local Transport Plan will deal with this. Also, the Government's agenda on good design means that there should be reference to it here as well.	The ISA objective considers culture, and this has been taken through into the assessment. Reference to the Government's National Design Guide has been included in the P&P review and in the sustainability issues and opportunities sections.

Ref	Document	Section	Comment	Response/Action
HE15	ISA Report	Sustainability Objectives	Section 11.6 outlines the scope and influence for the LTP. This should flow from the previous sections, but this does not seem to be the case. There needs to be consistency as it sometimes refers to heritage, heritage assets and their setting, historic environment and heritage sites. It would be better for consistency if the historic environment, heritage assets and setting as well as archaeology was used. Given the area being designated as one of Archaeological importance (AAI) the report would expect this to feature throughout the scoping report and within its issues and management	Terminology has been reviewed and updated for consistency. Flow through the sections has also been reviewed. Reference to the AAI and its implications has been further included in relevant sections.
HE16	ISA Report	Sustainability Objectives	Section 11.7 outlines the Sustainability Appraisal Framework. We welcome the inclusion of the topic on the historic environment. Some comments are as follows: - One of the indicators refers to the impact upon heritage assets from a transport scheme. Should this be substantiated? Should it not be about harming a heritage asset and its setting? - What about setting? - What does it mean about a transport project affecting the HAR register? - The ISA objective refers to culture and identity but there is little within the scoping report that deal with this. - The appraisal criteria mentions local character, culture and identity. This needs to be mentioned throughout the scoping report. - The indicators for this do not seem to relate to the appraisal topic. - In terms of archaeological remains other indicators are as important than just preservation in situ. What about harm or total loss, improvements etc? It is important that the appraisal criteria and indicators lead on from the issues identified for the historic environment. For example, those included in the scoping report do not seem to be justified earlier on. The aims of the local plan need to be supported by evidence and this report should reflect this requirement.	Indicator on impacting heritage assets has been revised to harm of heritage asset and their setting. HAR register - Indicators wording updated. indicators is about measuring whether transport project would affect (positively or negatively) any heritage assets on the HAR register. Local character, culture and identity is covered in the baseline and reflected in other sections such as the sustainability issues and opportunities. Landscape and heritage indicators have been developed under the landscape and heritage topic. Additional indicators added on archaeological remains.
HE17	ISA Report	Sustainability Objectives	Historic England strongly advises that you engage conservation, archaeology and urban design colleagues at the local and county level to ensure you are aware of all the relevant features of the historic environment and that the historic environment is effectively and efficiently considered as part of the Local Transport Plan, and in the preparation of the SA/SEA. They are also best placed to advise on local historic environment issues and priorities, including access to data held in the HER (formerly SMR). They will be able to provide you with the Historic Environment Records for the area including any relevant studies and ensure a joined-up and robust approach is undertaken.	Noted.

