

# **Cheshire West & Chester LTP4 ISA**

Appendix C: Health Impact Assessment

October 2025

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# **Cheshire West & Chester LTP4 ISA**

## **Appendix C: Health Impact Assessment**

October 2025

# Issue and Revision Record

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# 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 Cheshire 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 areas climate and poverty emergencies and meeting the Borough Plan's<sup>1</sup> missions for a stronger future.

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. The Council is seeking to replace it, as the age of LTP3 means it is now out of date with local, regional, and national developments; particularly around climate and poverty.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 this report

Mott MacDonald have been commissioned to undertake an Integrated Sustainability Assessment (ISA) of LTP4. An ISA is a systemic process which must be carried out during the preparation of local plans; in order to promote sustainable development by assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives.

As part of the ISA, a Health Impact Assessment (HIA) has been undertaken. The purpose of the HIA is to help the Council understand the potential impacts of LTP4, and to inform recommendations to promote and protect health and wellbeing, and to narrow health inequalities. The objectives of the HIA are:

1. To identify the potential positive and negative health effects associated with the changes resulting from the proposed LTP4;
2. To identify opportunities for improving health and promoting health equity; and
3. To identify opportunities to mitigate negative effects on health, on vulnerable sections of society; and to reduce health inequalities.

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<sup>1</sup> CW&C, A Plan for the Borough: 2024-2028. Sets out the council's vision and plan for 'A stronger future where we all play our part in thriving, caring and sustainable communities'. Available at: [https://www.cwcboroughplan.co.uk/files/ugd/1fda32\\_8bcbcc9c65b5487abd11e788468ee342.pdf](https://www.cwcboroughplan.co.uk/files/ugd/1fda32_8bcbcc9c65b5487abd11e788468ee342.pdf)

## 2 The Cheshire West and Chester Local Transport Plan

### 2.1 Introduction

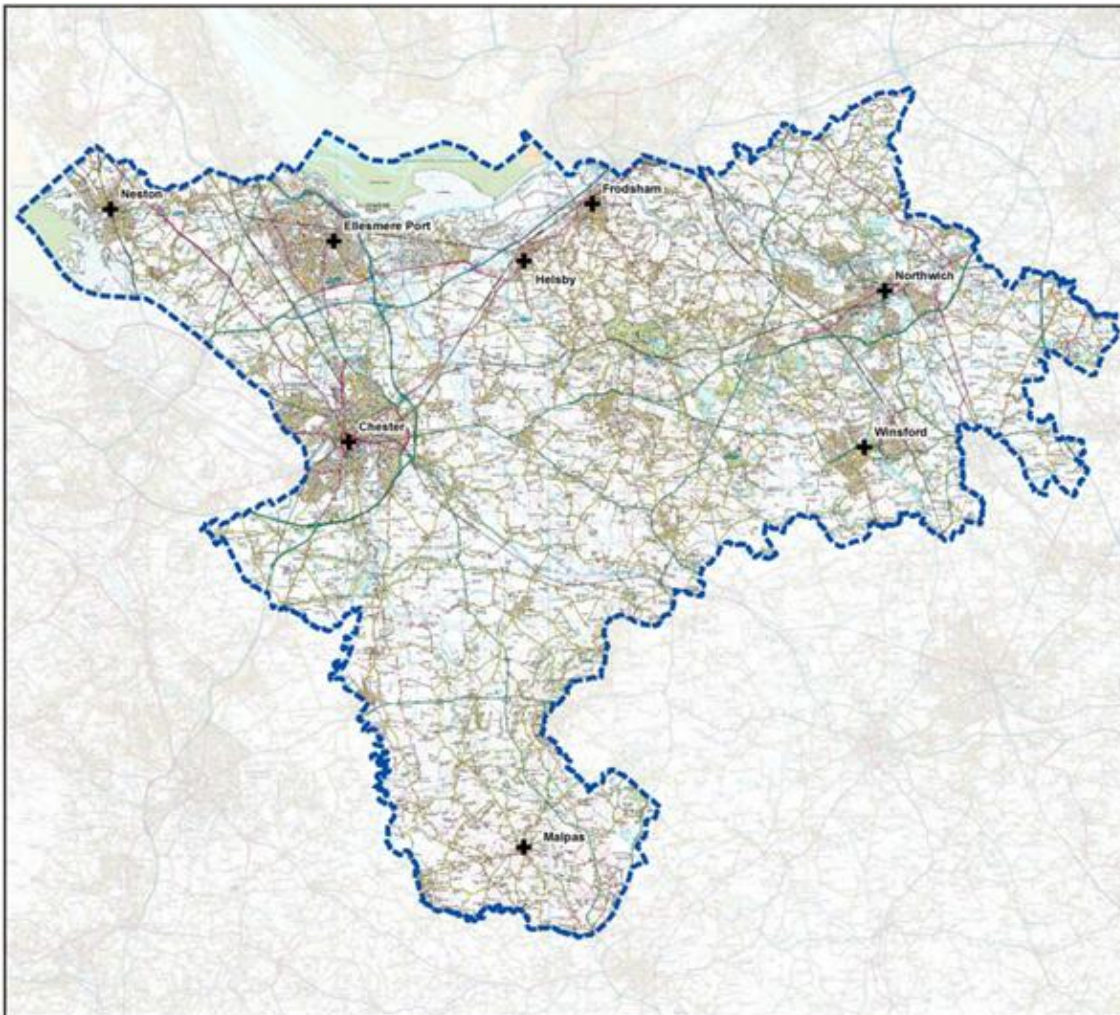
Cheshire West and Chester (CW&C) Council are committed to delivering a transformed transport network through the LTP4. The LTP4 will set out the Council's plans and proposals for improving local transport over the next 20 years. This will include:

- 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 Cheshire West and Chester Council as presented in Figure 1.1.

**Figure 2.1: Cheshire West and Chester LTP4 area (including key settlements)**



Source: CW&C Local Flood Risk Management Strategy

## 2.2 Local Transport Plan 4

LTP4 fully replaces the third Cheshire West and Chester Local Transport Plan produced in 2011 and refreshed in 2017.

LTP4 is structured as follows:

- **Core Strategy:** This document sets out the case for change, the vision the Council are seeking to deliver through the Local Transport Plan 4 period, and certain 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. Together, the Core Strategy and the Policy Papers form the overall 'Local Transport Plan Strategy', the Council's strategic approach to travel and transport.
- **Technical Delivery Plans:** The LTP4 Strategy will be supported by a number of technical Delivery Plans, which contain details of the practical interventions to be made to deliver on the Plan. These inform a 'Local Transport Plan Implementation Plan', updated on a rolling basis, which will set out the activities the Council is progressing, along with an assessment of progress.

- Supporting Technical Appendices: A number of supporting technical appendices will be published alongside LTP4 (including the ISA and this HIA), which will set out in detail the supporting evidence base, impact assessments and policy alignments underlying LTP4.

CW&C are phasing the consultation and adoption of these documents. The Core Strategy was 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 HIA Report will be updated to include them.

## 2.3 Core Strategy

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

### 2.3.1 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
- 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

### 2.3.2 Ambition

The second section of the report sets out the Council's ambition; through an overarching vision supported by priorities and targets. The overarching vision and its principles have been defined 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 our 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 2.1: Priorities**

Section
<b>Priorities</b>
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
<b>Sub-Priorities</b>
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: CW&C (2025), LTP4 Core Strategy

### 2.3.3 LTP4 Approach

The final section of the Core Strategy sets out the approach to LTP4, formed of a series of core over-arching policy positions. The table below sets out each policy position; and how these will be achieved.

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. Therefore, the Core Strategy policies set out below are the draft policies that were assessed rather than the final policies. The final policies are presented in the Core Strategy document and the ISA Report.

**Table 2.2: LTP4 Core Policy**

Core Strategy Policy	Policy
CP1 – Putting the vision at the heart of decisions	<p>Our Local Transport Plan 4 vision will be the driving force for all transport planning and decision-making in the borough. We will ensure:</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul>

Core Strategy Policy	Policy
	<ul style="list-style-type: none"> <li>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.</li> </ul> <p>In addition, we will not:</p> <ul style="list-style-type: none"> <li>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.</li> </ul>
CP2 - Smarter places, smarter travel	<p>We will</p> <ul style="list-style-type: none"> <li>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:</li> <li>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</li> <li>Ensure our transport system supports access to digital opportunities for everyone, both in terms of infrastructure and skills</li> <li>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.</li> <li>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.</li> </ul>
CP3 - Real choices in how we travel	<p>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:</p> <ul style="list-style-type: none"> <li>People walking or wheeling (includes powered or unpowered wheelchairs, mobility scooters and rollators)</li> <li>People cycling or riding (including cargo bikes, micromobility and e-bikes)</li> <li>People using public transport (bus, coach, rail and community transport)</li> <li>People using shared transport (car clubs, car pooling and car share)</li> <li>Ultra-low emission vehicles, including electric cars and vans (including private, business and taxi and public hire vehicles)</li> <li>Other private motor vehicles, including petrol and diesel cars and vans (including private, business and taxi and public hire vehicles)</li> </ul> <p>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.</p>
CP4 – Let's join things up: a 'One System' approach	<p>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.</p> <p>These links can be:</p> <ul style="list-style-type: none"> <li>Physical ( e.g. co-locating services, creating multimodal hubs, or conducting engineering improvements to reduce interchange times)</li> <li>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)</li> <li>Digital (e.g. combined journey planning or payment platforms)</li> </ul> <p>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.</p>
CP5 – Making the most of our existing streets	<p>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.</p> <p>As a general principle, we will not support or promote new road building projects or any project which</p>

**Core Strategy Policy**  
**Policy**

	adds physical highway capacity for general traffic. Such schemes will only be supported where they meet the following criteria:
CP6 – Local issues, local voices	<p>We will need to work in partnership with stakeholders, operators and local communities in order to achieve our vision.</p> <p>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.</p> <p>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.</p>
CP7 – Protecting our people, our neighbourhoods and our environment	<p>In developing, assessing and designing transport projects, networks and policies, we will seek to ensure that new proposals:</p> <ul style="list-style-type: none"> <li>● Protect environmentally important landscapes (such as wildlife habitats and peatland), and heritage sites.</li> <li>● 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.</li> <li>● Reduce road danger, public safety concerns, and community severance, to ensure inclusive and accessible transport for all.</li> </ul> <p>All new transport proposals will give due regard to environmental and social considerations, with sustainability appraisals carried out to inform decision-making.</p>

Source: CW&C (2025), LTP4 Core Strategy

## 3 Approach and Assessment Framework

### 3.1 HIA Appraisal Objectives

LTP4 has a set of Core Policy Positions, as set out in the previous section. During Stage A of the ISA process, objectives and assessment guidelines were developed in order to measure good social, economic and environmental practice. These were designed to establish the impact of the implementation of the LTP4. Those identified under the Health and Wellbeing theme are set out in the below table.

**Table 3.1: Health and Wellbeing Objectives of the ISA Framework**

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) 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?
	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 (>30 mins of moderate intensity activity per week)
		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 of the population exposed to road, rail and air transport noise of 65dB (A) or more during daytime	

ISA Objective	Appraisal Criteria	Indicators
		Percentage of the population exposed to road, rail, and air transport noise of 55dB (A) or more during the night-time /

Source: ISA Scoping Report, Mott MacDonald (2024)

### 3.2 HIA Approach

Our approach uses the World Health Organization’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’. We consider health inequities (avoidable differences in health), introducing a notion of fairness. Issues around cumulative health effects are also considered, identifying where potential effects combine to affect populations, either in spatial terms such as community, or in demographic terms such as a particular group or section of society.

Health is influenced by a range of factors, termed ‘wider determinants of health’. Wider determinants of health span the bio-physical, social, behavioural, economic and institutional factors. The table below summarises the wider determinants of health associated with the WHO definition of health.

**Table 3.2: Wider determinants of health**

Categories	Wider determinants of health
Health related behaviours	Physical activity
	Risk-taking behaviour
	Diet and nutrition
Social environment	Housing
	Relocation
	Open space, leisure and play
	Transport modes, access and connections
	Community safety
	Community identity, culture, resilience and influence
	Social participation, interaction and support
Economic environment	Education and training
	Employment and income
Bio-physical environment	Climate change mitigation and adaptation
	Air quality
	Water quality or availability
	Land quality
	Noise and vibration
Institutional and built environment	Radiation
	Health and social care services
	Built environment
	Wider societal infrastructure and resources

Source: IEMA, 2022

In order to reach a balanced assessment of the health impacts of the LTP4 Core Strategy, this HIA draws together information from demographic mapping, a literature review, and stakeholder engagement, which helps identify the health impacts; their extent; and the sensitivity of the groups likely to experience them -which are assessed against the appraisal criteria set out in section 4.

The evaluation of whether effects of the proposed LTP4 on human health will be considered to be significant is based on professional judgment. The following three steps will be undertaken:

1. The health effects will be described;
2. The evidence will be presented to assess health effects;
3. The effects on health will be categorised on a scale of major, moderate, minor and neutral over time, and from this it is determined whether the effect on human health is significant or not.

Each of these steps is described in further detail in the following section.

### 3.3 Assessment Methodology

The IEMA framework for undertaking a HIA sets out a matrix of sensitivity and magnitude for assessing significance. For health, this occurs if there is a relevant population (the sensitive receptor) and if there is a relevant LTP change affecting a health determinant (magnitude of impact). The significance of impacts may not always be clear cut in each case, and professional judgment will be used in some cases to determine overall significance.

**Table 3.3: Significance matrix**

		Sensitivity			
		High	Medium	Low	Very low
Magnitude	High	Major	Major/moderate	Moderate/minor	Minor/negligible
	Medium	Major/moderate	Moderate	Minor	Minor/negligible
	Low	Moderate/minor	Minor	Minor	Negligible
	Negligible	Minor/negligible	Minor/negligible	Negligible	Negligible

Source: IEMA, 2022

#### 3.3.1 Describing the potential effect on health

For each of the potential health effects, the following factors will be considered:

- Source-pathway-receptor: the features of the policy that lead to a change, the pathway of that change and the receptor experiencing the change. The plausibility and probability of that change resulting in a significant health effect.
- Direction: whether the impact is positive, negative or neutral
- Relationship: whether the impact is direct, indirect, affecting physical and/or mental health and wellbeing
- Severity: the type of health outcome affected, the type of affect, relative to the baseline conditions
- Exposure: the degree of exposure, variation in exposure based on their proximity to the source and existence of existing regularly standards
- Extent: the size of the population likely to experience the health effect or the extent of usage of a particular facility or service
- Frequency, duration and permanence: the time period over which the effect will occur, how often the population will be affected, and the extent to which the health effect is reversible
- Health status: the existing health status and deprivation of the population, including conditions that would make the population more susceptible to the change
- Resilience: the ability to absorb the impact, as influenced by their adaptability, outlook, life stage and ability to access alternatives
- Vulnerable groups and inequalities: considering the general population and the vulnerable groups listed above and how these groups may experience effects differently.

### 3.3.2 Assessing the potential effect on health

This step involves considering the health factors above and providing the evidence and justification for the professional judgement to categorise health effects. Key considerations that will be used in this step are:

- Strength of evidence: the weight of scientific literature supporting the presence and understanding of health effects.
- Baseline: the extent of change from the baseline for those receptors that are affected, in terms of the severity, extent, frequency, duration and permanence of the change
- Regulation and policy: the applicable policy context and regulatory standards and whether any of these are compromised by the anticipated health effects.
- Sensitivity: the sensitivity of the affected population groups. In some cases, the effect on the general population may be different to the effect on vulnerable groups.
- Consultation: the feedback received during consultation exercises will be taken into account to identify concerns or opportunities expressed about potential health effects

### 3.3.3 Categorising the effect on health

The table below provides examples of the typical characteristics relevant to health effects in each category. It is important to note that a health effect does not need to meet all of the characteristics to be assigned to a specific category. The assessment will provide the justification as to why a health effect has been assessed to be in a particular category; this will principally be based on the majority of shared characteristics, the interrelationships of characteristics and applying professional judgement.

**Table 3.4: Characteristics of health effect categories**

Category	Typical characteristics relevant to health effects in this category
Major (positive or negative)	<ul style="list-style-type: none"> <li>● A strong evidence base that risk factors for a permanent, progressive or irreversible health condition would be affected (positively or negatively)</li> <li>● Permanent or irreversible exposure over a long timescale</li> <li>● Substantial change (positive or negative) from the baseline position</li> <li>● A change in whether regulatory standards are met or exceeded</li> <li>● Highly deprived communities affected</li> <li>● A large widening or narrowing of inequalities</li> <li>● Most people in a community affected (positively or negatively)</li> <li>● A strong and consistent theme of consultation by both health stakeholders and the public on the issue (positive (support) or negative (concern or uncertainty))</li> </ul>
Moderate (positive or negative)	<ul style="list-style-type: none"> <li>● A strong evidence base that risk factors for a non-permanent, reversible, non-progressive health condition would be affected (positively or negatively)</li> <li>● Occasional or reversible exposure over a medium timescale</li> <li>● A small change (positive or negative) from the baseline position</li> <li>● A community with average deprivation affected</li> <li>● A small widening or narrowing of inequalities</li> <li>● Many people in a community affected (positively or negatively)</li> <li>● A minority theme of consultation or with inconsistent views between health stakeholders and the public on the issue (positive (support) or negative (concern or uncertainty))</li> </ul>
Minor (positive or negative)	<ul style="list-style-type: none"> <li>● A strong evidence base that risk factors for transient, temporary symptoms (e.g. irritation, nausea or headache) would be affected (positively or negatively)</li> </ul>

Category	Typical characteristics relevant to health effects in this category
Neutral (positive or negative)	<ul style="list-style-type: none"><li>● Infrequent or reversible exposure over a short timescale</li><li>● A slight change (positive or negative) from the baseline position with evidence available to demonstrate change</li><li>● A community with low deprivation affected</li><li>● A slight widening or narrowing of inequalities with evidence available to demonstrate change</li><li>● Few people in a community affected (positively or negatively)</li><li>● A few individual consultation responses on the issues, but not a theme of consultation for health stakeholders or the public on the issue (positive (support) or negative (concern or uncertainty))</li></ul> <hr/> <ul style="list-style-type: none"><li>● No discernible change in health or wellbeing within normal variations</li><li>● No discernible change in exposure levels</li><li>● No discernible change (positive or negative) from baseline positions</li><li>● No discernible widening or narrowing of inequalities</li><li>● No links to a recognised health priority</li><li>● No consultation responses on the issues</li></ul>

## 4 Health and Wellbeing profile

### 4.1 Baseline information

This section 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. The full health and wellbeing baseline can be found in Annex B of this report. The baseline information has been informed by a range of datasets and resources, from the following sources:

- 2021 Census;
- Indices of Multiple Deprivation (IMD);
- Public Health Profiles from the Office of Health Improvement and Disparities (OHID);
- Business Register and Employment Survey;
- CW&C Council;
- Department for Environment, Food & Rural Affairs (Defra);
- ONS Crime in England and Wales Police Force Area data;
- Department for Transport (DfT) statistics;

**Table 4.1: Summary of health and wellbeing baseline indicators**

Area	Summary
Healthy Life Expectancy (HLE)	<ul style="list-style-type: none"> <li>• Wards across CW&amp;C experience significant health inequalities, with more deprived wards presenting HLE levels below national and regional averages. Ellesmere Port Town, Grance, Netherpool, and Rossmore wards have a HLE below the England average by more than five years.</li> <li>• In the 2021 to 2023 period, average HLE for CW&amp;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).</li> </ul>
Public health	<ul style="list-style-type: none"> <li>• CW&amp;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).</li> <li>• The mortality rate from cardiovascular disease for those under the age of 75 is significantly lower in CW&amp;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).</li> <li>• The rate of people killed or seriously injured (KSI) on roads is significantly lower in CW&amp;C (59 per 100,000 population) compared to both regional (90 per 100,000) and national (92 per 100,000) values.</li> <li>• The share of overweight or obese adults in CW&amp;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%).</li> <li>• The Year 6 prevalence of obesity, including severe obesity, in CW&amp;C (20.2%) is in line with the regional (23.3%) and national (22.1%) averages.</li> <li>• The share of pregnant women smoking at time of delivery in CW&amp;C (7.2%) is in line with both regional (8.4%) and national (7.4%) values.</li> <li>• The prevalence of smoking amongst adults in CW&amp;C (10.5%) is in line with that of the North West (11.8%) as well as England (11.6).</li> <li>• The admission rate for alcohol related conditions in CW&amp;C (472 per 100,000 population) is lower compared to the North West (501 per 100,000) and England (504 per 100,000).</li> <li>• The share of physically active adults in CW&amp;C (72.4%) is significantly higher than that of the North West (65.7%) and of England (67.1%).</li> </ul>

Area	Summary
	<ul style="list-style-type: none"> <li>The percentage of physically active children and young people is lower in CW&amp;C (22.1%) than in the North West (24.2%), however it is in line with England as a whole (22.3%).</li> </ul>
Health deprivation	<ul style="list-style-type: none"> <li>24% of CW&amp;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%).</li> <li>Only 10% of people in CW&amp;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%).</li> </ul>
Employment and economic activity	<ul style="list-style-type: none"> <li>The economic activity rate in CW&amp;C is 60%. This is in line with the values for both the North West (59%) and England (61%).</li> <li>The employment rate in CW&amp;C (57%) is in line with that of the North West (55%) as well as with the national rate (57%).</li> <li>The unemployment rate in CW&amp;C (3%) is in line with the regional (3%) and national averages (4%).</li> <li>From 2015 to 2023, employment levels in CW&amp;C declined by 1%, whilst they grew 11% and 9% respectively in North West and in England.</li> <li>The largest economic sectors in CW&amp;C are 'Health'; 'Professional, scientific &amp; technical'; and 'Retail', which collectively make up 32% of total employment in the borough. Key sectors of growth include the 'Professional, scientific &amp; technical' and 'Construction' sectors, which have seen a combined net increase of 9,000 jobs in the 2015 to 2023 period.</li> <li>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.</li> <li>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.</li> <li>Over 50.8% of CW&amp;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%.</li> <li>31.5% of the CW&amp;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%.</li> </ul>
Education	<ul style="list-style-type: none"> <li>CW&amp;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%).</li> <li>There is a wide variance of zero-qualification levels within CW&amp;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.</li> <li>Lower-skilled populations are generally located within more rural settlements through the centre of the borough and to the southwest of Neston.</li> </ul>
Security and crime	<ul style="list-style-type: none"> <li>The crime rate in CW&amp;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.</li> <li>The most prevalent type of criminal offence in CW&amp;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.</li> <li>Whilst the number of recorded criminal offences in CW&amp;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.</li> <li>The number of death or serious injuries due to unlawful driving is the offence which has seen the largest increase in the three-year period; from 11 in year ending September 2022 up to 27 in the year ending September 2024.</li> </ul>
Road safety	<ul style="list-style-type: none"> <li>The most serious pedestrian collisions within CW&amp;C between 2018 and 2023 occurred on C-class or unclassified roads, whilst all four pedestrian fatalities occurred on A roads.</li> </ul>

Area	Summary
	<ul style="list-style-type: none"> <li>● 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.</li> <li>● The majority of vehicular collisions from 2018 to 2023 involved cars.</li> </ul>
Air quality	<ul style="list-style-type: none"> <li>● The main air pollutants of concern in CW&amp;C are nitrogen dioxide (NO<sub>2</sub>), particulate matter (PM) and sulphur dioxide (SO<sub>2</sub>). There are four areas declared as Air Quality Management Areas (AQMAs) within the borough: Chester City Centre; Whitby Rd / Station Rd; Frodsham; and Thornton le Moors. These have been declared due to exceedances of annual mean NO<sub>2</sub> resulting from road traffic, as well as exceedances of the 15-minute mean SO<sub>2</sub> objective resulting from industrial emissions.</li> <li>● In 2022, CW&amp;C identified a downwards trends in the concentration of NO<sub>2</sub> over time, however PM<sub>10</sub> levels have largely remained static over the previous five years.</li> <li>● Between 2021 and 2023, ultra-low-emission vehicle (ULEV) ownership in CW&amp;C has more than doubled, with 720 ULEVs per 100,000 population in 2021 compared to 1,569 in 2023. However, this ownership rate remains vastly below the rates for both the North West (2,838 ULEVs per 100,000 population) and for England (2,516 ULEVs per 100,000 population).</li> </ul>
Noise	<ul style="list-style-type: none"> <li>● The annual average day-evening-night level (Lden) for sounds from road sources in CW&amp;C exceeds 75 dB in the areas surrounding the M53 and the M56 motorways.</li> </ul>
Open and green spaces and public right of way	<ul style="list-style-type: none"> <li>● 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.</li> <li>● The borough has six Country Parks that are natural areas designated for people to visit and enjoy recreation in a countryside environment.</li> </ul>
Healthy food	<ul style="list-style-type: none"> <li>● 19% of CW&amp;C children in their school reception year are either overweight or obese, and 8% of children aged 5-6 live with obesity.</li> <li>● 23% of 5-year-olds have visually obvious tooth decay</li> <li>● 21% of women are living with obesity during early pregnancy</li> </ul>
Tourism and visitors	<ul style="list-style-type: none"> <li>● There were 29.2 million visitors to CW&amp;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.</li> <li>● In 2023 there were 21,814 full-time employees (FTEs) in CW&amp;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).</li> <li>● The visitor economy in CW&amp;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)</li> <li>● 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.</li> <li>● 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)</li> <li>● 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).</li> <li>● 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.</li> </ul>

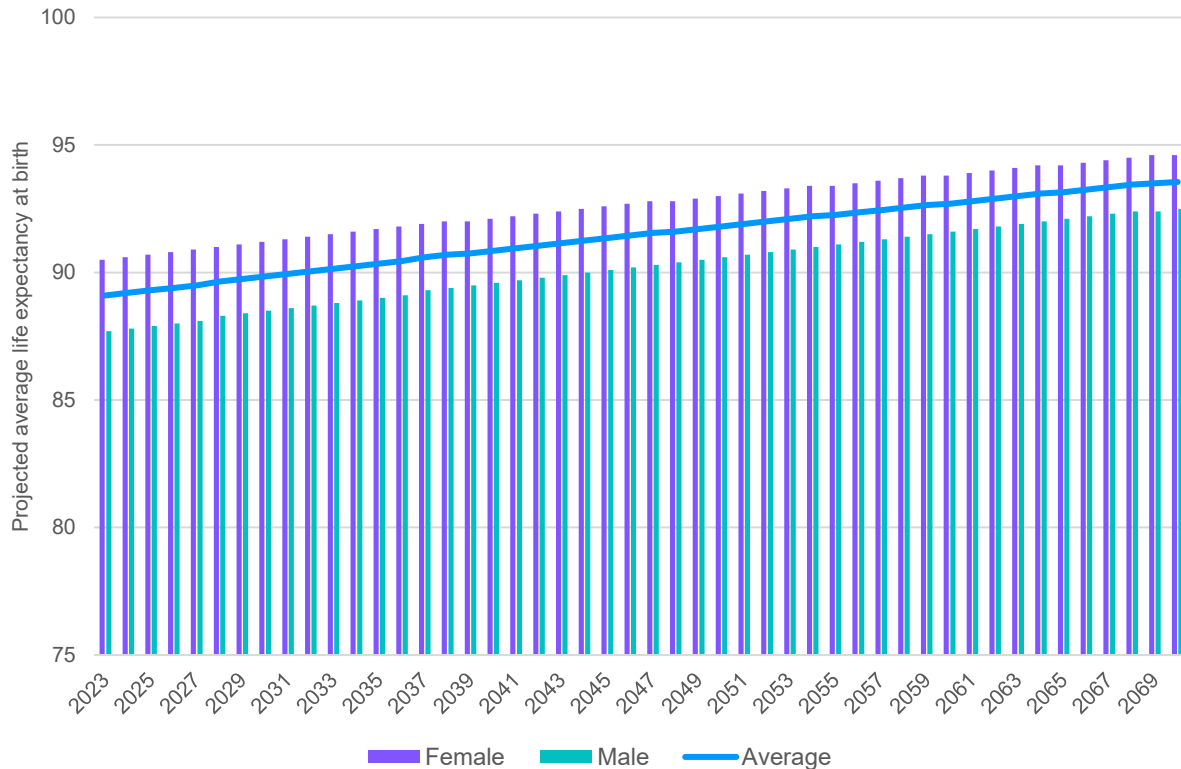
## 4.2 Future baseline

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.

### 4.2.1 Life expectancy

Figure 5.1 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 4.1: 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 indicators<sup>2</sup>. 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

<sup>2</sup> 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>

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.

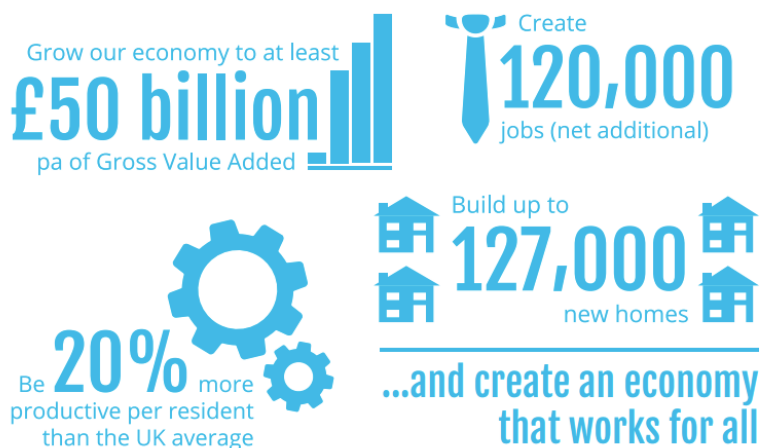
#### 4.2.2 Employment

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 information<sup>3</sup> (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;
- 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 5.2 below shows the key aims the SEP aims to achieve by 2040.

Figure 4.2: Cheshire and Warrington SEP objectives



Source: Cheshire and Warrington (2018) SEP

<sup>3</sup> CW&C (2024): Local Plan Annual Monitoring Report. Available at: <https://consult.cheshirewestandchester.gov.uk/kse/event/38222/section/s1716211918759#s1716211918759>

## 5 Literature Review

Transportation, and access to various transport modes can have significant implications on population health outcomes and equity. A full review of relevant literature for this HIA can be found in Annex A; the table below provides a summary.

**Table 5.1: Literature review summary**

Theme	Summary
<b>Creating a safe environment to live in and reduce the threat of crime</b>	
Safe travel environment	<ul style="list-style-type: none"> <li>● 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.</li> <li>● Transport delays and disruption can produce feelings of disruption, annoyance, frustration or fear, culminating in physical and emotional tension that detracts from the quality and safety of a journey.</li> <li>● Actual and perceived safety of pedestrian and cyclist infrastructure can be the reason people do not walk or cycle, thus preventing them from gaining associated health benefits.</li> </ul>
Road safety	<ul style="list-style-type: none"> <li>● Road safety is linked to rates of injuries and deaths of motorised and non-motorised road users.</li> <li>● Faster speed limits are associated with higher feelings of danger as well as occurrence of traffic incidents.</li> <li>● Places with higher levels of active travel tend to have better safety records for pedestrians, suggesting that well-implemented policies and infrastructure improvements can mitigate risks associated with pedestrian and cyclist collisions</li> <li>● Vehicle users, pedestrians, and cyclists are vulnerable to collisions and casualties, impacting the physical health of those affected as well as their families, and the local health system.</li> </ul>
<b>Supporting a sustainable, resilient and inclusive economy and providing opportunities for economic growth and investment</b>	
Sustainable economic growth	<ul style="list-style-type: none"> <li>● Accessible transport systems enhance connectivity, reduce congestion, and promote efficient mobility, fostering sustainable economic growth. This is crucial for equitable access to work, social opportunities, and essential services, enhancing quality of life.</li> <li>● Well-planned transport infrastructure improves social inclusion, community cohesion, and supports sustainable, liveable environments.</li> </ul>
Accessibility to jobs	<ul style="list-style-type: none"> <li>● LTP4 may improve long-term connectivity to jobs and employment opportunities, particularly in deprived and rural areas.</li> <li>● Employment is linked to social and psychological wellbeing, whilst unemployment is a risk factor for deteriorating physical and mental health. Indeed, material wealth increases opportunities for participation in society and access to healthier lifestyle choices.</li> <li>● The implementation of the LTP4 may also generate employment in construction.</li> </ul>
Supporting tourism and the visitor economy	<ul style="list-style-type: none"> <li>● Improved public transport infrastructure and systems enhance accessibility and connectivity, attracting more tourists and visitors, and elevating the travel experience.</li> <li>● Active travel investments create places that enhance sustainability and economic vitality, which have the potential to attract tourists and visitors.</li> </ul>
Increasing efficiency of freight transport including low emissions freight movements	<ul style="list-style-type: none"> <li>● Initiatives that can help grow the local economy by improving efficiency of freight transport should focus on minimising traffic, shifting traffic to sustainable modes, and improving fuel and vehicle technology, thus enhancing vehicle utilisation and reducing the environmental impact of freight transport.</li> <li>● The use of electric vehicles for last-mile transport can reduce noise and air pollution, leading to improved health outcomes.</li> </ul>

Theme	Summary
Provision and/or access to open space and nature for all	<ul style="list-style-type: none"> <li>● Exposure to nature is as important as exercise or diet for maintaining a healthy lifestyle. Health benefits of access to green space include reduced risk of cardiovascular morbidities, obesity, and diabetes, as well as improved mental health and wellbeing.</li> <li>● Accessibility of green spaces is often inequitable, with deprived neighbourhoods having less access, thus exacerbating health deprivation in these same areas.</li> </ul>
<b>Maintaining and improving the vitality and viability of the city, town, and local centres</b>	
Safeguarding shops, leisure and services in existing centres, with transport for all	<ul style="list-style-type: none"> <li>● Leisure facilities and shopping provide opportunities for social interaction and physical activity, contributing to improved mental and physical health, and reducing stress.</li> <li>● There are economic and social costs associated with vacant shops, discouraging further investment and contributing to local decline.</li> <li>● A mix of services in town and local centres is crucial for economic vibrancy, with a diverse range of services promotive positive wellbeing and healthy choices.</li> </ul>
Improved physical, social and environmental infrastructure in the city, town and local centres	<ul style="list-style-type: none"> <li>● Changes to transport policy and infrastructure can affect visual amenity, air quality, traffic, and noise exposure, impacting the quality of neighbourhoods. This influences residents' satisfaction with their living environment and is linked to better health and wellbeing outcomes.</li> <li>● Town and local centres that are more accessible enhance physical and mental health by reducing long commutes, and promoting active travel modes.</li> </ul>
<b>Enabling environments that promote health and wellbeing</b>	
Promoting active lifestyles	<ul style="list-style-type: none"> <li>● Convenient transport infrastructure and active travel promotion can enhance physical and mental health by increasing daily physical activity, and reducing car dependency. The health benefits of active travel include reduced childhood obesity, improved cognitive development, and better health outcomes in deprived areas.</li> <li>● Welcoming and accessible walking and cycling environments are crucial to encourage uptake of active travel, especially for those without access to a car.</li> <li>● Perception of pedestrian and cycling safety is a key deterrent to people actually using active travel modes; this highlights the importance of building and improving segregated active travel infrastructure to ensure the safe uptake of such transport modes</li> </ul>
Reducing noise from transport related sources	<ul style="list-style-type: none"> <li>● Environmental noise is a significant public health challenge, with noise from transport sources impacting both physical and mental health, as well as social behaviour and general quality of life.</li> <li>● Health impacts of noise pollution include hearing impairment, cardiovascular disease, diabetes, neurological disorders, and adverse reproductive outcomes. Long-term exposure to road traffic noise is also shown to cause chronic stress, inflammation, and oxidative stress, disrupting circadian rhythms and accelerating ageing.</li> <li>● Vulnerable groups, such as children and the elderly, are particularly prone to being affected by stress, anxiety, and depression related to noise pollution.</li> </ul>

# 6 Assessment of LTP4 Core Policies

## 6.1 Introduction

This section of the report assesses each Core Policy against the assessment criteria to understand their potential health impacts. In doing so, each policy is assessed for its potential adverse and beneficial impacts, and recommendations are made where appropriate, on how these impacts could be mitigated or enhanced.

## 6.2 Summary of Assessment Findings

A summary of the assessments and the scale of the identified impacts are provided in the below table.

**Table 6.1: Summary of assessment findings**

Appraisal Criteria	CP1	CP2	CP3	CP4	CP5	CP6	CP7
<b>Create a safe environment to live in and reduce the threat of crime</b>							
Will it create a travel environment that is (and feels) safe for all users, day and night?	Medium	High	Medium	Low	Low	None	None
Will it improve road safety and reduce the number of people killed and seriously injured on the roads?	High	Medium	Low	Medium	Low	None	None
<b>Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment</b>							
Will it support sustainable economic growth?	Medium	High	High	Medium	None	None	None
Will it improve accessibility to jobs?	Medium	High	High	High	None	None	None
Will it support tourism and the visitor economy?	High	Medium	Medium	High	None	None	None
Will it increase efficiency of freight transport including low emissions freight movements?	Low	Low	Low	Medium	None	None	None
Will it improve provision and/or access to open space and nature for all?	Medium	High	Medium	None	None	None	None
<b>Maintain and improve the vitality and viability of the city, town and local centres</b>							

Appraisal Criteria	CP1	CP2	CP3	CP4	CP5	CP6	CP7
Will it safeguard shops, leisure and services in existing centres, with transport for all?	High	Medium	Low	High	Medium	Low	Low
Will it provide improved physical, social and environmental infrastructure in the city, town and local centres?	High	Medium	Low	High	Medium	Low	Low
<b>Enable environments that promote health and wellbeing</b>							
Will it promote active lifestyles?	High	Medium	Low	High	Medium	Low	Low
Will it reduce noise from transport related sources?	High	Medium	Low	High	Medium	Low	Low

## 6.3 Assessment of LTP4 Core Policies

### 6.3.1 CP1: Putting the vision at the heart of decisions

Table 6.2: Core Policy 1 assessment

ISA objective	Magnitude	Sensitivity	Significance
<b>Create a safe environment to live in and reduce the threat of crime</b>			
<p><b>Will it create a travel environment that is (and feels) safe for all users, day and night?</b></p> <p>CP1 aims to adopt a vision-led approach to transport planning, considering metrics such as street safety and transport security as well as traditional transport metrics when implementing solutions, policies, and programmes. This should therefore support CW&amp;C's commitment to transport systems as an enabling factor to a stronger, thriving future for the area, and should also improve the safety of travel environments for all types of users.</p> <p>The literature review highlights that transport infrastructure can alter people's actual and perceived safety and security, suggesting that CW&amp;C's vision-led approach to planning transport solutions and programme has a high potential to change people's perception of transport safety, thus leading to an increase in public transport use. Transport planning focussed on improving system resilience should also lessen feelings of disruption, annoyance, and anxiety often caused by transport delays and disruption.</p> <p>Whilst the number of recorded criminal offences within CW&amp;C has decreased over the past three years overall, the number of weapons possession and sexual offences have both increased in the same time period. This is likely to negatively affect perceived safety of travel environments within the borough.</p> <p>CP1 is likely to have a beneficial impact on safety for travel users across CW&amp;C.</p>	High	Medium	Major/moderate
<b>Will it improve road safety and reduce the number of people killed and seriously injured on the roads?</b>	High	High	Major

ISA objective	Magnitude	Sensitivity	Significance
<p>The practical implications of CP1 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&amp;C has recognised road safety as one of the key benefits associated with their vision-led approach.</p> <p>As set out in the literature review, vehicle users, pedestrians, and cyclists are vulnerable to collisions and casualties, impacting not only their physical health of those affected and their families, but also putting a strain on the local health system. Faster speed limits are also associated with both stronger feelings of danger, as well as a higher occurrence of traffic incidents.</p> <p>Baseline data from CW&amp;C shows an increased potential for collisions on higher speeds, and that the majority of vehicular collisions in the 2016 to 2023 period involved cars. Therefore, transport policies and programmes which aim to reduce people’s reliance on cars, and promote the uptake of active travel and walking, are likely to have a positive impact on road safety. However, rates of people KSI in CW&amp;C are lower than both regional and national averages. More than half of employed CW&amp;C residents commute to work via car or van, therefore highlighting the sensitivity of the local area to a reduction in single-occupancy cars, and the spread of travel outside of peak periods.</p> <p>CP1 is likely to have a beneficial impact on road safety, reducing the number of people killed and seriously injured on roads.</p>			
<b>Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment</b>			
<p><b>Will it support sustainable economic growth?</b></p> <p>CP1 outlines a vision-led approach to transport planning that emphasized creating inclusive, sustainable, and healthy places and economies. By structuring the local transport network to accommodate future travel needs, CP1 supports transport solutions to be designed to support long-term economic growth. The emphasis on ongoing monitoring and evaluation will help transport solutions to adapt to changing economic conditions and needs.</p> <p>The literature review highlights the importance of well-planned, future-thinking transport infrastructure to support social inclusion, community cohesion, and the creation of sustainable, liveable environments to sustain economic growth.</p> <p>The baseline area profile shows that the ‘Professional, scientific &amp; technical’ and ‘Construction’ sectors are the key sectors of economic growth in CW&amp;C, and these are likely to be supported by an efficient and resilient transport network.</p> <p>CP1 is likely to have a beneficial impact on sustainable economic growth.</p>	High	Medium	Major/moderate
<p><b>Will it improve accessibility to jobs?</b></p> <p>CP1’s focus on creating inclusive and sustainable places means that all CW&amp;C residents, regardless of their socioeconomic status or location, will have access to reliable and affordable transportation. This can help people reach education and job opportunities that might otherwise be inaccessible due to transportation barriers. By acknowledging the importance of reducing journey times and congestion, CP1 should also make it easier for people to commute to work, especially for those who rely on public transportation. The focus on enhanced social accessibility also means solutions will be designed to connect people to key destination, such as employment centres -thus helping people maintain employment.</p>	High	Medium	Major/moderate

ISA objective	Magnitude	Sensitivity	Significance
<p>The literature review emphasizes the crucial role of employment and material wealth in supporting social and psychological wellbeing, highlighting the role of accessible transport systems in participating in society. Unemployment has been identified as a risk factor for deteriorating physical and mental health.</p> <p>The area profile demonstrates that CW&amp;C unemployment and economic activity rates are in line with national and regional averages, however there are disparities across CW&amp;C wards. Wards with the highest levels of unemployment are largely those that are also the most health deprived. Baseline economic data also shows that lower-skilled populations are located within more rural settlements, which suggests that supporting access to key educational facilities and training opportunities is crucial to enable the best life chances for all residents across the borough</p> <p>CP1 is likely to have a beneficial impact on accessibility to jobs.</p>			
<p><b>Will it support tourism and the visitor economy?</b></p> <p>The proactive and adaptive planning approach set out in CP1 helps avoid future congestion and inefficiencies, making the transport system more reliable and attractive for visitors and tourists, making it easier for them to explore different areas and attractions. Improved public transport, walking, wheeling, and cycling infrastructure will also provide visitors with convenient and active ways to travel, enhancing their overall experience in CW&amp;C.</p> <p>The literature review highlights that improved public transport infrastructure and systems which enhance accessibility and connectivity, and improve overall travel experience, not only attract more tourists and visitors, but also help create places that more people want to visit.</p> <p>Despite annual increases in visitor numbers and economic impact since the Covid-19 pandemic, visitor numbers remain lower than pre-2020 levels (29.2 million visitors in 2024 compared to 37.4 million in 2019). This demonstrates the high potential for increased tourism to the area.</p> <p>CP1 is likely to have a beneficial impact on tourism and the visitor economy.</p>	Medium	High	Major
<p><b>Will it increase efficiency of freight transport including low emissions freight movements?</b></p> <p>By designing transport solutions with sufficient capacity to accommodate future scenarios, CP1 helps avoid creating future network issues, supporting economic growth by ensuring that the transport system can handle increased demand and facilitate efficient movement of both people and goods. CP1 also highlights the importance of reducing congestion and environmental sustainability, which can support efficiency of freight movements, reducing delays and carbon emissions -leading to healthier communities. The focus on future demand means transport solutions will be designed to support the growth of the freight industry, avoiding the creation of future network issues.</p> <p>The literature review has shown that initiatives that aim to reduce traffic congestion and shift traffic to more sustainable transport modes are likely to not only improve freight efficiency, but also reduce the environmental impact of freight transport, leading to improved health outcomes.</p> <p>There are four declared AQMAs in CW&amp;C due to annual exceedances of mean NO<sub>2</sub> resulting from road traffic, which could be related to the volume of freight transport, however CW&amp;C has identified a downward trend in the concentration of NO<sub>2</sub> over time.</p> <p>CP1 is likely to have a beneficial impact on freight transport efficiency.</p>	Low	Medium	Minor

ISA objective	Magnitude	Sensitivity	Significance
<p><b>Will it improve provision and/or access to open space and nature for all?</b></p> <p>CP1 prioritises the creation of sustainable and healthy places, ensuring that transport solutions are designed to enhance the accessibility of green spaces. This means that transport will be planned to make it easier for people to reach parks, trails, and other open and recreational areas. Improved transport services, and active travel infrastructure will provide convenient and healthy ways to travel, improving access to green spaces. The dynamic and flexible approach to planning allows for adjustments as needed, ensuring that transport networks continue to support the provision of open and green spaces over time.</p> <p>According to the literature reviewed, exposure to nature is as important as exercise or diet for maintaining a healthy lifestyle. Accessibility of green spaces is often inequitable, with deprived neighbourhoods often having access to less open space -exacerbating health deprivation and inequities.</p> <p>There are six Country Parks within CW&amp;C which serve as natural areas for people to enjoy recreation in a green space, and more than 1,280 km of rights of way, which provide access to spaces for physical activity. Whilst the share of physically active adults in CW&amp;C (72.4%) is significantly higher than regional and national averages, the same is not true for the share of physically active children and young people.</p>	High	Medium	Major/moderate
<b>Maintain and improve the vitality and viability of the city, town and local centres</b>			
<p><b>Will it safeguard shops, leisure and services in existing centres, with transport for all?</b></p> <p>CP1 defines a vision-led approach to providing reliable and efficient transportation across CW&amp;C, which should make it easier for people to reach shopping centres, leisure facilities, and essential services. Improved public transport provision as well as active travel infrastructure is likely to lead to alleviated congestion, leading to increased use of existing centres as people find it easier to navigate and get to these destinations without the hassle of traffic delay.</p> <p>As discussed in the literature review, access to leisure facilities and shopping provides opportunities for social interaction and physical activity, contributing to improved mental and physical health, as well as lessening potential community severance.</p> <p>The baseline area profile highlights 'Retail' as one of the largest sources of employment for CW&amp;C residents, highlighting the importance of safeguarding shops and services in existing centres across the borough in order to safeguard and even enhance people's livelihoods. Whilst footfall across most of the borough's main town and city centres has steadily increased since the pandemic, footfall in Ellesmere Port market has not. The area surrounding Ellesmere Port has also been identified as an area of high health deprivation, highlighting the importance of considering equity in safeguarding the viability of town and local centres.</p> <p>CP1 is likely to have a beneficial impact on safeguarding shops, leisure and services in existing centres, with transport for all.</p>	High	High	Major
<p><b>Will it provide improved physical, social and environmental infrastructure in the city, town and local centres?</b></p> <p>By prioritising the creation of inclusive, sustainable, and healthy places, CP2 should enable transport solutions to enhance overall infrastructure in CW&amp;C. 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</p>	High	High	Major

ISA objective	Magnitude	Sensitivity	Significance
<p>improve the physical infrastructure of the city, town, and local centres. The forward-thinking approach of CP1 means that all transport policies will be able to handle increased demand, supporting the growth of city, town, and local centres. CP1's flexible approach enables adaptation to changing trends and needs related to infrastructure access, meaning transport systems will continue to support the provision and access to improved physical, social and environmental infrastructure over time.</p> <p>The literature review highlights how changes to transport policy can affect visual amenity, air quality, traffic, and noise exposure through improved physical, social and environmental infrastructure and increased quality of neighbourhoods. This is linked to better health outcomes through the promotion of active travel and social accessibility.</p> <p>The Council is planning in increasing the number of public rights of way across the borough, which will provide children, commuters, and visitors with a means of getting to and from school, places of work and accessing green areas and shops and services without the need for a car. These will have to be served by accompanying physical, social and environmental infrastructure in and around local centres in order to enable people to use them effectively. CP1 is likely to have a beneficial impact on improved infrastructure in the city, town, and local centres of CW&amp;C.</p>			
<b>Enable environments that promote health and wellbeing</b>			
<p><b>Will it promote active lifestyles?</b></p> <p>CP1 provides a vision-led approach to designing transport solutions and programmes which enhance overall accessibility of green spaces. This means that people will have improved public transport services, walking, wheeling, and cycling infrastructure, making it easier for them to reach parks, trails, and other recreational areas. CP1 implies that making active travel modes more attractive to CW&amp;C residents, and fostering a healthier and more active community, will be key metrics when monitoring the implementation of LTP4.</p> <p>Indeed, the literature review highlighted many health benefits of the uptake of active travel and lifestyles, including reduced childhood obesity, improved cognitive development, and better health outcomes in deprived areas.</p> <p>The baseline data for CW&amp;C shows that only around a fifth (22% of children and young adults are physically active, and 19% of children in their school reception year are either overweight or obese. This signifies a huge potential for CW&amp;C residents, particularly children, to reap the health benefits of more active lifestyles.</p> <p>CP1 is likely to have a beneficial impact on promoting active lifestyles.</p>	High	High	Major
<p><b>Will it reduce noise from transport related sources?</b></p> <p>CP1 emphasises the importance of improving journey times and making travel more seamless for everyone, in the aim of strengthening transport systems. An implicit objective of this people having access to safe and convenient pathways for walking and cycling, and increased use of public transport. This should reduce the reliance on private cars, thereby decreasing the number of vehicles on roads and decreasing noise pollution from traffic. CP1's monitoring and evaluation commitments and focus on wellbeing outcomes supports this objective.</p> <p>The literature review has identified that noise pollution is a huge risk factor for deteriorating physical health, particularly in relation to cardiovascular health. There are also adverse mental health impacts associated with noise from transport related sources, namely stress, anxiety, and depression.</p>	High	High	Major

ISA objective	Magnitude	Sensitivity	Significance
The local area profile indicates that sounds from road sources in CW&C are a challenge, with annual average Lden exceeding 75dB in areas surrounding the M53 and M56 motorways in particular. CP1 is likely to have a beneficial impact on reducing transport-related noise.			

### 6.3.2 CP2: Smarter places, smarter travel

**Table 6.3: Core Policy 2 assessment**

ISA objective	Magnitude	Sensitivity	Significance
<b>Create a safe environment to live in and reduce the threat of crime</b>			
<p><b>Will it create a travel environment that is (and feels) safe for all users, day and night?</b></p> <p>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.</p> <p>CP2 is likely to create a travel environment that is and feels safer for all users, day and night.</p>	High	High	Major
<p><b>Will it improve road safety and reduce the number of people killed and seriously injured on the roads?</b></p> <p>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.</p> <p>CP2 is likely to influence travel behaviour which will improve road safety and reduce the number of road accident fatalities.</p>	High	Medium	Major/Moderate
<b>Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment</b>			
<p><b>Will it support sustainable economic growth?</b></p> <p>CP2 aims to reduce the need to travel and better understand CW&amp;C residents' travel behaviours to change how and when people travel around the borough, in the aim of achieving the LTP4 vision. By ensuring new developments are co-located and integrated, CP2 will enhance accessibility to jobs and reduce travel costs. CP2 also encourages travel outside peak hours and prioritising sustainable travel modes, benefitting both commuters and freight transport. The emphasis on digital connectivity provides an opportunity to further boost productivity and economic activity, by enabling access to services and work online.</p>	High	High	Major

ISA objective	Magnitude	Sensitivity	Significance
<p>The literature review has highlighted that efficient mobility, and reduced congestion can enhance quality of life by providing equitable access to work, social opportunities, and essential services. Well-planned transport infrastructure, designed upon a thorough understanding of actual behaviour will also improve social inclusion and severance, supporting more liveable environments for people.</p> <p>Key economic indicators in CW&amp;C are in line with averages for the North West as well as England, however employment levels in the borough have declined since 2015, whilst they grew by around 10% in England as a whole. 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. Geographic disparities in unemployment highlight the importance of sustainable access to jobs, skills, and training opportunities.</p> <p>CP2 is likely to support sustainable economic growth.</p>			
<p><b>Will it improve accessibility to jobs?</b></p> <p>By promoting the co-location of new development, community services, and sustainable transport hubs, CP2 should make education and job opportunities more accessible to CW&amp;C residents. Integrated connectivity designed upon existing travel behaviours will make it easier for people to commute by walking, cycling, wheeling, and using public transport, and also reduce travel time and costs. Additionally, supporting digital infrastructure as proposed by CP2 should enable more remote working, further increasing access to job opportunities without the need for physical travel.</p> <p>Research has found that employment is linked to physical, social, and psychological wellbeing, highlighting the importance of safeguarding people's access to jobs, as well as education opportunities to upskills themselves. The co-location of new developments as planned by CP2 would mean increased opportunities for participation in society, and access to healthier choices for CW&amp;C residents, as backed by the literature.</p> <p>Though current employment levels in CW&amp;C (57%) are in line with regional and national averages, employment growth has declined since 2015. There is a wide variance across CW&amp;C of areas with a high prevalence of people with no education 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. A higher than national average share of CW&amp;C employed residents use a car or a van to commute to work; highlighting the potential for co-location of services and transport hubs to influence people's choice of commutes.</p> <p>CP2 is likely to improve people's accessibility to jobs.</p>	High	High	Major
<p><b>Will it support tourism and the visitor economy?</b></p> <p>CP2 aims to improve transport networks by making travel more convenient and attractive, thus enhancing the tourism and visitor economy. By encouraging travel outside peak hours and prioritising sustainable modes of transport, visitors will experience less congestion and smoother journeys. An emphasis on digital infrastructure means a potential for tourists to access information and services online, enhancing the overall visitor experience.</p> <p>The reviewed literature shows that infrastructure investments which enhance connectivity and accessibility elevate the travel experience and create places that people want to visit and that are easier for people to visit, thereby attracting more tourists and visitors to an area.</p>	Medium	High	Major/moderate

ISA objective	Magnitude	Sensitivity	Significance
<p>Tourism is not currently a large source of employment in CW&amp;C, and the geographic disparity of unemployment levels across wards highlights the potential for growth in a variety of sectors to reverse trends of unemployment seen within certain areas. Whilst the number of FTEs supported by tourism has increased by 7.8% since 2022, this remains lower than levels prior to the pandemic (25,937 in 2019), highlighting the potential for more visitor-related employment in CW&amp;C.</p> <p>CP2 is likely to attract more visitors and support the tourism economy.</p>			
<p><b>Will it increase efficiency of freight transport including low emissions freight movements?</b></p> <p>CP2 focuses on reducing travel during peak hours, which will benefit freight transport by reducing congestion. By spreading demand more evenly across the transport network, freight movement will be faster and more reliable, enhancing their efficiency. Promotion of sustainable transport modes would contribute to a cleaner freight transport system.</p> <p>A review of the literature has demonstrated that initiatives that help grow the local economy by minimising traffic and shifting traffic to more sustainable modes can enhance both the efficiency and utilisation of freight transport, leading to improved health outcomes for surrounding communities.</p> <p>There are four declared AQMAs in CW&amp;C due to annual exceedances of mean NO<sub>2</sub> resulting from road traffic, which could be related to the volume of freight transport.</p> <p>CP2 is likely to increase efficiency of freight transport by lessening congestion on roads.</p>	Medium	Low	Minor
<p><b>Will it improve provision and/or access to open space and nature for all?</b></p> <p>CP2 encourages co-location of new development, with transport hubs that provide access to open spaces and nature. By ensuring integrated connectivity, residents should have easier access to parks, green spaces, and recreational areas, promoting outdoor activities and wellbeing. CP2 places an emphasis on sustainable travel modes, which would help preserve the natural beauty of CW&amp;C.</p> <p>Inaccessible green spaces can exacerbate health deprivation in less connected areas, as the literature tells us that exposure to nature and open spaces is crucial to maintaining a healthy lifestyle -both in terms of physical and mental wellbeing.</p> <p>CW&amp;C has six Country Parks that are natural areas designated for people to visit and enjoy recreation in a natural environment, however the share of physically active children and young people in the borough is lower than the regional average, potentially signalling a lack of accessibility to these green spaces.</p> <p>CP2 is likely to improve access to open space and nature for all.</p>	High	High	Major
<b>Maintain and improve the vitality and viability of the city, town and local centres</b>			
<p><b>Will it safeguard shops, leisure and services in existing centres, with transport for all?</b></p> <p>CP2 aims to promote the co-location of new developments in the borough, integrating community services in the planning of sustainable transport hubs. This will support shops, leisure facilities, and recreation areas to remain accessible and integrated within the communities where people live, thereby supporting existing centres and reducing the need for long-distance travel to access essential services.</p>	High	High	Major

ISA objective	Magnitude	Sensitivity	Significance
<p>The literature reviewed tells us that leisure activities, including shopping, provide opportunities for social interaction and physical activity, contributing to improved mental and physical health. A mix of services in town centres is crucial for economic vibrancy and promotes healthy lifestyle choices.</p> <p>Co-locating new developments will help support the vibrancy of CW&amp;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&amp;C has increased post-pandemic, levels have not yet return to pre-pandemic footfalls.</p> <p>CP2 is likely to supporting the safeguarding of shops, leisure, and services in existing centres, with transport for all.</p>			
<p><b>Will it provide improved physical, social and environmental infrastructure in the city, town and local centres?</b></p> <p>CP2 embraces a holistic approach to place-making and transport planning, encouraging off-peak travel and promoting digital connectivity. This will help reduce congestion and improve the efficiency of the transport network, which in turn supports better and more integrated physical, social, and environmental infrastructure. CP2 would not only make travel more convenient and sustainable but also foster a more resilient and connected community.</p> <p>Town and local centres that are more accessible enhance physical and mental wellbeing by reducing long commutes (and associated anxiety and stress) and improving the quality of neighbourhoods.</p> <p>Health deprivation, unemployment, and education levels across the borough are geographically dispersed, with more rural areas generally worse off. This highlights the importance of infrastructure in providing access to social inclusion and economic opportunities for all. The baseline footfall data demonstrates that footfall immediately spiked following the opening of the new Chester market in 2022 and has consistently remained higher than previous footfall levels. This demonstrates the high potential for new and improved infrastructure to affect vitality of town and local centres.</p> <p>CP2 is likely it provide improved physical, social and infrastructure, with better outcomes for more deprived areas.</p>	High	High	Major
<b>Enable environments that promote health and wellbeing</b>			
<p><b>Will it promote active lifestyles?</b></p> <p>CP2 emphasises the importance of integrated connectivity and sustainable transport modes. By ensuring that schools, shops, and other vital services are located close to where people live, CP2 will make it more convenient for individuals to walk or cycle to these destinations. This will encourage physical activity as part of daily routines. CP2 also supports the development of active travel infrastructure such as safe pedestrian pathways and dedicated cycle lanes, making these transport modes more attractive and accessible.</p> <p>Convenient transport infrastructure and the promotion of active travel are critical to enhancing physical and mental health by encouraging daily physical activity and reducing car dependency. For those without access to a car, welcoming and accessible walking and cycling environments are crucial.</p> <p>Whilst a significant share of the adult population is already physically active (72%), this is less true for children and young adults (22%) in CW&amp;C. 19% of children are either overweight or obese in their school reception year. This underlines a need to better understand active travel behaviours and incentives in the borough, in order to develop transport planning which can promote more active lifestyles.</p>	High	High	Major

ISA objective	Magnitude	Sensitivity	Significance
The development approach outlined in CP2 is likely to promote active lifestyles			
<p><b>Will it reduce noise from transport related sources?</b></p> <p>CP2 promotes walking, cycling, and public transport over private car use, aiming to decrease the volume of vehicular traffic, which is a significant source of noise pollution. Additionally, by encouraging travel outside of peak hours, CP2 will help spread out traffic more evenly throughout the day, reducing congestion and associated noise levels during busy periods.</p> <p>Environmental noise has been shown in the literature to be a significant public health challenge, with noise from transport sources impacting both physical and mental health, as well as social behaviours and general quality of life.</p> <p>On average, sounds from road sources in CW&amp;C exceed 75 dB in areas surrounding motorways, highlighting a need to reduce traffic congestion generally, and particularly at peak times.</p> <p>CP2 is likely to reduce traffic congestion and noise from transport related sources.</p>	High	Medium	Major/moderate

### 6.3.3 CP3: Real choices in how we travel

Table 6.4: Core Policy 4 assessment

ISA objective	Magnitude	Sensitivity	Significance
Create a safe environment to live in and reduce the threat of crime			
<p><b>Will it create a travel environment that is (and feels) safe for all users, day and night?</b></p> <p>CP3 prioritises walking, wheeling, and cycling, as well as public transport as the favoured transport modes. This inherently promotes the development of well-lit, pedestrian-friendly pathways and cycling lanes. By designing transport networks that avoid conflicts between pedestrians, cyclist, and motorised vehicles, CP3 should provide safer routes for vulnerable users. By promoting public transport access and shared transport options, CP3 will also increase the presence of people in public spaces, thereby deterring crime and creating a more secure environment for all users.</p> <p>The literature review demonstrated that transport infrastructure has a massive impact on people's actual and perceived safety, which in turn plays a role in how people choose their preferred transport modes. This would also reduce the anxiety and fear people may feel about transportation. The crime rate in CW&amp;C in 2024 was 71 recorded offences per 1,000 population, which is lower than both the regional (94 per 1,000 population) and national (87 per 1,000 population). Still, the number of sexual offences, which is a significant deterrent to the use of public transport, has increased to 4,033 in year ending September 2024 compared to 3,678 the previous year.</p> <p>CP3 is likely to create a travel environment that is and feels safer to CW&amp;C residents, enabling them to reap the benefits from associated health benefits of stress-free and safe journeys.</p>	Medium	High	Major/moderate
<p><b>Will it improve road safety and reduce the number of people killed and seriously injured on the roads?</b></p> <p>CP3 emphasises cleaner, healthier, and safer modes of transport, which will reduce reliance on private motor vehicles, particularly petrol and diesel card. This shift should decrease traffic congestion and the likelihood of</p>	Medium	Medium	Moderate

ISA objective	Magnitude	Sensitivity	Significance
<p>vehicular collisions. CP3's adherence to the Highway Code principles, which places greater responsibility on those operating potentially more harmful vehicles, should further enhance road safety. Encouraging the use of public transport, shared transport, and active travel modes will also contribute to fewer vehicles on the road, thereby reducing the risk of collisions.</p> <p>Vehicle users, pedestrians, and cyclists are vulnerable to collisions and casualties, with detrimental effects on local health systems.</p> <p>In CW&amp;C, the most fatal pedestrian collisions occurred on A roads. The majority of vehicular collisions involved private cars, reflecting the increased potential for people killed or seriously injured at higher speeds. The number of death or serious injuries due to unlawful driving increased to 27 in year ending 2024, from 11 in the previous year. This points to potential benefits in reducing the number of cars on roads.</p> <p>CP3 is likely to improve road safety across CW&amp;C.</p>			
<b>Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment</b>			
<p><b>Will it support sustainable economic growth?</b></p> <p>CP3 promotes affordable and accessible transport options that reduce social exclusion and support sustainable 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.</p> <p>The literature review highlighted the role that transport planning can play in fostering sustainable growth by enhancing connectivity, reducing congestion, and enabling efficient mobility. Access to convenient, reliable, and efficient transport is integral to enhancing quality of life, as it facilitates access to essential services, education, health, leisure, and open spaces.</p> <p>The economic make-up of CW&amp;C is spread across a mixture of urban, industrial, and rural areas, covering wholesale and retail, visitor economy, professional services and agri-food. The biggest sector of growth has been the 'Professional, scientific &amp; technical' sector, with a net increase of 7,000 new jobs in the 2015 to 2023 period. With employment in this sector likely to be located in existing centres or close to transport hubs, there is potential for CP3 to heavily impact the way people employed in this sector commute to work.</p> <p>CP3 is likely to support sustainable economic growth.</p>	High	High	Major
<p><b>Will it improve accessibility to jobs?</b></p> <p>By encouraging public transport, shared transport, and active travel modes, CP3 enhances accessibility to jobs for all residents, including those who do not own a private car. The focus on integrated connectivity is crucial to making sure that new developments and transport hubs are well-connected to employment centres, making it easier for people to commute. This would also reduce travel time and costs, enabling more individuals to access job opportunities to contributing to a more equitable and inclusive labour market.</p> <p>The literature found that barriers to employment resulting from lack of transport accessibility can lead to social isolation and difficulty in accessing opportunities in places where car ownership is low. Employment, income, and health status have been shown to be inextricably linked, with unemployment being a significant risk factor for physical and mental health.</p>	High	High	Major

ISA objective	Magnitude	Sensitivity	Significance
<p>Whilst employment levels in CW&amp;C are in line with those of the North West and England, employment growth has decreased in the borough when compared to regional and national rates. Unemployment is significantly higher in more rural areas within CW&amp;C, in line with patterns of health deprivation.</p> <p>CP3 is likely to improve accessibility to jobs.</p>			
<p><b>Will it support tourism and the visitor economy?</b></p> <p>CP3 prioritises walking, cycling, and public transport, enhancing the visitor experience by providing convenient and sustainable ways to explore the borough. By creating a more attractive and accessible transport network, as well as improving connectivity to tourist attractions, visitors will find the area easier to navigate, which will improve the quality of their stay. Additionally, reducing traffic congestion and emissions creates a more pleasant environment, boosting the appeal of CW&amp;C as a destination.</p> <p>In the reviewed literature, the benefits of investing in active travel and public transport infrastructure are manifold. These create places that attract more tourists and visitors, which can significantly enhance an area's economic vitality and sustainability. Improved public transport infrastructure and access to active travel modes for visitors not only facilitates access to attractions but makes the overall travel experience more appealing.</p> <p>CP3 is likely to support tourism and the visitor economy.</p>	High	Medium	Major/moderate
<p><b>Will it increase efficiency of freight transport including low emissions freight movements?</b></p> <p>CP3 focuses on efficient and sustainable movement of goods by prioritising ultra-low emission vehicles as well as reducing reliance on single-occupancy private cars. This will support freight transport to operate more smoothly and with fewer delays. Encouraging the use of electric vehicles for freight reduces emissions and supports environmental sustainability. CP3's emphasis on integrated connectivity will also facilitate better planning and coordination of freight routes.</p> <p>The literature review has shown that transport initiatives which aim to minimise traffic, shift unavoidable traffic to sustainable modes, and improve fuel and vehicle technology are key to achieving higher vehicle utilisation, reduce the number of empty trips, and minimise the environmental impacts of freight transport. Transitioning to a clean, and more efficient freight transport system does also involve investing in electric and low-emissions vehicle infrastructure, which may be inequitable for people living in rural areas and may imply a transition period to the operation of such systems.</p> <p>The baseline profile for CW&amp;C shows that uptake of ultra-low emissions vehicles has more than doubled from 2021 to 2023, however ownership rates remain below those for both the North West and England.</p> <p>CP3 is likely to support efficiency of freight transport in the long term, however its implications seem to be focalised on providing choice for residents' journeys rather than the movement of goods. Still, freight transport is likely to become more efficient with fewer cars on road networks.</p>	Low	Medium	Minor
<p><b>Will it improve provision and/or access to open space and nature for all?</b></p> <p>CP3 promotes active travel modes, which should lead to a transport network that is developed to make greenways and parks more accessible to residents. The focus on sustainable transport options reduces the need for extensive road infrastructure, potentially freeing up space that can be repurposed for recreational areas and natural habitats.</p>	High	Medium	Major/moderate

ISA objective	Magnitude	Sensitivity	Significance
<p>The evidence from the literature review suggests that access to green space creates significant health and wellbeing benefits, and social cohesion. It is also important that the design and maintenance of green spaces and their access routes enable disabled people or people with limited mobility to use surrounding pedestrian environments fully and independently.</p> <p>The geographic spread of PROWs and footpaths within CW&amp;C is quite broad, with areas adjacent to urban centres having a lesser number of and restricted access to open areas providing leisure and recreational functions. This could exacerbate unequal health outcomes across the borough and health deprivation levels in CW&amp;C.</p> <p>CP3 is likely to improve provision and access to open space and nature for all, particularly if implemented in an equitable manner.</p>			
<b>Maintain and improve the vitality and viability of the city, town and local centres</b>			
<b>Will it safeguard shops, leisure and services in existing centres, with transport for all?</b>	N/A	N/A	N/A
<b>Will it provide improved physical, social and environmental infrastructure in the city, town and local centres?</b>	N/A	N/A	N/A
<b>Enable environments that promote health and wellbeing</b>			
<p><b>Will it promote active lifestyles?</b></p> <p>CP3 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, CP3 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.</p> <p>The literature shows that currently, nearly 60% of all journeys are made by car, however walking is the most popular transport mode for short trips under one mile. Promotion of active travel modes and public transport as a priority, leading to increased daily physical activity, has the potential to drastically improve both physical and mental health outcomes. Actual uptake of active travel modes is very much dependent on people's perceived safety of these. As such, to be successful, CP3 needs to guarantee that walking, wheeling, and cycling are the safest ways to travel in CW&amp;C.</p> <p>More than half of CW&amp;C commuters rely on a car or van for travel to their workplace, highlighting the high potential for behavioural change initiatives to affect local community health via uptake of active travel modes.</p> <p>In CW&amp;C, there is a higher than UK average share of adults classified as overweight or obese (68%), and compared to the region, there is a lower share of children and young people who are physically active (22%).</p> <p>CP3 is likely to promote active lifestyles, only if safety is recognised as a key factor in people's choice of transport mode.</p>	Medium	High	Major/moderate
<b>Will it reduce noise from transport related sources?</b>	High	High	Major

ISA objective	Magnitude	Sensitivity	Significance
<p>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&amp;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.</p> <p>Transport has been shown to be a key source of noise pollution which impacts human health. The impacts of noise on health are widespread, with research demonstrating that there are physical effects (cardiovascular disease, hearing impairments) as well as psychological (stress, anxiety), and noise can also impair children’s cognitive development.</p> <p>Only 5.5% of the UK population is exposed to transport noise of 65 dB(A) or more during the daytime. Noise indicators along the CW&amp;C road network show that average day-evening-night levels of noise to over 65 dB(A), from only road sources in 2019. The baseline profile for CW&amp;C shows that uptake of ultra-low emissions vehicles has more than doubled from 2021 to 2023, however ownership rates remain below those for both the North West and England.</p> <p>CP3 is likely to reduce noise from transport related sources.</p>			

### 6.3.4 CP4: Let’s join things up: a ‘One System’ approach

**Table 6.5: Core Policy 4 assessment**

ISA objective	Magnitude	Sensitivity	Significance
<b>Create a safe environment to live in and reduce the threat of crime</b>			
<p><b>Will it create a travel environment that is (and feels) safe for all users, day and night?</b></p> <p>CP4 aims to create a seamless and integrated network, through a ‘One System approach’ which does not inherently enhance safety for all users. In developing key transport hubs and multimodal interchanges, CP4 should also that these areas are well-lit, monitored, and not only designed to simplify the use of different modes of transport. Coordinating bus and rail timetables and enabling joint ticketing solutions should reduce waiting times and the need for long, isolated walks between modes, making the travel environment feel safer, especially at night. Collaboration with various stakeholders should facilitate the consistent application of safety measures across the network.</p> <p>The literature review shows that safety considerations are key to making users feel safe, influencing their choice of travel mode. Fear of crime has been shown to be a deterrent to public transport use and walking. It is particularly important for transport planning to support access to safe residential neighbourhoods, public footways, and public transport.</p> <p>CP4 is only like to create a safer travel environment for all users, if safety is explicitly cited as an objective of the One System approach.</p>	Low	High	Moderate/minor
<p><b>Will it improve road safety and reduce the number of people killed and seriously injured on the roads?</b></p>	High	Medium	Major/moderate

ISA objective	Magnitude	Sensitivity	Significance
<p>By prioritising the integration of sustainable transport modes such as walking, cycling, and public transport, CP4 reduces residents' reliance on private motor vehicles. This decrease in vehicular traffic would lead to fewer opportunities for collisions and road fatalities. Engineering improvements to reduce interchange times and develop multimodal hubs should help to separate different types of traffic, reducing the risk of collisions. Additionally, the emphasis on operational coordination, such as synchronised bus and rail schedules, should mean smoother and safer transitions between modes for pedestrians.</p> <p>In CW&amp;C, most fatal pedestrian collisions occur on A roads. The majority of vehicular collisions involved private cars, reflecting the increased potential for people killed or seriously injured at higher speeds. The number of people killed or seriously injured due to unlawful driving has also increased in the past three years. This points to potential benefits in encouraging multi-modal journeys and reducing the number of cars on roads.</p> <p>CP4 is likely to improve road safety by reducing the number of people KSI on roads.</p>			
<p><b>Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment</b></p>			
<p><b>Will it support sustainable economic growth?</b></p> <p>CP4 promotes a fully integrated transport system that reduces inefficiencies and enhances connectivity across the borough. This physical, operational, and digital integration should support sustainable economic growth by reducing travel costs and time for businesses and workers through seamless multimodal journeys. CP4 should also help reduce congestion and delays at modal interchanges, which is vital for supply chain efficiency and local commerce. This is also likely to attract local investment by demonstrating a modern, coordinated transport infrastructure that supports business operations and employee mobility.</p> <p>CP4 is likely to support sustainable economic growth by improving productivity and connectivity of employees and businesses.</p>	High	Medium	Major/moderate
<p><b>Will it improve accessibility to jobs?</b></p> <p>The proposed One System approach addresses barriers to employment by connecting new developments to existing housing and transport networks, improving people's access to job centres without the need for a car. Coordinating bus and rail timetable and enabling multi-operator ticketing should simplify commuting and reduce the burden of multiple fares. CP4 proposes to enhance digital journey planning tools, making it easier for jobseekers and employees to understand and access their travel options.</p> <p>CP4 is likely to improve accessibility to jobs, particularly for lower-income residents and those in underserved areas, where fragmented transport can limit access to economic opportunities.</p>	High	High	Major
<p><b>Will it support tourism and the visitor economy?</b></p> <p>Tourism thrives on ease of access and positive travel experiences. CP4 supports this by developing key transport hubs as attractive and efficient interchanges, improving the first and last mile of visitor journeys. The proposition to explore a unified transport brand, similar to Greater Manchester's Bee Network, would help establish a CW&amp;C identity and make it easier for tourists to navigate the local area. Integrated ticketing and real-time digital information would reduce the complexity of travel, which is valuable to visitors unfamiliar with the area.</p>	High	High	Major

ISA objective	Magnitude	Sensitivity	Significance
CP4 is likely to support tourism and the visitor economy in CW&C, aligning with the borough's ambitions to position Chester as a modern, well-connected regional centre.			
Will it increase efficiency of freight transport including low emissions freight movements?	N/A	N/A	N/A
Will it improve provision and/or access to open space and nature for all?	N/A	N/A	N/A
<b>Maintain and improve the vitality and viability of the city, town and local centres</b>			
<p><b>Will it safeguard shops, leisure and services in existing centres, with transport for all?</b></p> <p>CP4 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. The development of a coordinated network brand for transport would also enhance the visibility and accessibility of town centres, encouraging more people to spend time in these areas.</p> <p>The literature review tells us that convenient access to leisure activities, including shopping, provide opportunities for social interaction and physical activity, contributing to improved mental and physical health. There are economic and social costs associated with vacant shops, contributing to further decline of an area. A mix of services in town centres is crucial for economic vibrancy and promotes healthy lifestyle choices.</p> <p>Retail is a significant source of employment in CW&amp;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.</p> <p>CP4 is likely to support the vibrancy of shops, leisure and services in existing centres.</p>	High	High	Major
<p><b>Will it provide improved physical, social and environmental infrastructure in the city, town and local centres?</b></p> <p>CP4 promotes the development of key transport hubs and multimodal interchanges, which will serve as focal points for improved physical infrastructure. The ways these are designed is crucial, and incorporating elements such as green spaces, pedestrian pathways, and cycling lanes is crucial to these hubs being efficient and attractive. By ensuring new development are integrated into existing networks and communities, CP4 fosters social connectivity and inclusion.</p> <p>The literature review highlights the importance of considering how new transport infrastructure affects visual amenity, air quality, traffic, and in turn quality of neighbourhoods as well as quality of life. Transport infrastructure has the potential to transform new and existing infrastructure in town and local centres, by reducing long journey times and promoting active travel modes.</p> <p>CP4 will help simplify getting to and from school, places of work and accessing green areas and shops and services without the need for a car. These will have to be served by accompanying physical, social and environmental infrastructure in and around local centres in order to enable people to use them effectively.</p>	High	High	Major

ISA objective	Magnitude	Sensitivity	Significance
CP4 is likely to provide improved physical, social and environmental infrastructure in town and local centres.			
<b>Enable environments that support health and wellbeing</b>			
<p><b>Will it promote active lifestyles?</b></p> <p>CP4 aims to make multimodal journeys, such as walking and cycling to a bus stop, train station, or Park &amp; 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.</p> <p>CP4 is likely to promote active lifestyles by for shifting travel habits away from car use and towards healthier, more sustainable modes.</p>	High	Medium	Major/moderate
<b>Will it reduce noise from transport related sources?</b>	N/A	N/A	N/A

### 6.3.5 CP5: Making the most of our existing streets

Table 6.6: Core Policy 5 assessment

ISA objective	Magnitude	Sensitivity	Significance
<b>Create a safe environment to live in and reduce the threat of crime</b>			
<p><b>Will it create a travel environment that is (and feels) safe for all users, day and night?</b></p> <p>CP5 focuses on maximising the use of the existing road network, and prioritising investments in sustainable transport modes. By upgrading infrastructure to facilitate safe travel by public transport, walking, wheeling, and cycling, CP5 supports and integrates these modes into the wider network. The policy aims to incentivise travel behaviours and attitudes, as such ensuring people feel safe on the transport network will be key to increasing the uptake of active travel modes over private car use.</p> <p>According to the reviewed literature, transport infrastructure has an important role to play in making people feel safe and secure in the public realm. People generally feel safer in areas or streets where there are a higher number of people, so a reduced reliance on cars and increased number of people walking and cycling using improved active travel infrastructure should help create a safer travel environment.</p> <p>CP5 is likely to improve travel safety and perceptions thereof, reducing anxiety and stress related to travelling.</p>	Medium	Medium	Moderate
<p><b>Will it improve road safety and reduce the number of people killed and seriously injured on the roads?</b></p> <p>CP5 redefines the role of roads in CW&amp;C, by not supporting new road building projects that add physical highway capacity for general traffic. This should reduce traffic volume on roads, addressing the major factors in road traffic</p>	Medium	Low	Minor

ISA objective	Magnitude	Sensitivity	Significance
<p>collisions. The emphasis on addressing priority road danger hotspots through targeted interventions should improve safety in more hazardous areas, which should in turn reduce the number of people killed and seriously injured on roads. CP5 also prioritises infrastructure that facilitates sustainable and safe travel, reducing risks for pedestrians and cyclists.</p> <p>Research has shown that transport policies which promote alternative travel modes to cars and private vehicles, such as public transport, reduces the likelihood of road collisions by decreasing the number of vehicles on the road. In CW&amp;C, the baseline data on vehicular collisions suggests an increased potential for collisions on roads with higher speeds, and poorer visibility on rural roads. This highlights the importance of tackling priority road danger hotspots. Still, the rate of people KSI on England's roads is lower in CW&amp;C (59 for 100,000 people) compared to both regional (90) and national (92) values, although the number of death or serious injuries due to unlawful driving has more than doubled from 2022 to 2024. Furthermore, both the research and the baseline profile show that high speed of traffic is a key contributor to vehicular collisions, however CP5 does not explicitly mention interventions to reduce speeding. CP5 is likely to improve road safety and reduce the number of casualties on roads, only if speeding is tackled through specific interventions.</p>			
<b>Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment</b>			
<b>Will it support sustainable economic growth?</b>	N/A	N/A	N/A
<b>Will it improve accessibility to jobs?</b>	N/A	N/A	N/A
<b>Will it support tourism and the visitor economy?</b>	N/A	N/A	N/A
<b>Will it increase efficiency of freight transport including low emissions freight movements?</b>	N/A	N/A	N/A
<b>Will it improve provision and/or access to open space and nature for all?</b>	N/A	N/A	N/A
<b>Maintain and improve the vitality and viability of the city, town and local centres</b>			
<b>Will it safeguard shops, leisure and services in existing centres, with transport for all?</b>	N/A	N/A	N/A
<b>Will it provide improved physical, social and environmental infrastructure in the city, town and local centres?</b>	N/A	N/A	N/A
<b>Enable environments that promote health and wellbeing</b>			
<b>Will it promote active lifestyles?</b>	High	High	Major

ISA objective	Magnitude	Sensitivity	Significance
<p>By prioritising infrastructure investments that support walking, wheeling, and cycling, and making these modes more convenient, CP5 encourages residents to incorporate physical activity into their routines. Developing well-connected and accessible pathways and cycling lanes will incentivise people to choose active travel over driving. This should create a positive feedback loop, as a reduction of reliance on private cars should create a more pleasant and less polluted environment, further encouraging active lifestyles.</p> <p>Convenient transport infrastructure, active travel promotion, and a shift in transport modes can lead to higher daily physical activity and lower car dependency. It is particularly important for children’s health to participate in active travel. Children and young people currently have lower levels of physical activity than adults in CW&amp;C. CP5 could potentially change this, particularly if active travel infrastructure enables access to schools, parks, and recreational areas.</p> <p>1 in 6 CW&amp;C households do not own a car or van, and ownership levels are lowest in more deprived parts of the borough. Providing additional highway and road capacity for general traffic therefore disproportionately benefits the more privileged in society, and could exacerbate social exclusion for the more vulnerable. The baseline data has shown that areas with higher levels of economic exclusion are already generally in line with patterns of health deprivation.</p> <p>CP5 is likely to promote active lifestyles</p>			
<p><b>Will it reduce noise from transport related sources?</b></p> <p>CP5 discourages the expansion of road capacity for general traffic and promotes sustainable transport options. Encouraging car sharing and car clubs will reduce the number of private vehicles on the road, leading to less traffic noise. A focus on maintaining and upgrading existing infrastructure to support these quieter modes of transport should also contribute to a reduction in noise pollution.</p> <p>The literature review highlights how policies that promote active travel and electric vehicles are likely to reduce vehicular noise and beneficially impact health outcomes. Long-term exposure to road traffic noise in particular, has devastating physical and mental health effects.</p> <p>Number of vehicles is a cause for concern in CW&amp;C; average annual levels of day-evening night noise already exceeds 65dB in many of the areas surrounding the road network in the borough.</p> <p>Transforming the role of roads and prioritising other travel modes will significantly reduce noise pollution from transport-related sources.</p>	High	High	Major

### 6.3.6 CP6: Local issues, local voices

**Table 6.7: Core Policy 6 assessment**

ISA objective	Magnitude	Sensitivity	Significance
<b>Create a safe environment to live in and reduce the threat of crime</b>			
<b>Will it create a travel environment that is (and feels) safe for all users, day and night?</b>	N/A	N/A	N/A

ISA objective	Magnitude	Sensitivity	Significance
<b>Will it improve road safety and reduce the number of people killed and seriously injured on the roads?</b>	N/A	N/A	N/A
<b>Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment</b>			
<b>Will it support sustainable economic growth?</b>	N/A	N/A	N/A
<b>Will it improve accessibility to jobs?</b>	N/A	N/A	N/A
<b>Will it support tourism and the visitor economy?</b>	N/A	N/A	N/A
<b>Will it increase efficiency of freight transport including low emissions freight movements?</b>	N/A	N/A	N/A
<b>Will it improve provision and/or access to open space and nature for all?</b>	N/A	N/A	N/A
<b>Maintain and improve the vitality and viability of the city, town and local centres</b>			
<b>Will it safeguard shops, leisure and services in existing centres, with transport for all?</b>	N/A	N/A	N/A
<b>Will it provide improved physical, social and environmental infrastructure in the city, town and local centres?</b>	N/A	N/A	N/A
<b>Enable environments that promote health and wellbeing</b>			
<p><b>Will it promote active lifestyles?</b></p> <p>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.</p> <p>Seeking input from underrepresented groups should also support all community members' needs being met, including those who may rely more on active travel modes. Community engagement will also help the council better understand what barriers may be impeding a behavioural shift to active lifestyles.</p> <p>Whilst the share of physically active adults in CW&amp;C is higher than regional and national averages, more can be done to incentivise children and young people to be physically active.</p>	High	High	Major

ISA objective	Magnitude	Sensitivity	Significance
CP6 will likely promote active travel modes and lifestyles.			
<p><b>Will it reduce noise from transport related sources?</b></p> <p>CP6 will foster a collaborative approach to transport planning that prioritises sustainable and less noisy modes of transport. By engaging with local businesses and service providers to address specific transport-related issues, CP6 encourages solutions that minimise reliance on private motor vehicles, which are significant sources of noise pollution.</p> <p>Involving local communities in the maintenance and design of their transport networks will support the development of quieter, more pedestrian-friendly areas.</p> <p>Environmental noise pollution in CW&amp;C is largely associated with noise from road traffic sources.</p> <p>CP6 is likely to reduce noise from transport related sources.</p>	Medium	High	Major/moderate

### 6.3.7 CP7: Protecting our people, our neighbourhoods and our environment

Table 6.8: Core Policy 7 assessment

ISA objective	Magnitude	Sensitivity	Significance
<b>Create a safe environment to live in and reduce the threat of crime</b>			
Will it create a travel environment that is (and feels) safe for all users, day and night?	N/A	N/A	N/A
Will it improve road safety and reduce the number of people killed and seriously injured on the roads?	N/A	N/A	N/A
<b>Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment</b>			
Will it support sustainable economic growth?	N/A	N/A	N/A
Will it improve accessibility to jobs?	N/A	N/A	N/A
Will it support tourism and the visitor economy?	N/A	N/A	N/A
Will it increase efficiency of freight transport including low emissions freight movements?	N/A	N/A	N/A
Will it improve provision and/or access to open space and nature for all?	N/A	N/A	N/A

ISA objective	Magnitude	Sensitivity	Significance
<b>Maintain and improve the vitality and viability of the city, town and local centres</b>			
<b>Will it safeguard shops, leisure and services in existing centres, with transport for all?</b>	N/A	N/A	N/A
<b>Will it provide improved physical, social and environmental infrastructure in the city, town and local centres?</b>	N/A	N/A	N/A
<b>Enable environments that promote health and wellbeing</b>			
<p><b>Will it promote active lifestyles?</b></p> <p>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 delivery biodiversity net gain, CP7 encourages daily and weekly interaction with nature, which is essential for physical and mental health. The geographic spread of PROWs and footpaths within CW&amp;C is quite broad, with areas adjacent to urban centres having a lesser number of and restricted access to open areas providing leisure and recreational functions. This could exacerbate unequal health outcomes across the borough and health deprivation levels in CW&amp;C. In CW&amp;C, there is a higher than UK average share of adults classified as overweight or obese (68%), and compared to the region, there is a lower share of children and young people who are physically active (22%). CP7 is likely to provide access to more green spaces, promoting active lifestyles.</p>	Medium	Medium	Moderate
<p><b>Will it reduce noise from transport related sources?</b></p> <p>CP7 prioritises the protection of environmentally important landscapes and the enhancement of green spaces. By creating biodiverse habitats and using nature-based solutions to improve climate resilience, the policy helps to buffer and absorb noise pollution. The emphasis on reducing road danger and public safety concerns also contributes to quieter streets. The impacts of noise on health are widespread, with research demonstrating that there are physical effects (cardiovascular disease, hearing impairments) as well as psychological (stress, anxiety), and noise can also impair children's cognitive development. Only 5.5% of the UK population is exposed to transport noise of 65 dB(A) or more during the daytime. Noise indicators along the CW&amp;C road network show that average day-evening-night levels of noise to over 65 dB(A), from only road sources in 2019. Addressing the environmental and social impacts of transport as set out in CP7 involves reducing noise from transport sources</p>	Medium	High	Major/moderate

# 7 Conclusion and Recommendations

## 7.1 Conclusion

The seven Core Policy strategies which form the LTP4 have the potential to deliver positive health impacts across the CW&C area. This HIA has assessed each Core Policy against the relevant ISA Health and Wellbeing Objectives and Appraisal criteria to establish the potential impacts for local residents. This report has found that:

- 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.

## 7.2 Recommendations

In order to maximise the beneficial impacts identified in this assessment, the following table identifies a series of recommendations aligned with each Core Policy. It is recommended that the council consider integrating these into the LTP as it continues to develop.

**Table 7.1: HIA Recommendations**

Core Policy	Recommendations	Incorporation into LTP4
CP1	<ul style="list-style-type: none"> <li>• Consider initiatives that can further support the efficiency of freight transport, and mitigate its environmental impacts</li> </ul>	This will be covered in the relevant Policy Paper
CP2	<ul style="list-style-type: none"> <li>• 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</li> </ul>	Understanding travel demand and behaviours will help inform future investments
CP3	<ul style="list-style-type: none"> <li>• 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</li> <li>• The council should focus on the uptake of physical activity for children and young adults in particular</li> </ul>	<p>This will be covered in the relevant Policy Paper</p> <p>This will be covered in the relevant Policy Paper</p>
CP4	<ul style="list-style-type: none"> <li>• Integrate affordability of public transport as a specific target of the 'One System' approach</li> <li>• Ensure an integrated transport system is also an attractive and safe environment to maximise uptake</li> </ul>	Affordability of public transport specifically will be covered in relevant policy papers. Priority 2 (poverty emergency) has been revised

Core Policy	Recommendations	Incorporation into LTP4
		to include specific mention of affordability across all modes This will be covered in policy papers for relevant modes. Mention of 'perception' in CP4 also to be updated to reflect these factors.
CP5	<ul style="list-style-type: none"> <li>Speeding on roads should be tackled through specific interventions to reduce the occurrence of people KSI in traffic collisions</li> </ul>	This will be covered in the relevant Policy Paper
CP6	<ul style="list-style-type: none"> <li>Stakeholder engagement outcomes should be central to all decision-making related to transport planning, policy, and implementation in CW&amp;C</li> </ul>	The policy aims to engage and empower communities and stakeholders and feed into transport policy, planning and implementation
CP7	<ul style="list-style-type: none"> <li>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</li> </ul>	To be considered in the next iteration

# Annex A: Evidence Base

This Annex sets out the findings of the desk-based review process, providing a literature review of the potential health impacts of the LTP4 against the ISA appraisal objectives themes related to public health.

## A.1 Creating a safe environment to live in and reduce the threat of crime

### A.1.1 Creating a travel environment that is safe for all users, day and night

The LTP4 has the potential to improve feelings of personal safety and security on the transport network. Public transport and associated infrastructure can affect feelings of personal safety and security in both the construction and operational phases.

The fear of crime is the anxiety people feel about potentially being a victim of crime. It does not necessarily relate to the probability of being a victim of crime, but instead can be influenced by external factors and narratives.

Research has revealed that young people are most likely to be involved in crime on public transport. They are particularly likely to both commit and be victims of low-level disorder and antisocial behaviour. A result of this is that young people are prone to seeing public transport as a hostile environment<sup>4</sup>. Concerns about antisocial behaviour and crime have also been found to be a significant barrier to public transport use by older people, reported to be the most worrying types of incidents experienced when using public transport by those over 65 years old<sup>5</sup>. Older people may also feel more vulnerable at night, as highlighted by a DfT study<sup>6</sup> that found older people feel most at risk during 'walking and waiting' elements of their journeys. A proposed solution to this was to increase the use of good quality street lighting to contribute towards a safer travel environment after dark. Research has found that older people are concerned about travelling through subway tunnels or on footbridges, as these were found to be quieter areas and a greater fear of crime was felt<sup>7</sup>.

In terms of spending time outside, fear of crime has been linked to a reduction in time spend walking or playing amongst children. Older children who state that they prefer not to walk to school commonly cite safety concerns as one of their reasons for this preference<sup>8</sup>. 'Eyes on the street' is a key factor for people when deciding whether a street is deemed safe or not. Areas where there are a higher number of people partaking in outdoor activities such as walking, cycling or using public transport are perceived to be safer than areas or streets with fewer people. Thus, feelings of safety play an important role in whether people consider certain streets a safe place to walk or cycle, highlighting the link between personal safety and physical activity<sup>9</sup>.

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<sup>4</sup> British Transport Police Authority (2008): 'Fear of crime and concerns about personal safety on the rail network: Summary of findings from existing research: 2008 update'

<sup>5</sup> Transport for London (2018): Attitudes to safety and security: Annual Report 2017-18

<sup>6</sup> DfT (2012): 'Transport solutions for older people: Information resource for Local Authorities'

<sup>7</sup> Anciaes, P. (2014): 'Community severance: Where is it found and at what cost?'

<sup>8</sup> Active Living Research (2015): 'Creating places the promote physical activity: Perceiving is believing'

<sup>9</sup> Ibid.

Perceived safety extends beyond fear of crime, covering a spectrum of experiences from being 'inconvenienced', feeling 'ill-at-ease' to feeling 'endangered'<sup>10</sup>. There is evidence suggesting that people from ethnic minority backgrounds have greater concerns about their personal safety when travelling, particularly at night. Research highlights that fear of racial attacks when using public transport can cause a barrier to use of transport networks, and that good quality lighting and the provision of CCTV can improve feelings of safety for users<sup>11</sup>.

Women are more likely to have security concerns as pedestrians than men, with almost two thirds of women in the UK feeling unsafe walking alone<sup>12</sup>. The threat of violence and harassment affects women by restricting their lifestyles and freedom to use public space<sup>13</sup>. Moreover designing spaces for the 'default male' without a clear strategic focus on gender may impact their use by women and girls, who are more likely to avoid using spaces if deemed unsafe. In contrast, spaces designed with a gendered perspective may be perceived by women and girls as safer, more inclusive and welcoming.<sup>14</sup> The transitory nature of public transport is arguably a factor that influences the types of crime that occur within transport networks. Women are more likely than men to experience unwanted sexual behaviour while travelling on public transport, and perhaps as a result of this fact, are more likely to experience moments of concern or worry.<sup>15</sup>

Feelings of safety are important to consider when looking at pedestrian travel patterns of LGBTQ+ people. Home Office data shows that hate crimes relating to a person's sexual orientation has increased year on year.<sup>16</sup> Research into fear of hate crime found that 26% of LGBTQ+ people avoid certain streets because they don't feel safe there. This figure doubles for those who have been the victim of a hate crime in the last 12 months.<sup>17</sup> Therefore, it should be noted that people's sexual orientation may factor into people's decisions about particular modes of transport use.

More generally, research has found that lower general feelings of safety at both the individual and neighbourhood levels were consistently associated with worse self-rated health indicators<sup>18</sup>. The relationship between public health and fear of crime can be characterised as a feedback model, in which stress and anxiety about crime harms mental health and physical functioning, which, in turn, heightens worry about crime – creating a cycle where decreased health leads to increased perceived vulnerability to victimization<sup>19</sup>. The built environment has a role to play in ensuring residents feel more safe; place attachment, perceived neighbourhood disorder, and neighbourhood walkability have been found to influence feelings of insecurity<sup>20</sup>.

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<sup>10</sup> World Bank (2020) 'Handbook for Gender-Inclusive Urban Planning and Design' Available from: <https://www.worldbank.org/en/topic/urbandevelopment/publication/handbook-for-gender-inclusive-urban-planning-and-design>

<sup>11</sup> DfT (2012): 'Transport for Everyone: An action plan to promote equality'

<sup>12</sup> Plan International (2016): 'Almost two thirds of women feel unsafe walking alone after dark'

<sup>13</sup> Allen, K., Barbin, A., Khan, A. and Ferreira, J. 2022. VAWG in public spaces: Barriers to reporting and impacts on women and girls. Available from: <https://www.britisoccrim.org/wp-content/uploads/2022/08/BSCN-Summer-2022-VAWG-in-public-spaces.pdf>

<sup>14</sup> World Bank (2020) 'Handbook for Gender-Inclusive Urban Planning and Design'.

<sup>15</sup> TfL (2013): 'Attitudes to safety and security: Annual report'

<sup>16</sup> Home Office (2018): 'Hate crime, England and Wales, 2017/18'

<sup>17</sup> Stonewall (2017): 'LGBT in Britain: Hate crime'

<sup>18</sup> BMC Public Health. (2019). Assessing the role of criminality in neighbourhood safety feelings and self-reported health.

<sup>19</sup> Jackson, J., Stafford, M. (2009) Public Health and Fear of Crime: A Prospective Cohort Study

<sup>20</sup> Hanslmaier, M., Peter, A., and Kaiser, B. (2018). Vulnerability and fear of crime among elderly citizens: what roles do neighbourhood and health play? Journal of Housing and the Built Environment.

These findings suggest that improving feelings of safety and reducing fear of crime, especially in residential neighbourhoods, public footways, and on public transport, can have significant positive impacts on various CW&C resident groups' health and wellbeing.

### **A.1.2 Improving road safety and reducing the number of killed and seriously injured on roads**

The LTP4 presents an opportunity to improve safer modes of transport, including 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. Road collisions are a major source of preventable death, serious injury, and psychological trauma.

Children and young people are more likely to be involved in road traffic collisions. Young people aged 17-24 represent over 20% of drivers killed or seriously injured in road traffic collisions, despite accounting for just 7% of driving license holders<sup>21</sup>. Research highlights that young drivers are more likely to take serious risks including speeding, overtaking on blind corners, driving on drugs and not wearing a seatbelt -and are generally less likely to rate high-risk behaviours as such<sup>22</sup>.

In 2016, 25% of all pedestrian casualties were children. In the same year, 29 out of 34 child fatalities occurred in urban areas. This clearly shows that urban areas are where children are most at risk of being involved in a road related accident.<sup>23</sup> Research also shows that there is a rise in the number of collisions between the ages of 9 and 12. This could be linked to children becoming more independent at that age such as playing outside without supervision, or travelling short distances independently, such as walking to school.<sup>24</sup>

Faster speed limits affect people's perceptions of danger and can be a determining factor in people choosing not to walk or cycle on their journeys.<sup>25</sup> For example, deaths and serious injuries have been reduced by 43% after the introduction of 20mph zones alongside traffic calming measures.<sup>26</sup> The OECD has reported that the risk of being killed is almost five times higher in collisions between a car and a pedestrian at 50km/h compared to the same type of collisions at 30 km/h<sup>27</sup>. While there remains considerable uncertainty about the exact effects of active travel policies on safety<sup>28</sup>, places with higher levels of active travel tend to have better safety records for pedestrians, and in the UK, pedestrians and cyclists are most likely to be killed by a motorised vehicle<sup>29</sup>. This suggests that implementation of active travel policies and associated infrastructure improvements are crucial to ensuring pedestrian safety.

Recent research also highlighted that disabled people are more likely to be involved in a pedestrian collision than their non-disabled counterparts. The risk is said to be higher for several reasons including those with learning disabilities potentially experiencing difficulties in making good judgements about safety, such as when it is safe to cross a road. Those with a sight or hearing impairments may also experience challenges when anticipating the actions of other road users. Also, UK and international groups representing the visually impaired have raised

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<sup>21</sup> DfT (2018): 'Reported road casualties Great Britain: 2017 annual report'

<sup>22</sup> Brake and Direct Line (2012): 'Young drivers'

<sup>23</sup> RoSPA (2018): 'RoSPA pedestrian safety policy paper'

<sup>24</sup> Ibid

<sup>25</sup> RoSPA (2016): 'Inappropriate vehicle speed'

<sup>26</sup> British Medical Journal (2009): 'Effect of 20mph traffic speed zones on road injuries in London 1986 – 2006'

<sup>27</sup> OECD (2018): Speed and Crash Risk Research Report

<sup>28</sup> Nieuwenhuijsen, MJ and de Nazelle, AJ (2017): Policies to Promote Active Travel: Evidence from Reviews of the Literature

<sup>29</sup> Sustrans (2019) Parliamentary Committee Evidence on Road Safety. Available at: <https://committees.parliament.uk/writtenevidence/101780/html/>

concerns regarding electric vehicles. The low noise levels generated by electric vehicles can pose an increased risk to visually impaired pedestrians.<sup>30</sup>

Research highlights a disparity in road safety between deprived areas and areas that are more affluent. A University College London research report<sup>31</sup> states that those living in deprived areas may fear that they are exposed to high levels of traffic risk, such as illegal and hazardous driving (speeding, parking on pavements, driving aggressively). Deprived communities may also view the dangerous behaviour as exacerbated by the perceived lack of visible enforcement.

The relationship between transport and road safety and health outcomes is complex and involves multiple mediating factors, as such it is important to look at the indirect health effects of transport policies. Researchers have found that transport policies which promote alternative means of travel, such as buses or trams, can reduce congestion -which in turn leads to fewer road collisions and casualties<sup>32</sup>. Indeed, the availability of reliable and efficient public transportation, which is one of the LTP4's objectives, can encourage people to use them instead of private vehicles, thereby reducing the likelihood of road collisions by decreasing the number of vehicles on the road. This same study shows that stricter parking regulations, such as increased fees or limited spaces, can discourage the use of private vehicles, reducing the number of cars on the road and thus having the potential to improve both congestion and road safety outcomes.

## A.2 Supporting a sustainable, resilient and inclusive economy and providing opportunities for economic growth and investment

### A.2.1 Supporting sustainable economic growth

Transport policy plays a crucial role in fostering sustainable economic growth by enhancing connectivity, reducing congestion, and promoting efficient mobility. A systematic review of economic evaluations in the academic literature on large-scale active transport infrastructure highlights the positive return on investment in walking and cycling infrastructure. These investments not only improve public health by encouraging physical activity but also reduce traffic congestion and mitigate vehicle emissions, contributing to a cleaner environment<sup>33</sup>. The review emphasizes the need to overcome institutional practices of car-centric planning and investment to redistribute funds toward dedicated active transport infrastructure, which can significantly enhance places' economic vitality.

Improving connectivity to economic opportunities through accessible transport infrastructure is crucial for ensuring equitable access to work and social opportunities. Research indicates that accessibility barriers can significantly impact who can utilize transport systems, thereby affecting their ability to participate in economic activities and access essential services<sup>34</sup>. It is imperative to consider the diverse needs of all users in transport planning to remove access barriers where possible, ensuring that transport systems are inclusive and equitable<sup>35</sup>. Access to convenient,

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<sup>30</sup> RoSPA (2018): 'RoSPA pedestrian safety policy paper'

<sup>31</sup> UCL (2014): 'Transport and poverty: A review of evidence'

<sup>32</sup> Albalade, D., Fageda, X. (2019): 'Congestion, Road Safety, and the Effectiveness of Public Policies in Urban Areas'

<sup>33</sup> Madison Bland, Matthew I. Burke & Kelly Bertolaccini (2024): 'Taking steps toward healthy & sustainable transport investment: A systematic review of economic evaluations in the academic literature on large-scale active transport infrastructure', International Journal of Sustainable Transportation

<sup>34</sup> Olsson, L. et al (2021): 'Accessibility Barriers and Perceived Accessibility: Implications for Public Transport'

<sup>35</sup> Rietveld, P., Bruinsma, F. (1998): 'Is Transport Infrastructure Effective? Impacts on the Space Economy'

reliable, and efficient transport infrastructure is integral to enhancing the quality of life, as it facilitates access to essential services, education, health, leisure facilities, and open spaces

Development planning must prioritize the support of existing communities and contribute to the creation of safe, sustainable, and liveable environments. Studies have shown that well-planned transport infrastructure can significantly improve social inclusion and community cohesion<sup>36</sup>.

Public transport systems are essential for sustainable mobility and economic growth. Research analysing the impact of public transport, energy use, transportation behaviour, technological innovation, and economic incentives on sustainable growth in high-income nations reveals that well-designed public transport infrastructure can reduce carbon emissions, lower traffic congestion, and provide equitable access to essential services<sup>37</sup>. This, in turn, fosters sustainable and inclusive growth, and enhances the overall quality of life for urban residents.

### **A.2.2 Improving accessibility to jobs**

The implementation of the LTP4 may result in improved long-term connectivity to jobs and employment opportunities. Barriers to employment resulting from transport can occur for a variety of reasons, especially in more deprived and rural areas. This can lead to social isolation and difficulty in accessing opportunities in places where car ownership is low.

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.

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.

### **A.2.3 Supporting tourism and the visitor economy**

Transport planning and policy play a pivotal role in supporting the tourism and visitor economy by enhancing accessibility, connectivity, and overall travel experience. By investing in efficient and reliable public transport systems, places can attract more tourists and visitors, thereby boosting the local economy. Improved public transport infrastructure not only facilitates easy access to tourist attractions but also enhances the overall travel experience, making destinations more appealing to visitors<sup>38</sup>.

A systematic review of economic evaluations in the academic literature on large-scale active transport infrastructure highlights the positive return on investment in walking and cycling

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<sup>36</sup> Urban Transport Group (2020): 'Transport and Social Inclusion' Briefing

<sup>37</sup> Hassan, S. A., et al (2024): 'Transitioning from gridlock to sustainability: advancing transport strategies for eco-friendly solutions in high-income countries'

<sup>38</sup> Fischer, L. A. (2019): 'The Transport Planning Process: A Political and Institutional Analysis'

infrastructure<sup>39</sup>. These investments not only improve public health by encouraging physical activity but also reduce traffic congestion and mitigate vehicle emissions, contributing to a cleaner environment. The review emphasizes the need to overcome institutional practices of car-centric planning and investment to redistribute funds toward dedicated active transport infrastructure, which can significantly enhance sustainability and economic vitality, creating places that attract tourists and visitors.

#### **A.2.4 Increasing efficiency of freight transport including low emission freight movements**

One of LTP4's key policies when it comes to growing the local economy involves improving the efficiency of freight transport. Transport optimisation initiatives, which aim to minimise traffic, shift unavoidable traffic to sustainable modes, and improve fuel and vehicle technology are key to achieving higher vehicle utilisation, reduce the number of empty trips, and minimise the negative environmental impact of freight transport<sup>40</sup>. This not only lowers costs, but also decreases the carbon emissions associated with freight transport.

Another approach rendering freight transport more sustainable is the adoption of electrified local deliveries, particularly for last-mile transport to reduce both noise and air pollution, which will lead to improved health outcomes<sup>41</sup>. Implementing this in practice, however, means investing in charging stations and specialised fuelling setups, which are not always available in more rural areas or across major roads.

#### **A.2.5 Improving provision and/or access to open space and nature for all**

Evidence suggests that access to green space, especially in urban areas, can create significant health and wellbeing benefits, actual safety benefits and perceptions thereof, and social cohesion<sup>42</sup>. Indeed, green and open spaces provide an attractive and accessible space encouraging people to spend time outside and undertake physical activity, thus improving people's physical wellbeing. The health benefits of green space provision include reduced cardiovascular morbidity and mortality as well as reduced rates of obesity and diabetes<sup>43</sup>. Some research has even suggested that exposure and access to nature is as important as exercise or diet in terms of maintaining a healthy lifestyle<sup>44</sup>. A UK study found that those who live within 500 meters of accessible green space are 24% more likely to take part in 30 minutes of physical activity daily<sup>45</sup>.

The accessibility of green and open spaces, however, is often inequitable, meaning the health outcomes associated with them can be unequal. Evidence suggests that access to green space is linked to deprivation, with children residing in the most deprived neighbourhoods being nine times less likely to have access to green spaces and places to play compared to children residing in the least deprived neighbourhoods<sup>46</sup>. Furthermore, the quality of green spaces and the presence of specific amenities, such as toilets, can play a significant role in the accessibility

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<sup>39</sup> Madison Bland, Matthew I. Burke & Kelly Bertolaccini (2024) 'Taking steps toward healthy & sustainable transport investment: A systematic review of economic evaluations in the academic literature on large-scale active transport infrastructure'

<sup>40</sup> Turan, B., Hemmelmayr, V., Larsen, A. (2024): 'Transition towards sustainable mobility: the role of transport optimization'

<sup>41</sup> Lumenalta (2025): 'A guide to sustainable freight transportation', updated 2025

<sup>42</sup> Department for Health (2010): 'Healthy lives, healthy people: Our strategy for public health in England'

<sup>43</sup> WHO (2016): 'Urban green spaces and health: A review of evidence'

<sup>44</sup> Pretty, J.N. Griffin, M. Sellens, M. and Pretty, C.J. (2003): 'Green exercise: Complementary roles of nature, exercise and diet in physical and emotional well-being and implications for public health policy'

<sup>45</sup> Houses of Parliament, Parliamentary Office of Science & Technology (2016): 'Green space and health'

<sup>46</sup> National Children's Bureau (2013): 'Greater expectations: Raising aspirations for our children'

of green spaces for older people<sup>47</sup>. It is also really important that the design and maintenance of green space and access routes to green and open space ensure that disabled people or people with limited mobility are able to use green spaces and their surrounding pedestrian environment fully and independently<sup>48</sup>.

### A.3 Maintaining and improving the vitality and viability of the city, town and local centres

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. 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. When these are altered, people's levels of satisfaction with their living environment may change. 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<sup>49</sup>.

Through the provision of improved infrastructure and connectivity in town and local centres, LTP4 has the potential to significantly improve CW&C residents' health. Sustainable mobility, which is one of the key objectives of LTP4, is vital for creating healthy and resilient environments. Initiatives such as the development of green spaces and infrastructure, pedestrian-friendly areas, and cycling infrastructure not only reduce environmental pollution, but also encourage physical activity and social interaction, contributing to better physical and mental health outcomes<sup>50</sup>. The integration of green spaces within transport planning and infrastructure is particularly beneficial, as it provides residents with opportunities for recreation and relaxation, further supporting mental wellbeing.

As city, town and local centres tend to be at the centre of public transport networks, LTP4 policies have a huge role to play in improving the vibrancy and viability of shops and leisure facilities in CW&C's high streets and retail centres. By maintaining accessible town centres, communities can enjoy improved physical and mental health outcomes. Accessible shops and services reduce the need for long commutes, promoting active travel modes, which enhance physical health. Leisure facilities also provide opportunities for social interaction and physical activity, contributing to mental wellbeing and reducing stress<sup>51</sup>. Additionally, well-maintained town centres can foster a sense of community and belonging, which is crucial for improving mental health outcomes.

According to the ONS, retail represents an average of 33% of addresses on high streets, the second highest use after residential (around 55%), however this figure has fallen in the last few years<sup>52</sup>. There are economic and social costs associated with empty shops; the Greater London Authority has estimated a loss of £350 million to London's economy through loss of business

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<sup>47</sup> Aspinall P.A. Thompson C.W. Alves S. Sugiyama T. Brice R. Vickers A. (2010): 'Preference and relative importance for environmental attributes of neighbourhood open space in older people'

<sup>48</sup> Living Streets (2016): 'Overcoming barriers and identifying opportunities for everyday walking for disabled people'

<sup>49</sup> Rahman, N.A. (2023): 'Principles of a healthy neighbourhood for sustainable development social well-being: A review paper'. Available at: <http://dx.doi.org/10.17576/geo-2023-1901-04>

<sup>50</sup> Gallo, M. and Marinelli, M. (2020): 'Sustainable Mobility: A review of Possible Actions and Policies'

<sup>51</sup> Local Government Association (2024): 'Empowering healthy places: Unveiling the powers and practices of local councils in fostering healthy neighbourhoods'

<sup>52</sup> ONS (2020): 'High Streets in Great Britain: March, 2020'. Available at: [High streets in Great Britain - Office for National Statistics](#)

rates, loss of earnings, and the subsequent cost of unemployment and jobseekers allowance<sup>53</sup>. This can then further discourage investment in local areas, thus preventing consumers from visiting, and contributing to a general sense of local decline and neglect.

Vibrancy of town centres is often dependent on the service mix provided by high streets and leisure facilities. The most viable town centres offer a wide range of services, events, and activities which are able to establish the town centre as a multi-purpose retail, cultural, community, and economic hub<sup>54</sup>. A list of the UK's 'unhealthiest high streets', published by the Royal Society for Public Health<sup>55</sup>, identified high streets riddled with bookmakers, payday loan shops, fast food outlets, and tanning salons as having the most negative impact on health. A diverse mix of services which encourage healthy choices and promote positive wellbeing is crucial to the future of high streets, as this cannot be matched by its main competitors: out-of-town shopping centres and online retail.

## A.4 Enabling environments that promote health and wellbeing

### A.4.1 Promoting active lifestyles

The LTP4 has the opportunity to benefit residents' health and wellbeing through improved active travel provision, routes, and support. Convenient transport infrastructure development, active travel promotion, and a shift in transport modes can lead to higher daily physical activity. This can not only enhance physical health, by reducing the risk of non-communicable diseases such as cardiovascular disease and diabetes, but also improve mental health by reducing stress and anxiety levels associated with car dependency<sup>56</sup>.

A move to more sustainable and healthy travel will have numerous benefits for CW&C residents. Currently, nearly 60% of all journeys are made by car. However, walking is the most popular mode of transport for short trips under one mile. 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.

Children's participation in active travel can reduce childhood obesity and improve cognitive development<sup>57</sup>. Children who are unable to move around safely and independently are likely to become dependent on their parents for mobility needs, therefore becoming less active themselves, and in turn preventing the myriad benefits active may bring from materialising<sup>58</sup>.

For people living in deprived areas who do not have access to private transport, walking and cycling can provide a cost-effective mode of transport while at the same time improving health and wellbeing. However, walking and cycling environments need to be welcoming and accessible for this to occur more frequently<sup>59</sup>. Providing good cycling environments is particularly important for those who do not have access to other forms of transport<sup>60</sup>. Improved cycle links to key amenities, employment and education will increase the mobility of people living in deprived areas. The promotion of local cycle networks, affordable bicycle schemes and

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<sup>53</sup> Local Government Association (2020): 'Dealing with empty shops – a good practice guide for councils'

<sup>54</sup> Local Government Association (2022): 'Shopping for health: Putting health assets into the heart of local communities'

<sup>55</sup> Royal Society for Public Health (2015): 'Health on the High Street'

<sup>56</sup> Zukowska, J., et al (2022): 'Which transport policies increase physical activity of the whole of society? A Systematic Review'. Available at: <https://doi.org/10.1093/eurpub/ckac093.045>

<sup>57</sup> WHO (2011): 'Health co-benefits of climate change mitigation: Transport sector'

<sup>58</sup> Ibid.

<sup>59</sup> WHO (date unknown): 'Sustainable development: Transport'

<sup>60</sup> Aldred, R. (2015): 'Pedalling towards equality?'

increasing the awareness of the associated health benefits of active travel, will all help to encourage people in deprived areas to take part in a more active lifestyle<sup>61</sup>.

Uptake of active travel is dependent upon improved and safer infrastructure. A study by the University of British Columbia demonstrated the greatest risk to cyclists occurs when they share major streets with cars -separated bike lanes carry about one tenth the injury risk for cyclists compared to cycling on main roads with parked cars<sup>62</sup>. In London, TfL found that building segregated cycle super highways led to a more than 50% in use in the first year<sup>63</sup>. A survey across the UK has showed that only 37% of residents think that the level of safety for cycling in their local area is good<sup>64</sup>. This highlights that building the right infrastructure in the right places will encourage people to choose active travel over other modes of transport.

#### **A.4.2 Reducing noise from transport-related sources**

Noise from transport-related sources can have significant impacts on both physical and mental health across various populations. Constant noise can also affect mental health, social behaviour, and overall quality of life, making it crucial to address noise pollution in urban planning and transportation policies such as LTP4. Policies that promote electric vehicles and active travel are likely to reduce vehicular noise and beneficially impact the health of the local population.

Environmental noise is increasingly becoming recognised as an urgent public health challenge. Noise pollution from transportation in particular (roads, railways, and aircrafts) have a wide range of impacts on health and involve a large number of people. Research has found that environmental noise exposure can contribute to cardiovascular disease and its associated fatality, diabetes, hearing impairment, neurological disorders, as well as adverse reproductive outcomes<sup>65</sup>. Across Europe, it has been reported that noise pollution is second only to air pollution as a major factor in disability-adjusted life years lost<sup>66</sup> -a measure of overall disease burden.

Research<sup>67</sup> studying the impacts of road traffic noise exposure specifically, found that long-term exposure to road traffic noise pollution activates a physiological stress response. This leads to chronic stress, inflammation, and oxidative stress, which in turn can disrupt people's circadian rhythm, accelerate ageing, and provoke changes in microbiome -creating a cascading effect contributing to the accumulation of multiple adverse risk factors.

Besides its impacts on physical health, noise pollution can have debilitating effects on people's mental health and wellbeing. Vulnerable population groups, including children and the elderly, are particularly affected by high noise levels, which can exacerbate stress, anxiety, and depression, and impair cognitive development in children<sup>68</sup>. The economics implications of noise

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<sup>61</sup> TfL (2011): 'What are the barriers to cycling among ethnic minority groups and people from deprived backgrounds?'

<sup>62</sup> Teschke, M. et al (2012): Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study

<sup>63</sup> TfL (2016): Programmes and Investment Committee Update on the implementation of the Quietways and Cycle Superhighways programmes

<sup>64</sup> Sustrans (2022): Walking and Cycling Index 2021

<sup>65</sup> Chen, X. et al (2023) 'Environmental noise exposure and health outcomes: an umbrella review of systematic reviews and meta-analysis'. Available at: <https://doi.org/10.1093/eurpub/ckad044>

<sup>66</sup> Stansfeld SA. (2015): 'Noise effects on health in the context of air pollution exposure'.

<sup>67</sup> Arregi, A et al (2024): 'Road traffic noise exposure and its impact on health: evidence from animal and human studies – chronic stress, inflammation, and oxidative stress as key components of the complex downstream pathway underlying noise-induced non-auditory health effects'

<sup>68</sup> Hassan, Najmaldin Ezaldin (2024): 'Noise pollution and its effects on human health: a review'. Available at: <https://doi.org/10.36713/epra18872>

pollution are considerable, with substantial costs associated with healthcare and productivity losses, as well as negative effects on community cohesion and quality of life.

## A.5 Policy review

This section summarises the national, regional, and local legislation and policies which the HIA aspect of the ISA will be guided by. The tables below outline the relevant legislation and policies which will guide the assessment, and identifies why they are relevant.

### A.5.1 National legislation and policies

**Table A. 1: Summary of relevant national legislation and policies**

Legislation/Policy	Summary	Relevance to assessment
The Countryside and Rights of Way (CROW) Act, 2000	Grants the public the right to access certain types of open land and registered common land with the intention to promote outdoor recreation and enjoyment of natural landscapes. The Act modernizes the public rights of way (PROW) system, ensuring that paths and trails are well-maintained and accessible.  Also strengthens nature conservation legislation to protect wildlife and natural habitats as well as the ecological value of Areas of Outstanding Natural Beauty.	Promotes public health by ensuring that people have access to natural environment. Encourages physical health and mental wellbeing, as well as social interaction and community cohesion by ensuring there are spaces for people to gather, exercise, and enjoy recreational activities together.
Department for Transport (DfT) Cycling and Walking Strategy, 2017	Sets out strategy, objectives, and initiatives to make cycling and walking a natural choice for shorter journeys or as part of longer journeys by 2040.  Includes financial resources available to support initiatives, as well as performance indicators and governance arrangements put in place to oversee the implementation of the strategy.	Encourages active transportation modes, which are essential for physical, mental, and social wellbeing.
Health and Care Act, 2022	Introduces major reforms to the NHS, social care, and public health services building on the NHS Long-Term Plan, focusing on key areas: <ul style="list-style-type: none"> <li>● Integration of health and care services to tackle health inequalities</li> <li>● Reducing bureaucracy across the health and care system</li> <li>● Accountability arrangements to make the health and care system more responsive to staff and user needs</li> <li>● Measures to support the social care system</li> <li>● Embedding net zero targets into legislation and promoting the decarbonisation and digitalisation of healthcare systems and services</li> </ul>	<ul style="list-style-type: none"> <li>● Aims to improve efficiency and effectiveness of healthcare delivery, leading to better health outcomes.</li> <li>● Focus on reducing health inequalities and improving quality of care.</li> <li>● Integration of services and support for social care can enhance community health.</li> </ul>

Legislation/Policy	Summary	Relevance to assessment
Public Health England (PHE) Strategy 2020-25, 2019	<p>Outlines how PHE will improve public health and reduce inequalities by:</p> <ul style="list-style-type: none"> <li>● Protecting the population from serious health threats and help people live longer, healthier lives</li> <li>● Improving health outcomes through various initiatives and programmes</li> <li>● Addressing health inequalities by focusing on the social determinants of health and ensuring equitable access to health resources</li> <li>● Building organisational capacity to support the delivery of its strategic objectives and wider activities</li> </ul>	<p>Focuses on health threats and inequalities to improve outcomes for everyone, enhancing physical, mental, and community health and wellbeing.</p>
National Planning Policy Framework (NPPF), 2021	<p>Aims to achieve healthy, inclusive, and safe places which promote social interaction and accessible places where crime of the fear of crime does not undermine quality of life and enable healthy lifestyles.</p> <p>Recognises that economic, social, and environmental factors influence health and wellbeing. Planning policies should promote public safety and take into account wider security and defence requirements.</p>	<p>Supports healthier living environments, emphasising on the role of design and the built environment in contributing to better health and wellbeing through place-making.</p>
A Connected Society – Strategy for Tackling Loneliness, 2018	<p>Sets out government approach to tackling loneliness in England, raising awareness of the impacts of loneliness and stigma associated with it. Emphasizes importance of considering social relationships across policy.</p> <p>Develops an evidence base to understand causes and impacts of loneliness and identifies effective interventions.</p>	<p>Focus on fostering social connections and encouraging community cohesion, addressing related mental health issues.</p>

## A.5.2 Regional and local legislation and policies

**Table A. 2: Summary of relevant regional and local legislation and policies**

Legislation/Policy	Summary	Relevance to assessment
Cheshire and Warrington LEP Strategy Economic Plan, 2018	<p>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.</p>	<p>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.</p>

Legislation/Policy	Summary	Relevance to assessment
CW&C Fairer Future Strategy, 2021	<p>Council's long-term plan to tackle poverty. It is built on three pillars:</p> <ul style="list-style-type: none"> <li>● Voice – hearing voices of people experiencing poverty, and actions to address issues raised;</li> <li>● Alleviation – delivering urgent action to tackle immediate consequences;</li> <li>● Root cause – transforming society and economy to tackle underlying causes.</li> </ul>	<ul style="list-style-type: none"> <li>● Aims to improve health outcomes by ensuring people have access to the resources they need to live healthy lives.</li> <li>● Focus on hearing voices of those experiencing poverty can contribute to better mental health outcomes by fostering a sense of control and wellbeing</li> </ul>
CW&C Stronger Futures Plan, 2020-2024	<p>Strategy aimed at recovery and renewal following the COVID-19 pandemic, addressing vulnerabilities exposed during the pandemic. Seven key priorities:</p> <ul style="list-style-type: none"> <li>● Tackling the climate emergency</li> <li>● Tackling the poverty emergency</li> <li>● Growing the local economy and delivering good jobs with fair wages for residents</li> <li>● Supporting children and young people to have the best start in life and reach their full potential</li> <li>● Enabling more adults to live longer, healthier and happier lives</li> <li>● Making our neighbourhoods even better places to call home</li> <li>● Delivering a more efficient and empowering council</li> </ul>	<ul style="list-style-type: none"> <li>● Addresses immediate challenges of the pandemic, promoting community support, innovation, and collaboration.</li> <li>● Focus on the wider determinants of health to improve residents' quality of life.</li> </ul>
CW&C A Plan for the Borough: 2024-2028	<p>Strategy aimed at shaping the future of the borough with and for local people, with a focus on creating vibrant, sustainable, and inclusive communities. Key areas include:</p> <ul style="list-style-type: none"> <li>● Community engagement</li> <li>● Sustainable development</li> <li>● Economic growth</li> <li>● Health and wellbeing</li> <li>● Education and skills</li> </ul>	<p>Aims to enhance health outcomes by ensuring access to quality healthcare services, promoting healthy lifestyles, and addressing social determinants of health</p>
Chester One City Plan, 2022	<p>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.</p> <p>It sets out the need to provide more connected, affordable, frictionless ways into the city. As a multi-tiered, historic city, innovative consideration</p>	<ul style="list-style-type: none"> <li>● Aims to create healthier living environments by ensuring that planning policies contribute to sustainable, healthy, and vibrant communities.</li> <li>● Focus on connectivity and access to the city highlight the role of transportation in this plan.</li> </ul>

Legislation/Policy	Summary	Relevance to assessment
CW&C Place Plan, 2024	<p>needs to be given to accessibility, wayfinding and creating safer routes.</p> <p>Comprehensive strategy developed by the Council and the local NHS Trust, aimed at improving the health and wellbeing of residents in the borough through a place-based approach. Key areas:</p> <ul style="list-style-type: none"> <li>● Population health</li> <li>● Climate emergency</li> <li>● Health inequalities</li> <li>● Community engagement</li> <li>● Integrated health and care system</li> </ul>	<ul style="list-style-type: none"> <li>● Addresses wider determinants of health such as housing, education, and employment.</li> <li>● Aims to reduce health inequalities by ensuring everyone has access to the resources needed to live healthy lives</li> <li>● Promotes the integration of health and care services to provide more coordinated and effective care.</li> </ul>
CW&C Local Plan Part 1, 2015	<p>Provides the overall vision, strategic objectives, spatial strategy and strategic policies for the borough to 2030. This includes strategic policies on:</p> <ul style="list-style-type: none"> <li>● New and improved health facilities</li> <li>● Improved access to health care in rural areas</li> <li>● Safe and accessible environments and developments with good access by walking, cycling and public transport</li> <li>● Improve the quality and quantity of accessible open space, sport and recreation facilities in the local area</li> <li>● Reduce poverty and deprivation</li> <li>● Promote high quality greenspace, and access to this across the borough</li> </ul>	<ul style="list-style-type: none"> <li>● Explicit focus on health and care infrastructure, and accessibility to health services.</li> <li>● Promotes active travel and alternative transportation modes</li> <li>● Highlights the role of the built environment to protect biodiversity and mitigate climate change</li> </ul>
CW&C Local Plan Part 2, 2019	<p>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 1).</p>	<p>Ensures all 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.</p>
All Together Fairer: Health equity and the social determinants of health in Cheshire and Merseyside, 2021	<p>Report developed by the Institute for Health Equity and commissioned by the Population Health Board of the Cheshire and Merseyside Health and Care Partnership.</p> <p>Makes recommendations to reduce health inequalities and create fairer societies for future generations in Cheshire and Merseyside,</p>	<p>Highlights the importance for policy to address social determinants of health, and promotes a collaborative approach bringing together public, private, and third sector organisations.</p>

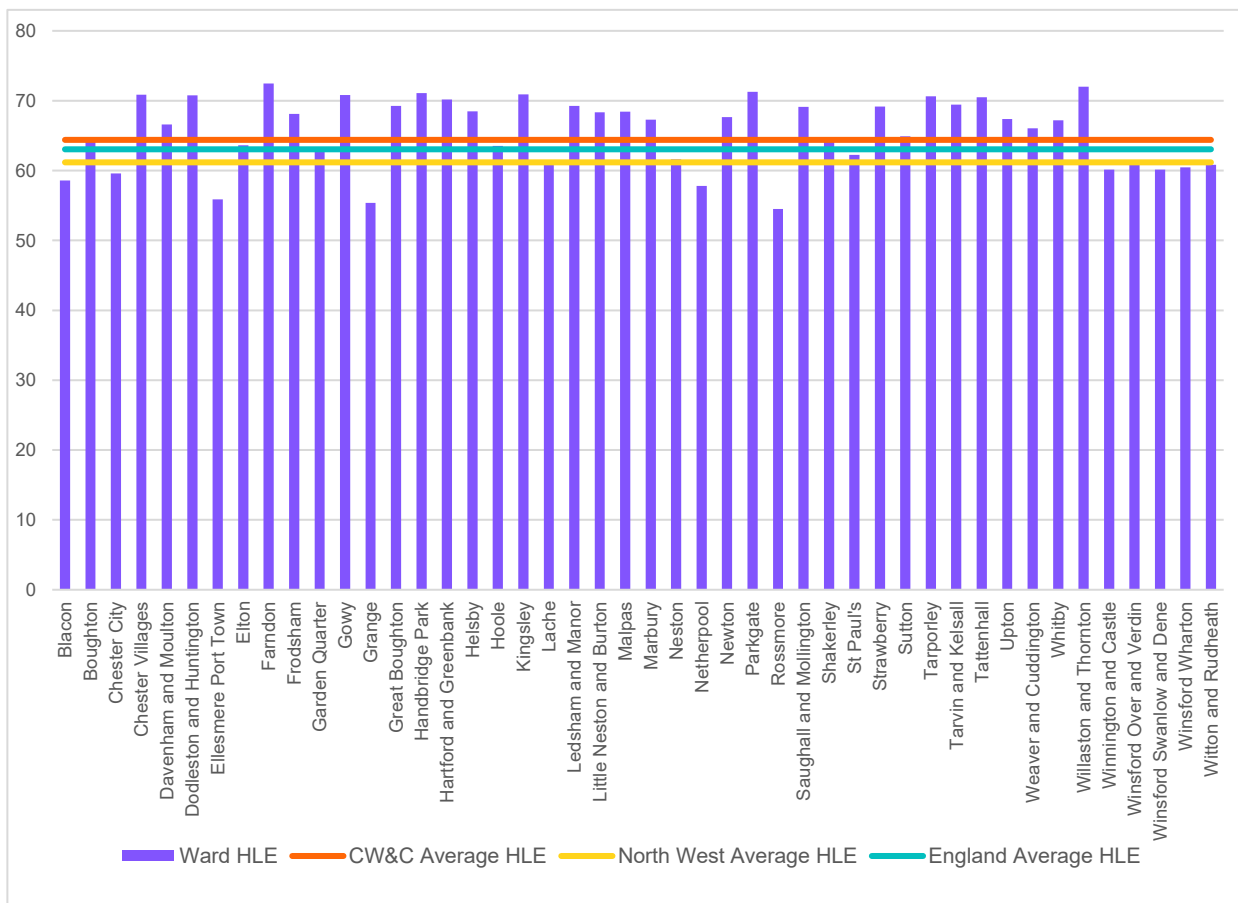
Legislation/Policy	Summary	Relevance to assessment
CW&C Health Improvement Strategy, 2023	<p>focusing on local initiatives and solutions.</p> <p>Comprehensive plan developed on behalf of the council's Health and Wellbeing board, focusing on six key areas:</p> <ul style="list-style-type: none"> <li>● Sexual and reproductive health</li> <li>● Tobacco control</li> <li>● Falls prevention</li> <li>● Dementia</li> <li>● Substance misuse</li> <li>● Eat well, be active</li> </ul>	<ul style="list-style-type: none"> <li>● Addresses key health issues by raising awareness and encouraging health behaviours, with relevance to transport choices available to residents</li> <li>● Promotes healthy eating, physical activity, and social connections to improve community physical and mental health</li> </ul>

# Annex B: Health and Wellbeing profile

## B.1 Healthy Life Expectancy (HLE)

The figure 5.1 below illustrates the HLE of residents within wards across CW&C compared to the borough, regional, and national averages in the 2009-2013 period, which is the latest period for which ward-level HLE is available. HLE relates to the number of years people are expected to spend in “good” general health in England.

**Figure B. 1: HLE at birth of CW&C wards compared to CW&C, North West, and England averages**



Source: *Life expectancy by census ward*<sup>69</sup> (ONS, 2013); *Healthy life expectancy in England and Wales between 2011 to 2013 and 2021 to 2023*<sup>70</sup> (ONS, 2024)

Chart B.1 shows that wards across CW&C experience significant health inequalities, with the more deprived wards presenting life expectancies below the regional and national averages. A number of wards including Ellesmere Port Town, Grange, Netherpool, and Rossmore have a HLE below the England average by more than five years. Still, the average HLE for CW&C

<sup>69</sup> Available at: <https://www.ons.gov.uk/visualisations/dvc479/map/index.html>

<sup>70</sup> Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandlifeexpectancies/bulletins/healthstatelifeexpectanciesuk/between2011to2013and2021to2023>

residents (64.4 years) is higher than the average HLE for both the North West (61.2 years), as well as England as a whole (63 years).

Whilst ward-level HLE data is not available in more recent datasets, the following table sets out the HLE for the 2021 to 2023 period in CW&C compared to the North West and England.

**Table B. 1: HLE at birth in the 2021 to 2023 period**

HLE between 2021 and 2023	CW&C	North West	England
	62.5	59.5	61.7

Source: *Healthy life expectancy in England and Wales between 2011 to 2013 and 2021 to 2023* (ONS, 2024)

This shows that HLE at birth of CW&C residents (62.5 years) is still above levels for both the region (59.5 years) and England (61.7 years).

## B.2 Health indicators

As noted in the literature, obesity is a key indicator of health. In 2022, estimates suggest that 28% of adults in England were obese and a further 36% were overweight<sup>71</sup>. This number is likely to increase to 36% in 2040, representing an estimated 21 million people<sup>72</sup>. Increasing physical activity amongst the population in CW&C will be key to ensuring that obesity and associated health implications do not increase in line with trends at the national level. It is therefore important that these communities are well connected by active modes, and that the latter form an attractive alternative to private car use for all or part of journeys to increase levels of walking and cycling and mitigate impacts of obesity.

The table below lists the performance of CW&C against a range of health indicators, in comparison to regional and national averages.

**Table B. 2: Public health indicators**

Indicator	CW&C	North West	England
<75 mortality rate from all causes (rate per 100,000 population), 2023	342.3	408.1	341.6
<75 mortality rate from all cardiovascular diseases (rate per 100,000 population), 2023	75.9	93.8	77.4
Killed and seriously injured (KSI) rate on England's roads (rate per 100,000 population), 2023	58.8	89.7	91.9
Percentage of adults classified as overweight or obese, 2022/23	68.3%	66.5%	64%
Year 6 prevalence of obesity (including severe obesity), 2023/24	20.2%	23.3%	22.1%
Smoking status at time of delivery, 2023/24	7.2%	8.4%	7.4%
Smoking prevalence in adults aged 18+, 2023	10.5%	11.8%	11.6%
Admission episodes for alcohol related conditions (rate per 100,000 population), 2023/24	472	501	504
Percentage of physically active adults 19+, 2022/23	72.4%	65.7%	67.1%
Percentage of physically active children and young people, 2021/22	22.1%	24.2%	22.3%

Source: Office for Health Improvement & Disparities. *Public Health Profiles*. <https://fingertips.phe.org.uk/> © Crown copyright, 2025

Table B.2 shows that:

<sup>71</sup> Obesity Statistics Research Briefing, House of Commons Library (2025). Available at: <https://researchbriefings.files.parliament.uk/documents/SN03336/SN03336.pdf>

<sup>72</sup> Cancer Research UK (2022). Available at: <https://news.cancerresearchuk.org/2022/05/19/new-analysis-estimates-over-21-million-uk-adults-will-be-obese-by-2040/>

- CW&C has a significantly lower mortality rate (342.3) from all causes for residents under 75 when compared with the North West rate (408.1), however it is in line with the rate for the whole of England (341.6).
- The mortality rate from cardiovascular disease for those under the age of 75 is significantly lower in CW&C (75.9) than in the North West (93.8), however it is in line with the national rate (77.4).
- The rate of people KSI on England's roads is significantly lower in CW&C (58.8) compared to both regional (89.7) and national (91.9) 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 values for the region (23.3%) as well as for England (22.1%).
- The percentage 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%) shares.
- 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 rate of admission episodes for alcohol related conditions in CW&C (472) is significantly lower compared to the North West (501) and to England (504).
- 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%).

### B.3 Health deprivation

One of the seven domains of deprivation forming part of the Index of Multiple Deprivation (IMD) is Health Deprivation and Disability, which measures the risk of premature death and the impairment of quality of life through poor physical or mental health. It includes measures of morbidity, disability and premature mortality but not aspects of behaviour or environment that may be predictive of future health deprivation. The table below shows the proportion of the population within each health deprivation quintile according to the IMD.

**Table B. 3: Population quintiles by health deprivation**

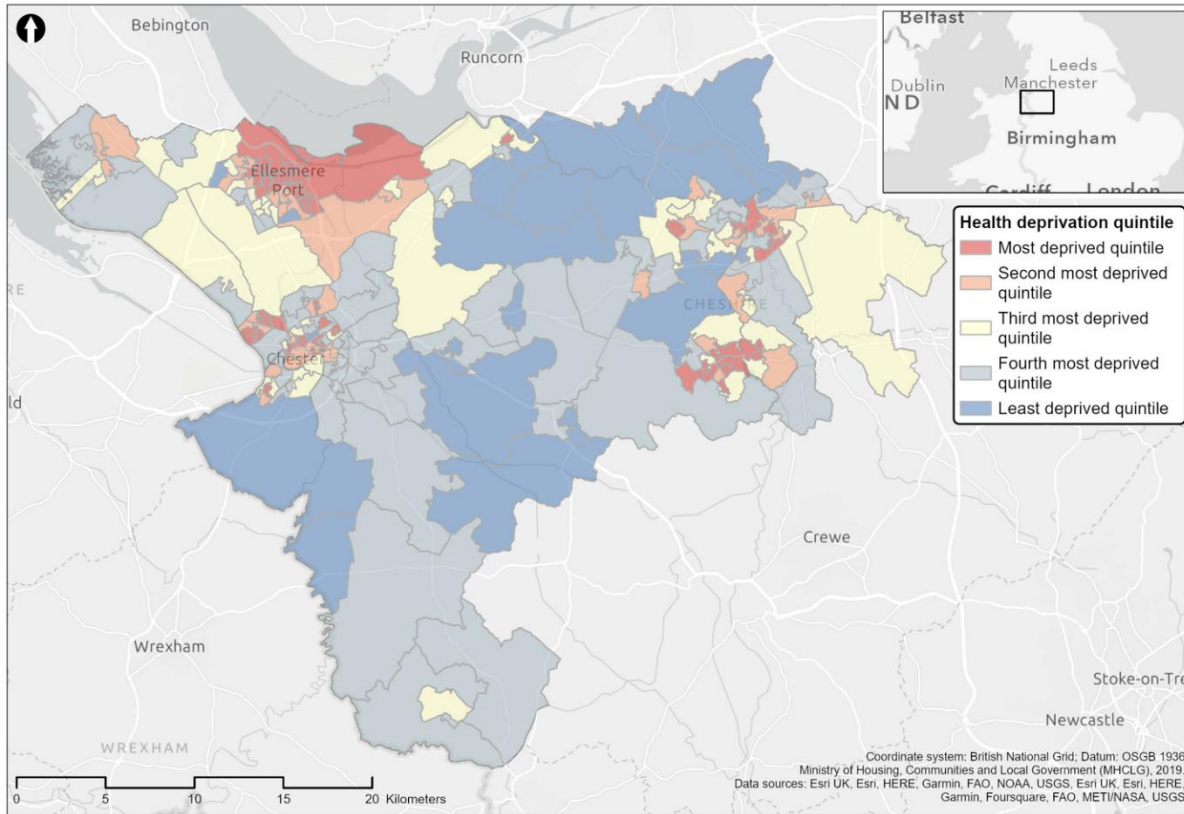
	CW&C	North West	England
Most deprived health quintile	24%	45%	20%
Second most health deprived quintile	18%	24%	20%
Third most health deprived quintile	21%	16%	20%
Fourth most health deprived quintile	27%	11%	20%
Least health deprived quintile	10%	4%	20%

Source: English Indices of Multiple Deprivation, 2019

The table above shows that 24% of the population in CW&C are within the most deprived quintile, this is higher than the national share (20%) but significantly lower than the proportion for the North West (45%). 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 England (20%).

Map A.1 shows the areas that fall within each health deprivation quintile. The most deprived health quintiles are located around the urban areas of Chester, Winsford, Northwich, and Ellesmere Port. Rural areas are generally in the fourth most or least deprived health quintiles.

**Map B. 1: Geographical spread of CW&C population by health deprivation**



Source: English Indices of Multiple Deprivation, 2019

## B.4 Employment and economic activity

The table below shows the employment rates of people working within CW&C, the North West, and England as a whole.

**Table B. 4: Economic activity, employment, and unemployment**

	CW&C	North West	England
Economic activity rate – 16 to 64 year olds (%)	60%	59%	61%
Employment rate – 16 to 64 year olds (%)	57%	55%	57%
Unemployment rate – 16 to 64 year olds (%)	3%	3%	4%

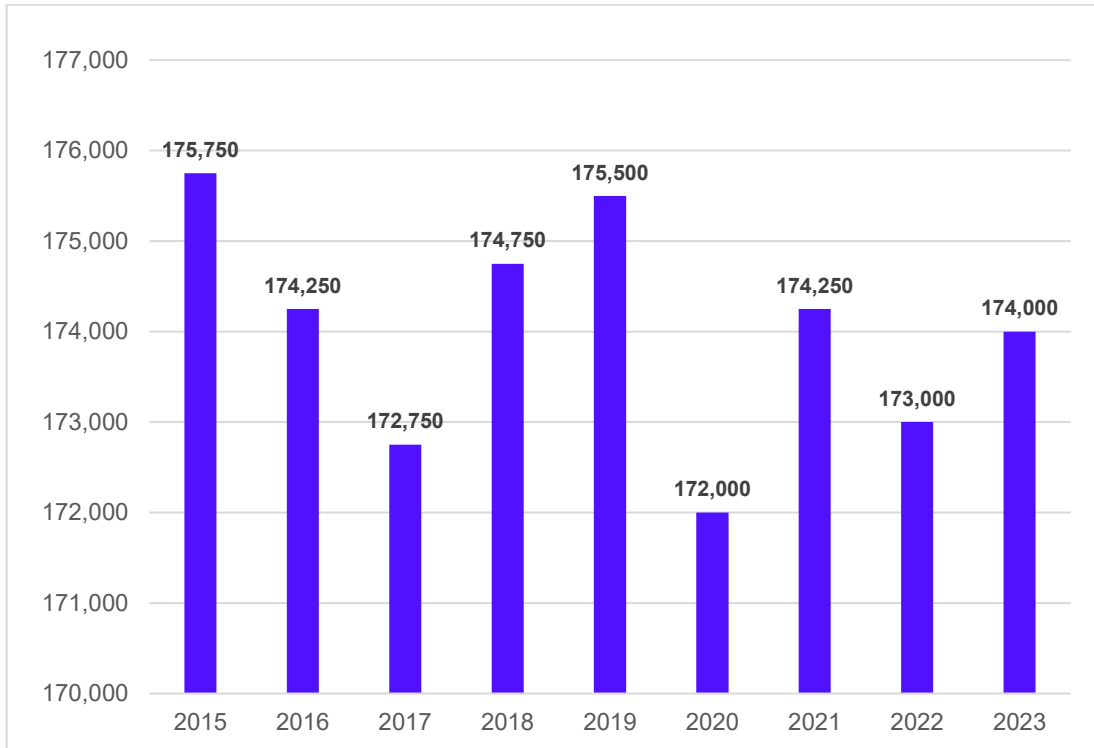
Source: ONS Census, 2021

The table above shows that:

- The economic activity rate for CW&C (60%) is in line with the values for both the North West and England (59% and 61% respectively).
- 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 CW&C unemployment rate (3%) is in line with the value for the region (3%) and England as a whole (4%).

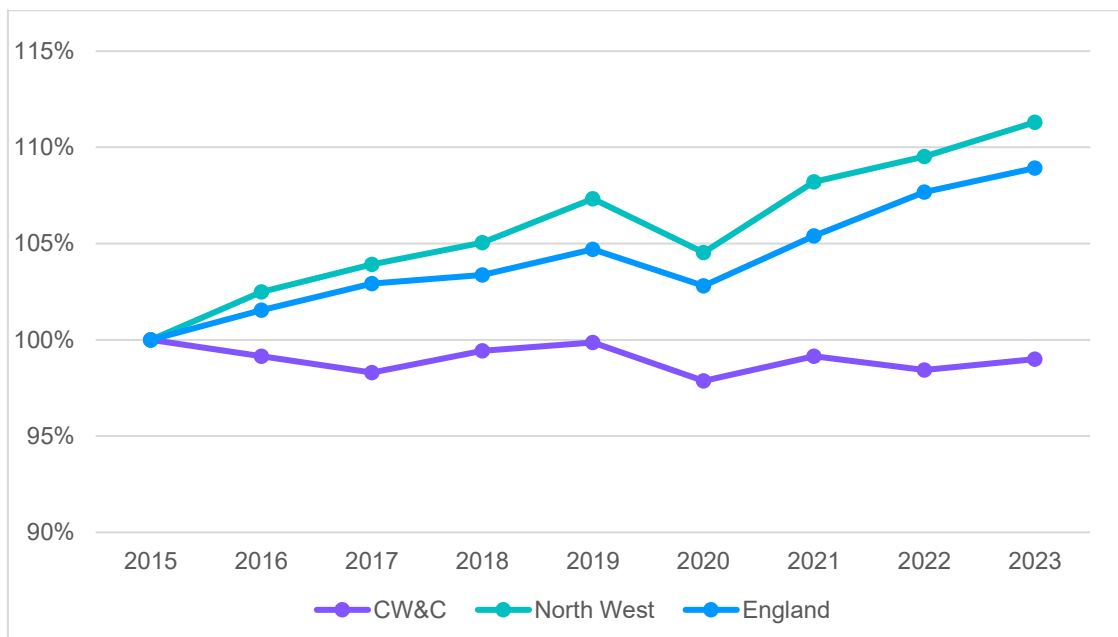
Figure B.2 below shows the evolution of the total number of jobs in CW&C from 2015 to 2023, whilst Figure B.3 compares employment growth during this period with the national average.

**Figure B. 2: CW&C total number of people in employment, 2015 to 2023**



Source: Business Register and Employment Survey, 2023

**Figure B. 3: Changes in employment levels from 2015 to 2023 in CW&C, the North West, and England**

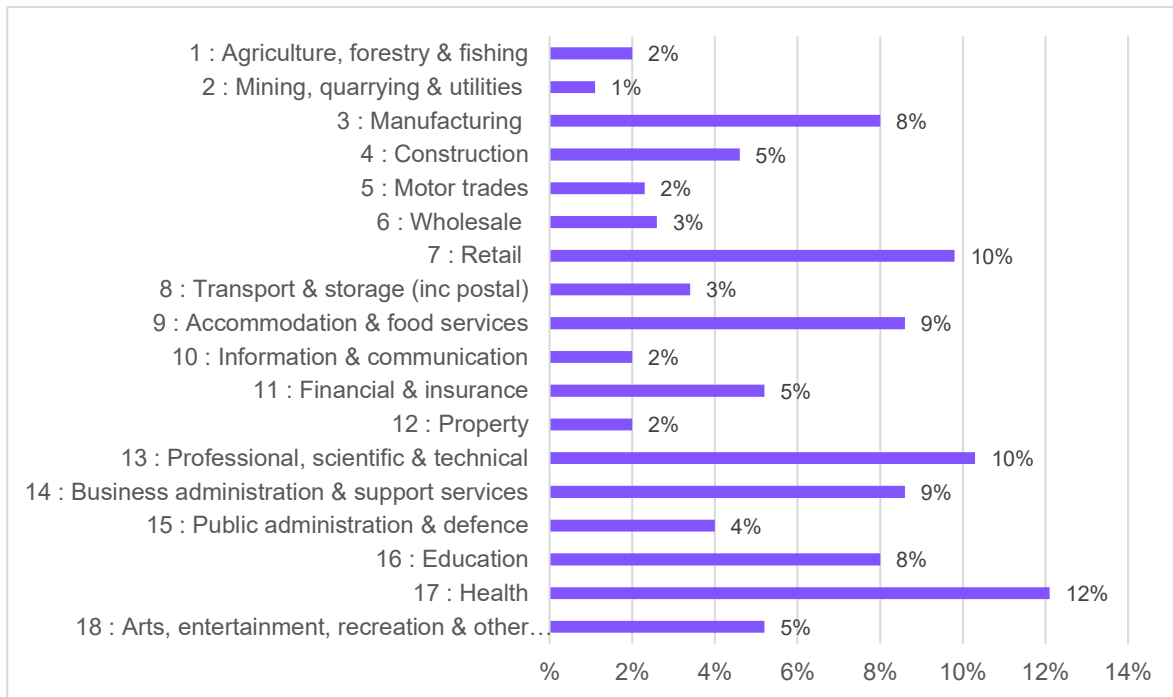


Source: Business Register and Employment Survey, 2023

These show that the level of employment within CW&C has been stagnant since 2015, with slight dips throughout the years, particularly at the time of the COVID-19 pandemic. This falls

short of both regional and national average growth in employment over the same period. Indeed, in the 2015 to 2023 period, employment levels in the North West (+11%) and in England (+9%) grew significantly more than in CW&C, which saw a 1% decline in the number of jobs within the borough.

**Figure B. 4: Breakdown of CW&C employment by sector, 2023**



Source: Business Register and Employment Survey, 2023

The figure above shows that the 'Health' (21,000 employees), 'Professional, scientific & technical' (18,000 employees), and 'Retail' (17,000 employees) are the largest sectors of the economy in CW&C. Collectively they make up just under a third (32%) of total employment in the authority.

The CW&C economy is based across a mixture of urban, industrial and rural areas. This includes urban centres such as Chester, but also business parks including Chester Business Park, Cheshire Science Corridor sites in Ellesmere Port and Gadbrook Park, and industrial areas like Ellesmere Port, TATA Steel, and Ince, and rural areas covering wholesale and retail, visitor economy, professional services and agri-food.

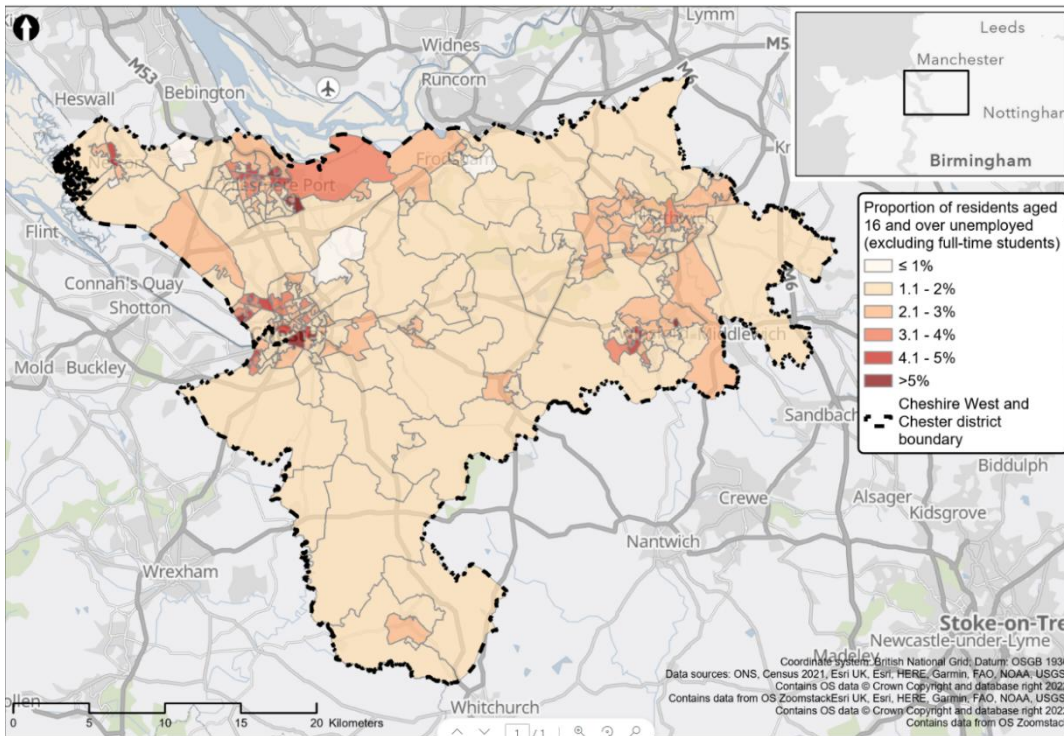
Key sectors of growth include the 'Professional, scientific & technical' sector and the 'Construction' sector, which have seen net increases of 7,000 and 2,000 new jobs in the 2015 to 2023 period, respectively.

Map B.2 illustrates the proportion of economically active residents across CW&C who were unemployed according to the 2021 Census. This shows the highest levels of unemployment around parts of Neston, Ellesmere Port, Chester, Northwich and Winsford, largely in line with the pattern of health deprivation seen on Map B.1.

Many wards have significantly higher unemployment rates than the borough wide and national averages. Central & Grange, Westminster, Wolverham, and Blacon all have rates of unemployment (as measured by the claimant count) above 7%, compared to 3.3% per cent on average for the borough.

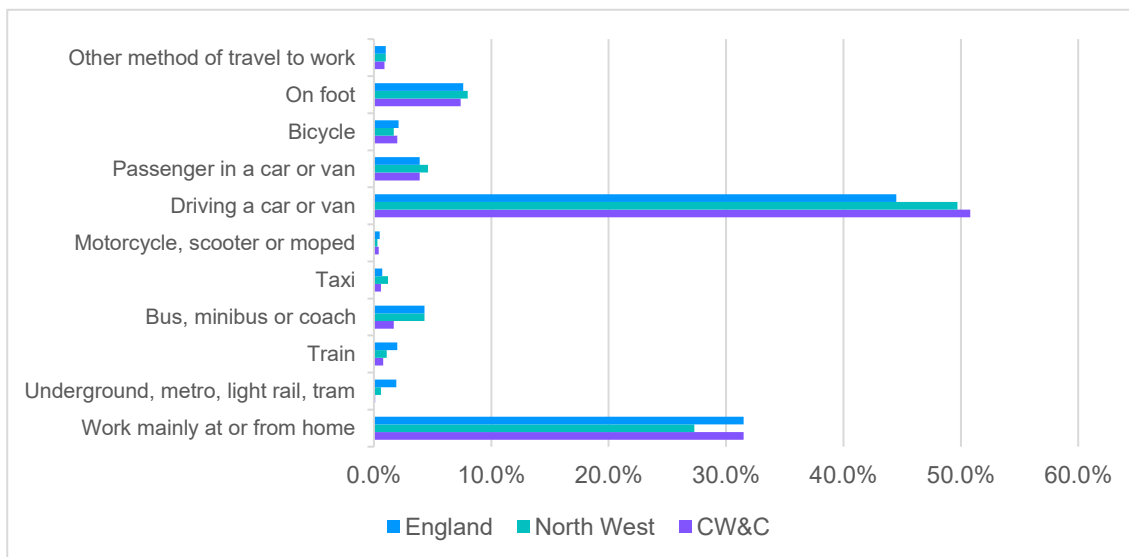
This highlights areas where efficient and sustainable connectivity to jobs, skills and training opportunities are increasingly important to reverse trends of unemployment seen within these areas and contribute to improved quality of life and a healthier local economy.

**Map B. 2: Geographical spread of CW&C population by unemployment rate**



The below chart shows the breakdown of various methods of travel to work in CW&C as well as in the North West, and in England.

**Chart B. 1: Percentage of employed residents' method of travel to work**



This shows that 50.8% of CW&C residents commute to work via car or van, which is in line with the regional average of 49.7%, however it is higher than the national average of 44.5% of people commuting to work via car or van.

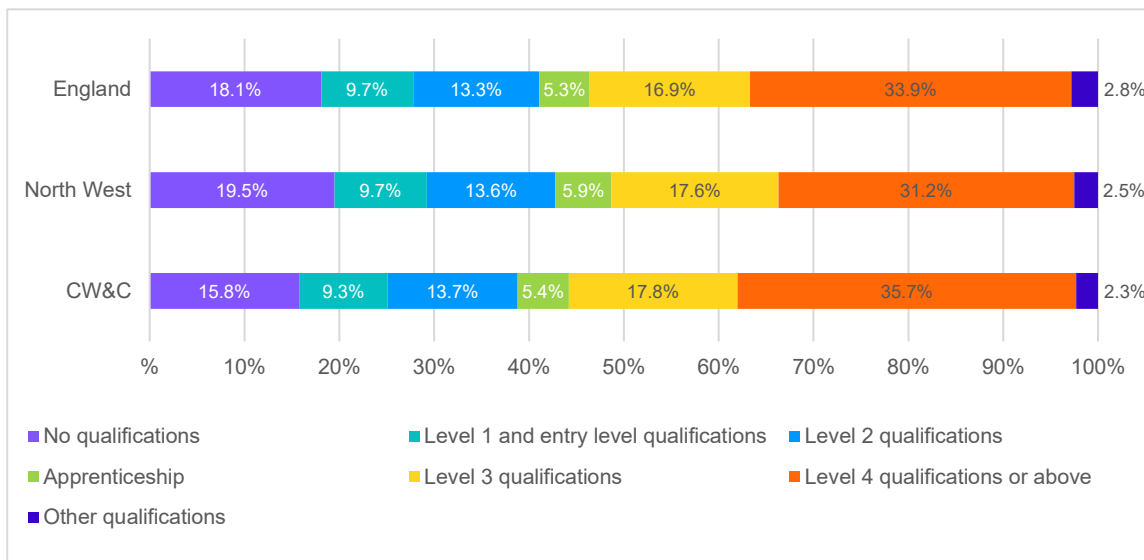
31.5% of employed CW&C residents work from home, this is the same percentage as for England, but slightly higher than the North West average of 27.3%.

## B.5 Education

Figure B.5 shows the distribution of highest qualification levels across CW&C, as well as the North West and for England as a whole.

**Chart B. 2: Percentage of employed residents' method of travel to work**

**Figure B. 5: Distribution of qualification levels in CW&C, the North West, and England**

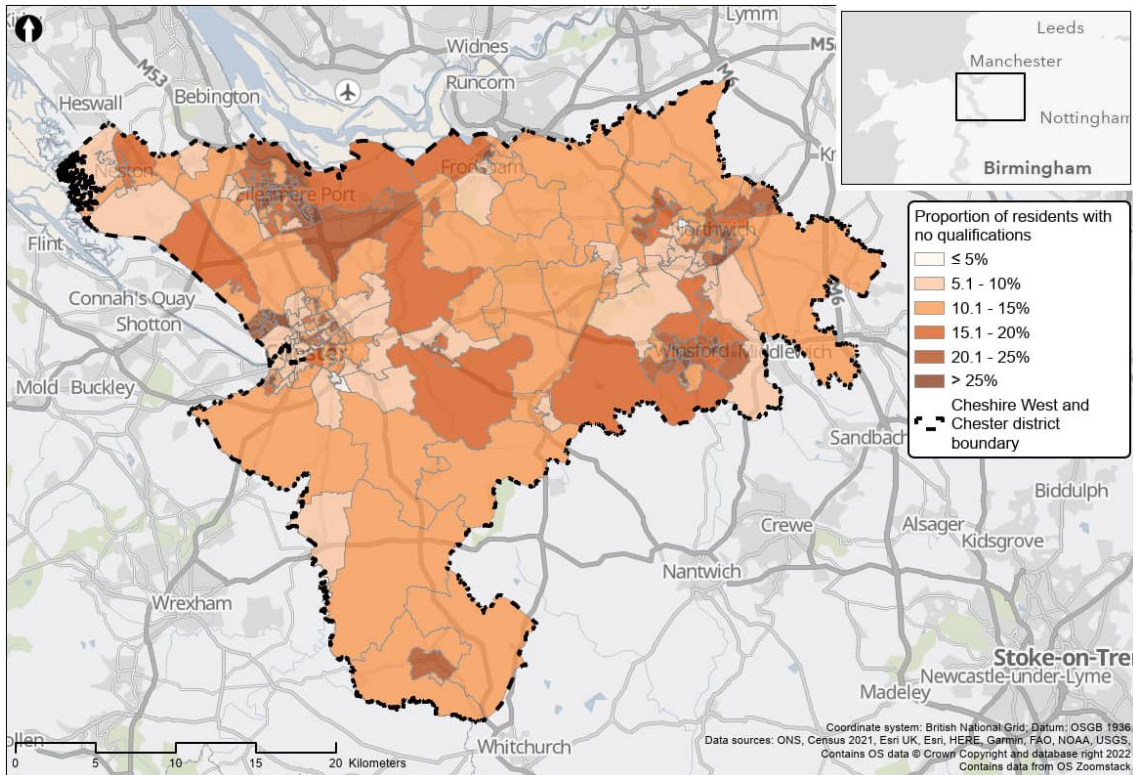


Source: ONS Census, 2021

This shows that CW&C performs well compared to both the North West and England averages, with slightly lower proportions of the population with no qualifications (15.8% in CW&C compared to 19.5% and 18.1% respectively). However, Map B.3 below demonstrates the spatial variance of zero-qualification levels within CW&C. The map shows large areas of Ellesmere Port, Winsford, Northwich, Malpas, and Blacon on the outskirts of Chester have the highest proportions of residents with no qualifications. These generally coincide with the areas of high health deprivation previously identified.

This map also illustrates that lower-skilled populations are located within more rural settlements through the centre of the borough and to the south west of Neston, despite a good range of educational facilities in these areas. This suggests that supporting access to key educational facilities, as well as to jobs and training opportunities, is crucial to enable the best life chances for all residents across the borough.

**Map B. 3: Geographic distribution of CW&C residents with no qualifications**



Source: ONS Census, 2021

## B.6 Security and crime

The following table shows the recorded crime rate in CW&C over the past three years, in comparison with the rates for the North West and for England per 1,000 population.

**Table B. 5: Total recorded rate of crime offences per 1,000 population**

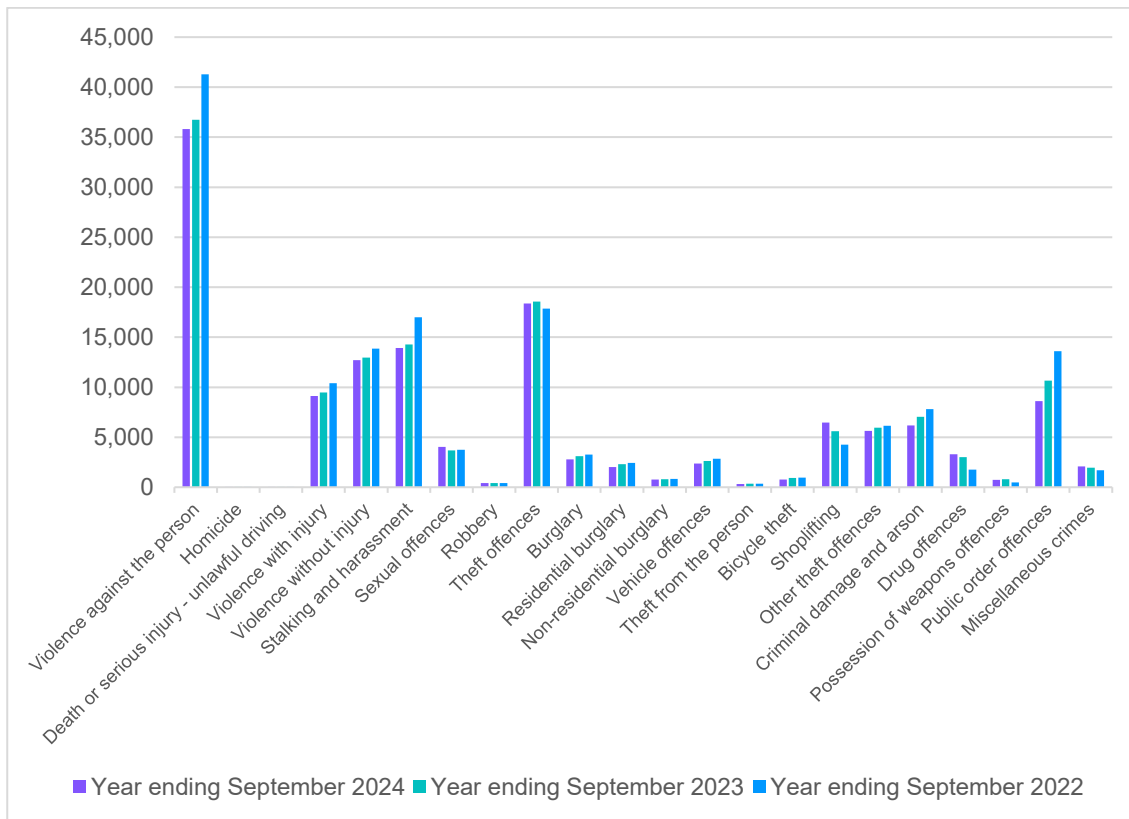
	CW&C	North West	England
Year ending September 2024	71	94.1	87
Year ending September 2023	74.7	101.9	90.8
Year ending September 2022	82.9	109.2	91.9

Source: ONS Crime in England and Wales: Police Force Area data tables, 2022-2024

In the year ending September 2024, the crime rate in the borough was 71 per 1,000 population; this is lower than the England rate (87 per 1,000 population) and considerably lower than that of the North West (94 per 1,000 population). Over the last three years, the crime rate in CW&C has decreased, and has remained consistently below the rate in both the North West and England over this period.

The chart below shows the number of recorded crime offences in CW&C by type, from September 2021 to September 2024.

**Chart B. 3: Recorded crime in CW&C by offence type**



Source: ONS Crime in England and Wales: Police Force Area data tables, 2022-2024

The chart shows that there were 35,803 crimes that had a headline offence type of violence against the person in CW&C in year ending September 2024, compared to 36,735 the previous year. Violence against the person includes the following crimes: homicide; death or serious injury by illegal driving; violence with injury; violence without injury; stalking and harassment.

The number of recorded crimes for the majority of types of offences have decreased. The largest decrease is in the number of public order offences, down from 13,613 in the year ending September 2022 to 8,605 in September 2024.

Some offences have seen increases over the three-year period. The number of shoplifting and possession of weapons offences have both increased by approximately 51% (4,271 to 6,466 and 478 to 726 respectively) over the three-year period. The number of drug offences has significantly increased, up from 1,761 in the year ending September 2022 to 3,286 in the year ending September 2024. The number of sexual offences have also increased to 4,033 in year ending September 2024, compared with 3,678 the previous year. The number of death or serious injuries due to unlawful driving is the offence which has seen the largest increase in this three-year period; going from 11 in year ending September 2022 to 27 in year ending September 2024.

## B.7 Road safety

The following table summarises collision data for CW&C over the five-year period from 2018 to 2023. Data presented includes pedestrian, cyclist, and motorist collisions across the borough over the survey period.

**Table B. 6: Pedestrian and cyclist collisions by road class (2018-2023)**

Road Category	Casualties from pedestrian collisions		Casualties from cyclist collisions	
	Serious	Fatal	Serious	Fatal
A road	21	4	34	3
B road	5	0	7	0
C road / unclassified	42	0	42	1
<b>Total</b>	<b>68</b>	<b>4</b>	<b>73</b>	<b>4</b>

Source: CW&C Collision Data, 2018-2023

Table B.5 indicates that most ‘serious’ pedestrian collisions between 2018 and 2023 occurred on C-class or unclassified roads. However, all four pedestrian fatalities occurred on A roads. The table also shows that cyclist collisions occur on all roads, and cyclist fatalities have occurred on both A and C roads. This reflects the increased potential for collisions at higher speeds, and poor visibility on rural roads.

**Table B. 7: Vehicular collisions by road class, 2018-2023**

Road Category	Serious casualties	Fatal casualties	Total
A road	219	24	<b>243</b>
B road	46	5	<b>51</b>
C road	25	2	<b>27</b>
Unclassified	114	4	<b>118</b>
<b>Total</b>	<b>404</b>	<b>35</b>	<b>439</b>

Source: CW&C Collision Data, 2018-2023

Table B.6 shows the number of fatal and serious collisions which have occurred by road class, and demonstrates that a considerably higher number of fatal and serious collisions occur on A roads.

**Table B. 8: Vehicular collisions by type of vehicle, 2018-2023**

Vehicle Type	Serious casualties			Fatal casualties	Total
	A road	B road	C and U road		
Car	242	47	119	48	<b>456</b>
Bike	34	7	42	4	<b>87</b>
Motorcycle	71	24	23	5	<b>123</b>
Large Goods Vehicle	26	4	14	8	<b>52</b>
Heavy Goods Vehicle	20	1	3	9	<b>33</b>
Other	13	4	16	0	<b>33</b>
<b>Total</b>	<b>406</b>	<b>87</b>	<b>217</b>	<b>74</b>	<b>784</b>

Source: CW&C Collision Data, 2018-2023

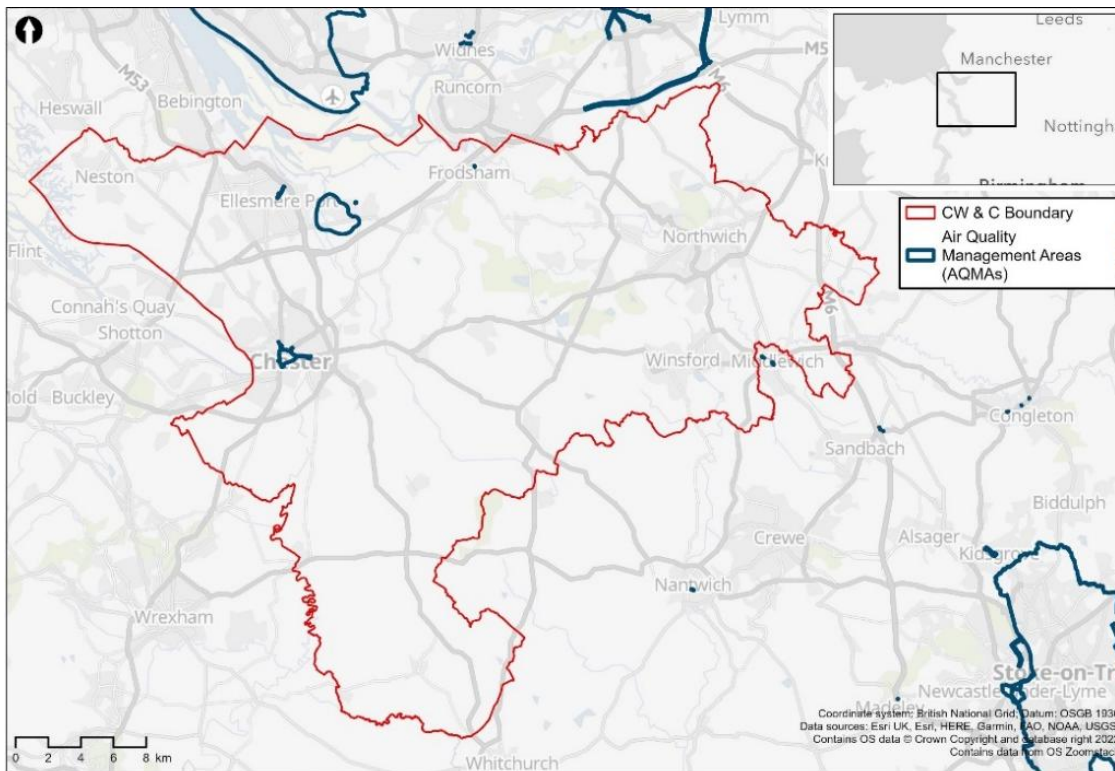
Table B.7 shows that the majority of vehicular collisions involve cars (456 of 784). This is true of collisions with both serious and fatal casualties, and across all types of roads. This is followed by motorcycles (123 of 784).

## B.8 Air quality

The main air pollutants of concern in CW&C are nitrogen dioxide (NO<sub>2</sub>), particulate matter (PM) and sulphur dioxide (SO<sub>2</sub>). CW&C has four areas which are declared as AQMAs, as shown in Map B.4:

- Chester City Centre AQMA No. 5 - NO<sub>2</sub>;
- Whitby Rd / Station Rd AQMA - NO<sub>2</sub>;
- Frodsham AQMA and Cheshire West and Chester - NO<sub>2</sub>;
- Thornton le Moors AQMA No. 4 - SO<sub>2</sub>

**Map B. 4: AQMAs in CW&C**



Source: Mott MacDonald (2023)

Three of the AQMAs are declared due to exceedances of annual mean NO<sub>2</sub> resulting from road traffic, whereas the fourth relates to exceedances of the 15-minute mean SO<sub>2</sub> objective resulting from industrial emissions.

For the first time in 2021, excluding the 2020 national COVID-19 lockdown, the annual average NO<sub>2</sub> objective was not exceeded at any monitoring site within the Chester City Centre AQMA, Frodsham AQMA and Cheshire West and Chester or the Whitby Rd / Station Rd AQMA<sup>73</sup>. It is noted that current national air objectives for PM<sub>10</sub> are complied with in CW&C. There are no regulatory standards for PM<sub>2.5</sub> for local authorities as part of the local air quality management

<sup>73</sup> CW&C Council (2022). Air Quality Annual Status Report. Available at: [air-quality-annual-status-report-2022-V2 \(cheshirewestandchester.gov.uk\)](https://www.cheshirewestandchester.gov.uk/air-quality-annual-status-report-2022-V2)

framework, the government still expects all local authorities to effectively use their powers to reduce PM<sub>2.5</sub> emissions from the sources which are within their control<sup>74</sup>.

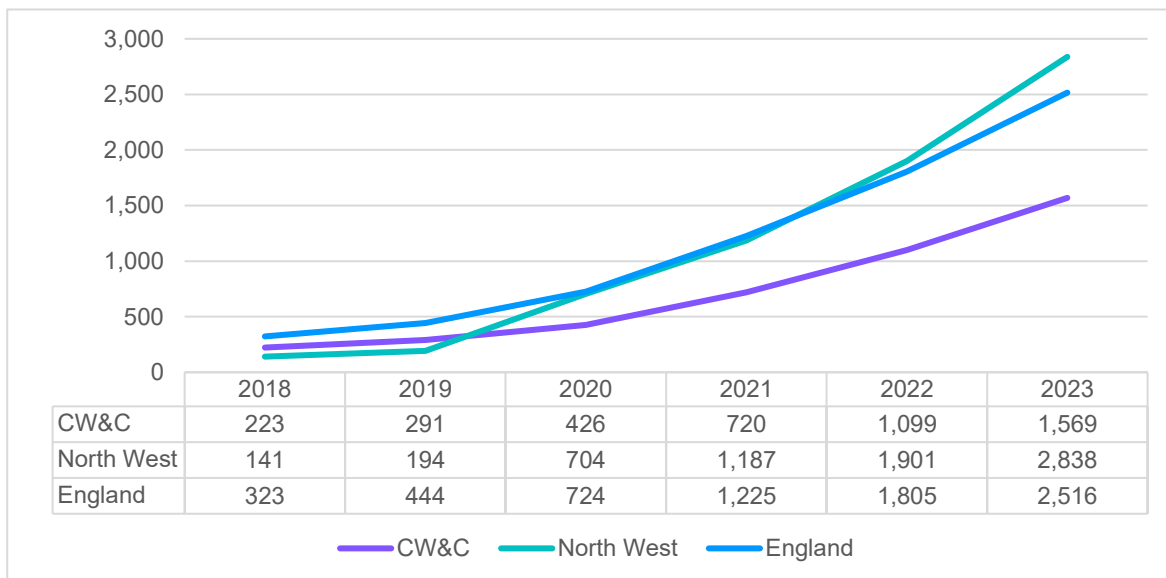
The 2022 Air Quality Annual Status Report identified that monitored levels of NO<sub>2</sub> at Whitby Road/ Station Road have steadily declined over time and no exceedances have been recorded between 2017 and 2023, as such the AQMA has been proposed to be revoked.

CW&C monitor air quality at 12 locations, six of which are located within the CW&C boundary and the remaining six are in neighbouring areas. These air quality monitoring sites provide around the clock real-time data.

At their long-term monitoring sites it is identified that there is a downwards trend in the concentration of NO<sub>2</sub> in CW&C over time<sup>75</sup>. However, PM<sub>10</sub> have mainly remained static over the previous five years. Given the episodic nature of the SO<sub>2</sub> exceedances which occur in CW&C as a result of industry, it is not possible to identify significant trends in the data.

The following table shows the number of ultra-low emissions vehicles (ULEVs) ownership per 100,000 population in CW&C, compared to the North West and to England.

**Chart B. 4: ULEV ownership per 100,000 population**



Source: Department for Transport statistics (2024): licensed ultra-low emissions vehicles statistics

Low emission car ownership has more than doubled between 2021 and 2023, with 720 ULEVs per 100,000 in 2021 compared to 1,569 in 2023. However, this ownership rate remains vastly below the rates for both the North West (2,838 ULEVs per 100,000 population in 2023) and England (2,516 ULEVs per 100,000 population).

## B.9 Noise

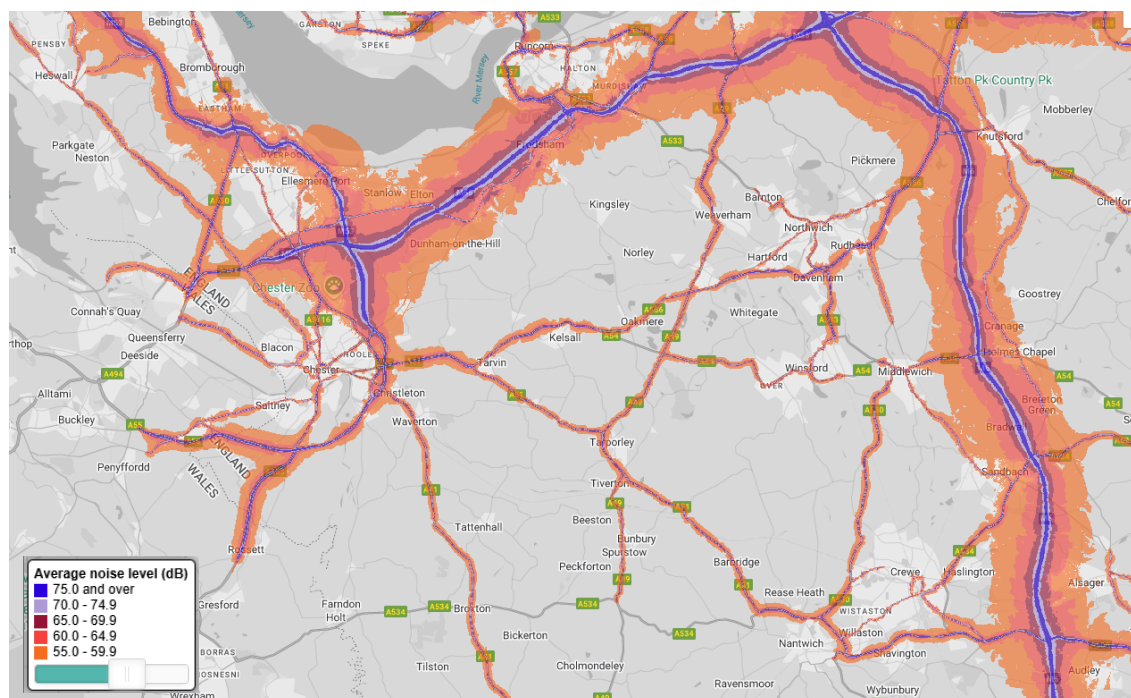
The main receptors of noise pollution or sensitive receptors include; schools, hospitals, community facilities, dwellings, and designated sites. Transport infrastructure (road networks and railway tracks) are a key source of noise pollution which can impact human health. Public health profiles show the percentage of the UK population exposed to road, rail, and air transport

<sup>74</sup> DEFRA (2023). Air quality strategy: framework for local authority delivery. Available at: [Air quality strategy: framework for local authority delivery - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/114122/air-quality-strategy-framework-for-local-authority-delivery.pdf)

<sup>75</sup> CW&C Council (2022). Air Quality Annual Status Report. Available at: [air-quality-annual-status-report-2022-V2 \(cheshirewestandchester.gov.uk\)](https://www.cheshirewestandchester.gov.uk/air-quality-annual-status-report-2022-v2)

noise of 65 dB(A) or more during the daytime in 2016 was recorded as 5.5%, and the percentage of the UK population exposed to transport noise of 55 dB(A) or more during the night-time in 2016 was 8.5%. Map B.5 shows the average day-evening-night level (Lden) data for CW&C, which is a noise indicator based on annual average sound from road sources over 24 hours, for 2019.

**Map B. 5: CW&C 24-hour average road-related noise**



Source: DEFRA Strategic Noise Mapping, 2019. Accessed via SHAPE Place Atlas

## B.10 Open and green space, recreation and public rights of way (PROW)

There is a wealth of green and open spaces across CW&C, which are not only rich in wildlife but also provide facilities for local residents and visitors to enjoy, contributing to people's health and wellbeing. The Council's Parks and Greenspaces Strategy<sup>76</sup> categorises greenspace into three categories and identifies the level of provision required across the borough as shown in the table below.

Type of greenspace	Existing provision (ha)	Required provision (ha)
Amenity greenspace	182.10	202.80
Parks and recreation grounds	256.66	169.00
Accessible natural greenspace	2,399.00	N/A

Source: CW&C Council, 2020

The borough has six Country Parks that are natural areas designated for people to visit and enjoy recreation in a countryside environment. These are:

- Rivacre
- Stanney Woods

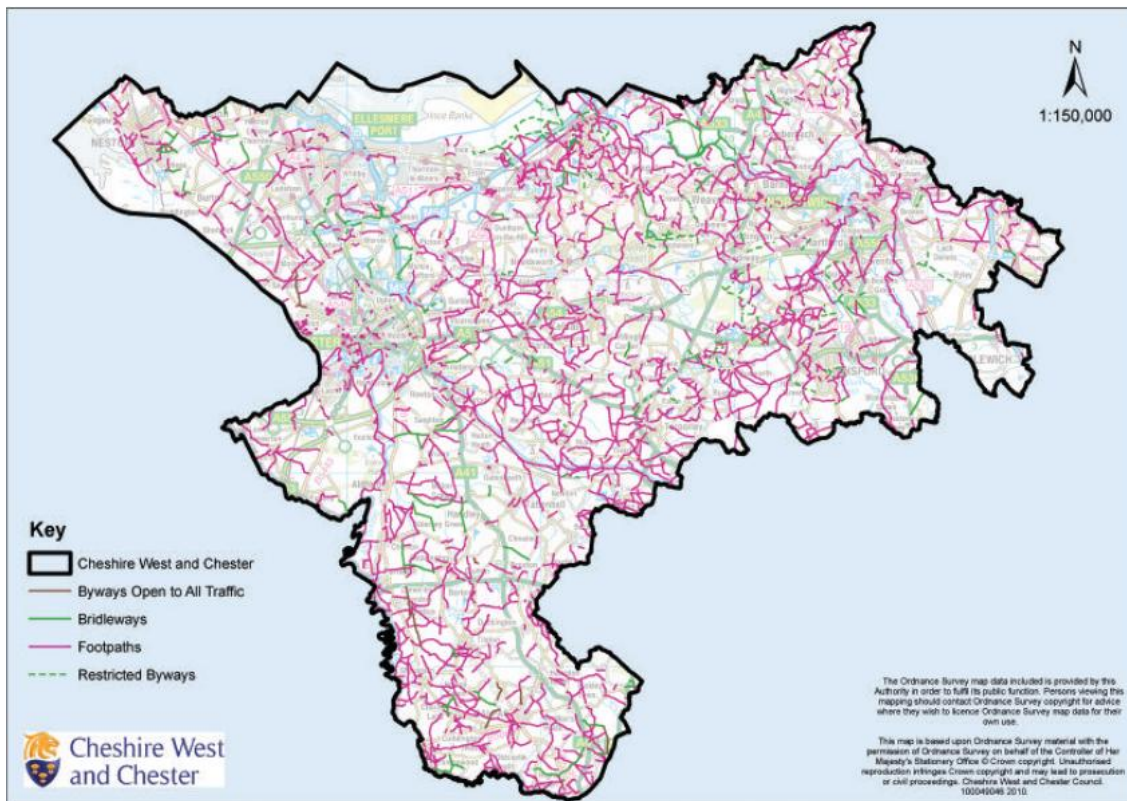
<sup>76</sup> CW&C Council (2020). Cheshire West and Chester Parks and Greenspaces Strategy. Available at: [Parks and Green Spaces Strategy Tier 1.pdf](#)

- Caldley Valley Nature Park
- Little Budworth
- Marbury
- Wirral Country Park

PROWs can include footpaths, bridleways, restricted byways and byways open to all traffic (BOATs). As well as providing leisure and recreation functions, PROWs can improve community physical and mental wellbeing through free physical activity. They also provide children, commuters, and visitors with a means of getting to and from school, places of work and accessing green areas and shops and services without the need for a car<sup>77</sup>. There are more than 1,280 kilometres of rights of way in the borough<sup>78</sup>. These are shown in the map below.

Pedestrians are the only type of user who can use the entire network. Although there is localised fragmentation, there is good coverage for walking in the borough. Horse riders and cyclists can use bridleways, BOATs and restricted byways which make up 14% of the network.

**Map B. 6: CW&C PROWs Network**



Source: CW&C Rights of Way Improvement Plan 2011-2016, 2012

<sup>77</sup> CW&C Rights of Way Improvement Plan 2011-2016. Available at: [rowip-may-2012](#)

<sup>78</sup> [Public rights of way | Cheshire West and Chester Council](#)

## B.11 Healthy Food

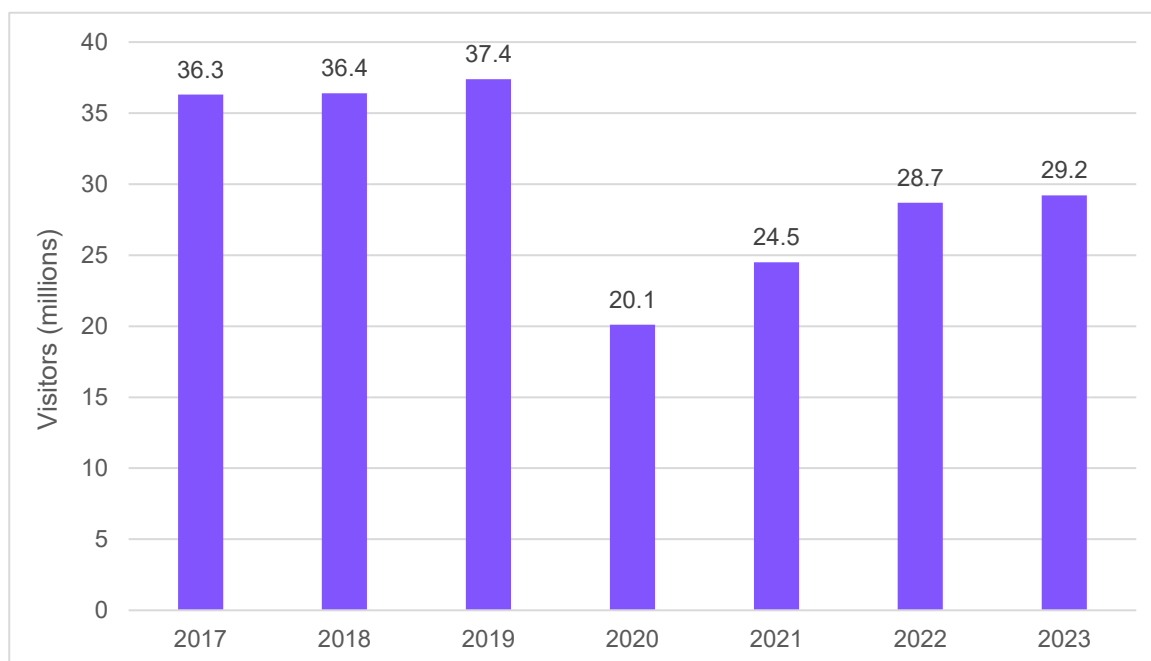
The council's 'Eat Well Be Active' programme<sup>79</sup> sets out current data for the area related to access to healthy food as outlined below:

- 19% of children in their school reception year within CW&C are either overweight or obese, with 8% of children aged 5-6 years living with obesity.
- 34% of children in school year six within CW&C are measured as either overweight or obese, with 20% of children aged 10-11 living with obesity.
- 23% of 5-year-olds have visually obvious tooth decay.
- 21% of women are living with obesity during early pregnancy.

## B.12 Tourism and visitors

The three following charts showcase the volume and economic impact of tourism and visitors to CW&C, based on the Council's latest modelling of tourism's economic impact, also known as a Scarborough Tourism Economic Activity Monitor (STEAM) report<sup>80</sup>.

**Chart B. 5: CW&C visitor numbers (millions)**



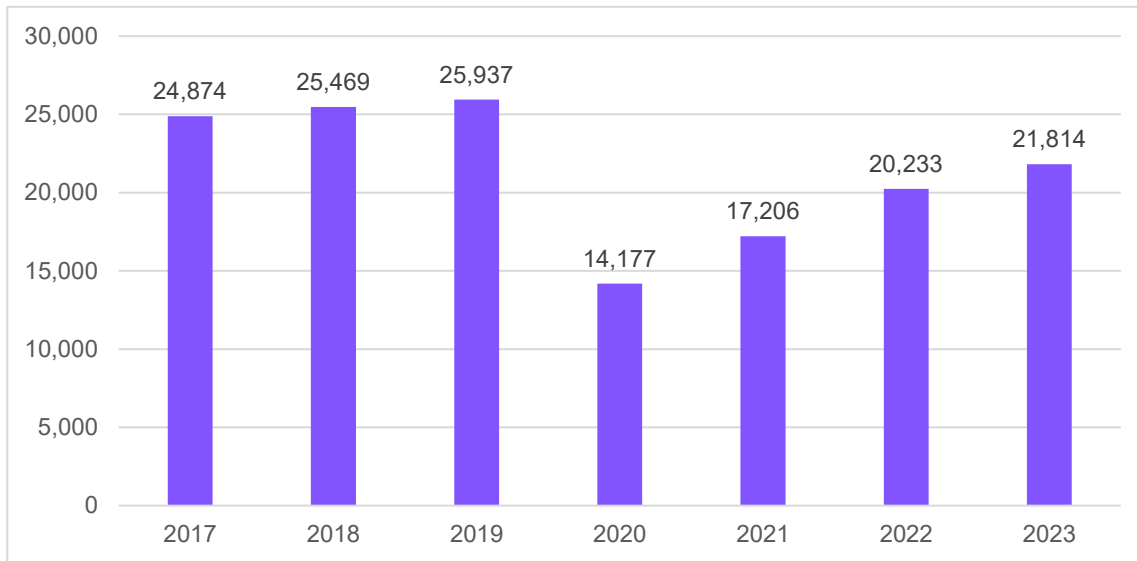
Source: CW&C STEAM final trend report for 2012-2023

In 2023, there were 29.2 million visitors to the CW&C area, compared to 37.4 million tourists in 2019. However, despite annual increases in visitor numbers since the pandemic, visitor numbers remain lower than pre-2020 levels.

<sup>79</sup> CW&C, 2023. Eat Well Be Active: Where are we now? Available at: [Where are we now? | Cheshire West and Chester Council](#)

<sup>80</sup> <https://cheshireandwarrington.com/latest-news/steam-report-2022/>

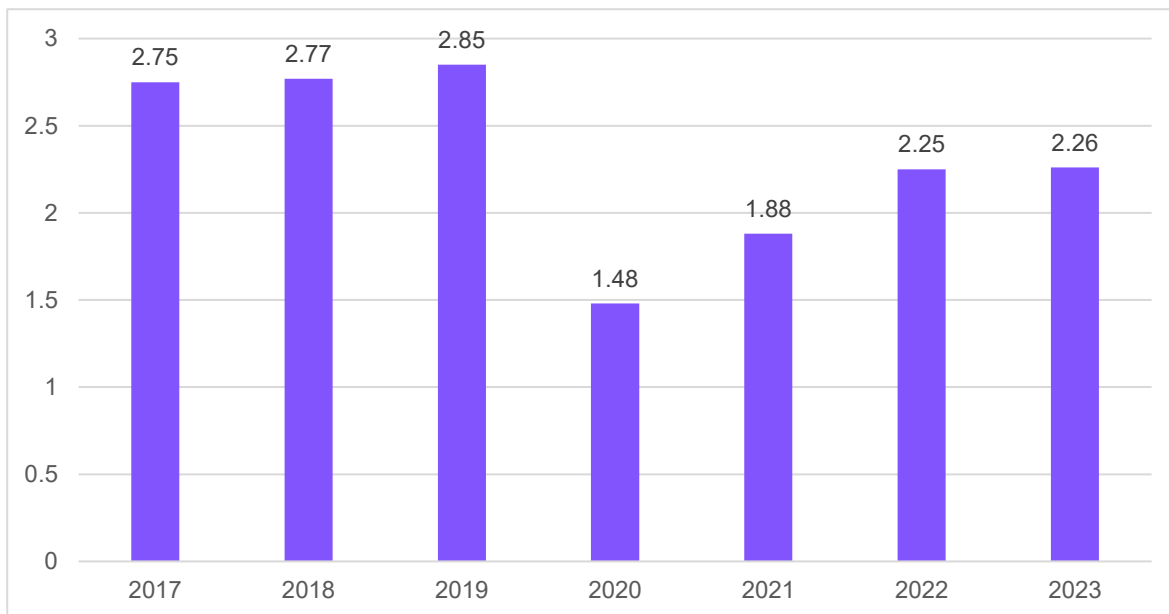
**Chart B. 6: Total number of full time employees (FTEs) supported by visitors in CW&C**



Source: CW&C STEAM final trend report for 2012-2023

In 2023 there were 21,814 FTEs in CW&C supported by visitors, up 7.8% from 20,233 FTEs in 2022. Still, this remains lower than levels prior to the Covid-19 pandemic, as there were 25,937 FTEs supported by tourists in 2019.

**Chart B. 7: Visitor economic impact in CW&C**



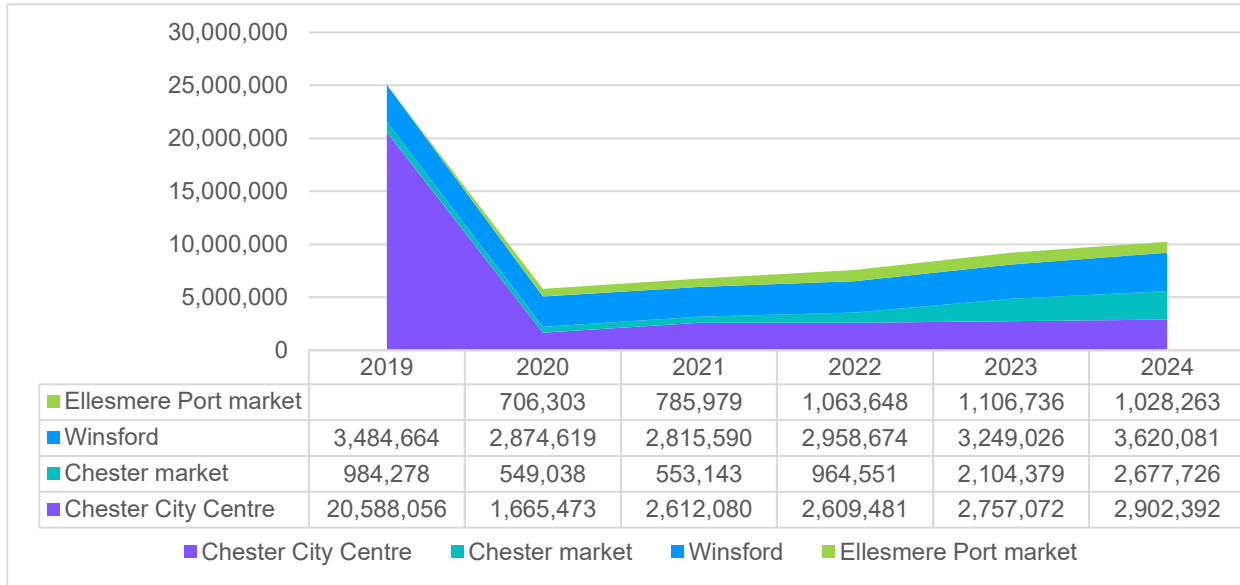
Source: CW&C STEAM final trend report for 2012-2023

The visitor economy in CW&C was worth £2.26 billion in 2023, in line with the value for 2022 (£2.25 billion). Whilst income from visitors has increased year on year since 2020, visitor economic impact remains lower than pre-pandemic levels (£2.85 billion in 2019).

The large decrease in visitors and ensuing decline in tourism-related employment and economic impact was predominantly caused by the Covid-19 restrictions limiting the movement of people in 2020 and 2021. However, economic recovery since the pandemic has been threatened by the rising cost of living and inflation.

Table B.9 below visualises the footfall in four of CW&C’s main centres: Chester city centre, Chester market, Winsford, and Ellesmere Port market, from 2019 to 2024.

**Table B. 9: Footfall in CW&C city, town, and local centres**



Source: CW&C Council, 2025

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 city centre footfall has not yet returned to pre-pandemic levels (20.5 million in 2019).

Following the opening of the new Chester market in October 2022, footfall spiked above previous levels immediately, and has remained higher than footfall to the old market. The total number of visitors in 2024 was over 2.6 million, up 27% from the previous year (2.1 million).

Annual footfall to Winsford was just over 3.6 million in 2024, 11% higher than in 2023, and 4% above 2019 pre-pandemic levels.

Footfall to Ellesmere Port market across 2024 was 1,028,263, 7% lower than in 2023.

