ATKINS

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

## ISA Report - Appendices

Transport for the West Midlands

February 2022

5209039

# Notice

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## Client signoff

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# Contents


| Chapter | | Page |
|---|---|---|
| **Appendix A.** | **Assessment of LTP5 policy areas** | **4** |
| A.1. | Making behaviour change happen – 'Avoid' | 5 |
| A.2. | Supporting Inclusive Growth of new developments – 'Avoid' | 23 |
| A.3. | Healthy Streets and Places to Walk, Cycle, Ride and Scoot – 'Shift' | 41 |
| A.4. | Connecting our places via public transport and shared mobility - 'Shift' | 57 |
| A.5. | Creating Resilient Networks – Improve | 73 |
| A.6. | Delivering a Green Revolution – 'Improve' | 89 |
| A.7. | Sustainability throughout plan implementation | 103 |
| **Appendix B.** | **ISA recommendations and how these were addressed** | **122** |
| B.1. | Behaviour change for the better – 'Avoid' | 123 |
| B.2. | Growth that helps everyone – 'Avoid' | 126 |
| B.3. | Safer streets to walk and wheel – 'Shift' | 129 |
| B.4. | Public transport that connects people and places - 'Shift' | 133 |
| B.5. | A resilient transport network – Improve | 136 |
| B.6. | Delivering a green revolution – Improve | 139 |
| **Appendix C.** | **Organisations consulted and responses received** | **140** |
| C.1. | List of organisations consulted | 141 |
| C.2. | Consultation comments and how these were addressed | 142 |
| **Appendix D.** | **Policy documents reviewed for ISA** | **154** |
| **Appendix E.** | **Baseline and contextual information** | **194** |
| **Appendix F.** | **Baseline figures** | **261** |

# Appendix A. Assessment of LTP5 policy areas

# A.1. Making behaviour change happen – 'Avoid'

Behaviour change is at the heart of this strategy – it is essential to help us deliver against our carbon reduction targets but also to help make progress against our wider motives for change and objectives. All of the interventions being set out in this strategy are aimed at improving our transport network and ultimately supporting behaviour change but these in isolation won't be enough. To deliver against the outcomes there is a clear and compelling need for us all to think about our travel behaviours. We are all part of the problem and we all need to play a part in the solution. Behaviour change is important as we accept that simply increasing highway capacity to meet an ever-growing demand for car travel is not sustainable or, indeed, physically or financially practical. The impact of technology is ultimately limited and wider behaviour change will be required to ensure that transport emissions are reduced faster. Beyond the infrastructure measures planned, there is considerable communications work needed to build and grow public awareness around the impacts of behaviours and choices and to help them make more appropriate choices. Not all of the behaviour change we need will be the same for everyone. Some people can and should change their behaviours more and we will use our traveller segmentation and online communities to identify and develop effective comms and engagement approaches to help us to reach the right people in the right way.

**Informed Choices**

Information is critical for helping people make the right decisions. TfWM and our local authorities have already made significant progress in how we communicate about the transport network to the people who live and work in and visit the region. We have established and recognisable brands across our different modes and for things like SWIFT as part of an integrated network. We provide information and communicate across a range of platforms. A number of our local authorities have also developed well-known brands and channels for transport information e.g. Birmingham Connected.

We will further develop the Transport for West Midlands brand as a key source of trusted, reliable information for transport information and journey planning. We will develop stronger, more effective campaigns to drive public awareness of travel behaviours and choices using tools such as our traveller segmentation, online community engagement and further research to help create more targeted and impactful information. This will include more traditional information on public transport options but also start to promote the role of shared mobility options, switching to zero emission vehicles, improving driver behaviour and about alternatives to travel and accessing services and mobility options differently e.g. through mobility hubs. We will continue to build on the success of our Travel Demand Management programme to help more businesses better plan their use of our transport networks.

**Managing Demand – Placemaking and Traffic Management**

We can choose to make some forms of travel more or less attractive through how we design and create places and by the way manage our streets and highway networks. From small scale urban realm improvements in town centres to corridor based roadspace reallocation schemes and through charging and pricing there are scalable opportunities to change the transport system and the way we use it. Measures which affect or influence the cost of different forms of transport are also an important part of the policy toolbox. Whilst usually the most politically unpopular they often deliver the most impact. This can include the introduction or increase of parking charges at key destinations and in busy locations and this could include Workplace Parking Levies. In some circumstances charges could be used to encourage the use of cleaner vehicles e.g. permits or Clean Air Zones. These schemes also generate an income which can be used to support more improvements to sustainable modes of travel.

We know that people accept the need for more restrictive measures to help solve some of the challenges but there is often a political challenge when trying to implement them and there is a need to do more of these types of measures and at some pace. Our local authorities hold the powers around traffic management and planning and we will work with them to identify how and where further measures could be introduced to help deliver behaviour change across the region. Through the Area Strategies we will work with our local authorities to identify more opportunities for quick wins to help try and make sustainable modes more attractive.

There will be a limit to the scale and the impact of measures being introduced at the local level by the WMCA and our local authorities. We will need to have an open and honest conversation with Government about what else can be done. A national Road User Charging (RUC) scheme is being talked about; this would help with driving behaviour change and help to plug the tax revenue gap currently faced as petrol and diesel cars are phased out. We will work closely with Midlands Connect and the National Infrastructure Commission for to understand the case for a national RUC scheme.

**Democratising Appetite for Action**

Engagement with the public and stakeholder is an essential part of the design and delivery of a new transport strategy and the measures it includes. Activities cover everything from surveys tracking the performance of the transport system, to gathering feedback on new transport policy and strategy or commenting on major infrastructure proposals such as Sprint.

We have surveyed over 12,000 residents over five phases of engagement relating to travel behaviours during and after the pandemic. Separately, our quarterly Travel Trends and Behaviours Tracking Survey (TTABS) monitors travel patterns amongst local residents and their opinions on different modes of travel. We also engaged on our 'Reimaging Transport in the West Midlands' Green Paper with the public and stakeholders with in depth discussion on key issues with our online community.

We will continue to develop our use of online communities and citizen assembly style forums to help us communicate, engage and build consensus on the most challenges issues and the measures that might need to be introduced.

The following criteria for assessing significance of effects was utilised:

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

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

***Commentary***

This Big Move sets out to change behaviours and notes how this may be done, as well as the difficulties involved. No specific note is made of air quality / pollution but it does note that behavioural change is at the heart of the strategy which will help deliver against carbon reduction targets, noting that an ever-growing demand for car travel is simply not sustainable. This is anticipated to include issues related to emissions. In addition, the policy specially notes that a wider behaviour change will be required to ensure that transport emissions are reduced.

Despite the political challenge, schemes such as the introduction or increase of parking charges at key destinations and in busy locations (and this could include Workplace Parking Levies or charges to encourage the use of cleaner vehicles e.g. permits or Clean Air Zones) were mentioned. In addition, campaigns to drive travel behaviours and choices, including the promotion of shared mobility options and switching to zero emission vehicles, were noted.

All these elements would be anticipated to improve air quality, notwithstanding the noted difficulties, in the short through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon target | ✓ | Local | LT | Perm | Med | ++ | ++ | ++ | ++ |

***Commentary***

This Big Move sets out to change behaviours and notes how this may be done, as well as the difficulties involved. Specific note is made to the behavioural change that is at the heart of the strategy which will help deliver against carbon reduction targets, noting that an ever-growing demand for car travel is simply not sustainable. This is anticipated to include issues related to emissions. In addition, the policy specially notes that a wider behaviour change will be required to ensure that transport emissions are reduced.

Despite the political challenge, schemes such as the introduction or increase of parking charges at key destinations and in busy locations (and this could include Workplace Parking Levies or charges to encourage the use of cleaner vehicles e.g. permits or Clean Air Zones) were mentioned. In addition, campaigns to drive travel behaviours and choices, including the promotion of shared mobility options and switching to zero emission vehicles, were noted.

It is further noted that this Big Move is at the heart of the LTP and will help make progress against the wider motives for change and objectives. This includes tackling the climate emergency with an objective of reducing transport carbon emissions at a rate consistent with WM2041.

All these elements would be anticipated to reduce carbon emissions, notwithstanding the noted difficulties, in the short through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding | ✓ | Local | LT | Perm | Med | +/- | +/- | +/- | +/- |

***Commentary***

This Big Move notes that there may be some small scale urban realm improvements and these could provide the opportunity to implement SuDS, including permeable drainage in local places. Similarly, there could be opportunities to provide planting that would enhance shade or reduce the effects of wind, to make temperature more comfortable. However, these could also result in an increase in impermeable area and this could add to flood risk.

It is anticipated that there could be a mix of slight adverse and slight beneficial effects from the short, through to the long term. Effects will be at the local scale.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Note within detailed Policy that there is a requirement for any upgrade to Public realm to take opportunities to incorporate SuDS. Any planting in Public Realm should be of species native to the West Midlands and be resistant to changing climate conditions.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain | ✓ | Local | LT | Perm | Med | + | + | + | + |

***Commentary***

This 'Big Move' aims to help deliver an overall reduction in pollution emissions and the removal of cars from the road (through by example noted parking charges), with a shift to sustainable modes (shared mobility options and zero emission vehicles). These changes are anticipated to be beneficial to habitats and species by reducing pollution and disturbance. Improvements to Public Realm may provide opportunities for an increase in biodiversity.

It is anticipated that effects would be slight beneficial in the short through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Note within detailed Policy that there is a requirement for any upgrade to Public realm to take opportunities to increase Biodiversity e.g. through the planting of native pollinators.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 5. Protect and enhance sites designated internationally for nature conservation purposes | ✓ | Local | LT | Perm | Med | + | + | + | + |

***Commentary***

This 'Big Move' aims to help deliver reductions in pollution emissions through reduced car usage (through by example the introduction of parking charges), with a shift to sustainable modes (shared mobility options and zero emission vehicles). These changes would be anticipated to be indirectly beneficial to some designated areas through a reduction in air pollution.

It is anticipated that effects would be slight beneficial in the short through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 6. Protect, enhance and promote geodiversity | N/A | N/A | N/A | N/A | N/A | **0** | **0** | **0** | **0** |

***Commentary***

This Big Move does not contribute to the achievement of this objective as it is not concerned with geodiversity and is anticipated to have neutral effects.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** N/A

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings | ✓ | Local | LT | Perm | Med | **+/-** | **+/-** | **+/-** | **+/-** |

***Commentary***

This Big Move is noted to be at the heart of the LTP and will help make progress against the wider motives for change and objectives. This includes objectives to reduce car usage, increase public transport usage and increase active travel, all of which are anticipated to result in a slight benefit to the townscape in the short through to long term by reducing congestion and improve the setting of cultural heritage assets, townscapes and landscapes. The policy also notes we can choose to make some forms of travel more or less attractive through how we design and create places, examples provided include small scale urban realm improvements which create an opportunity to change the transport system and the way it is used. Projects like this are likely to result in benefits to the settings of heritage assets, townscape and landscapes in the short through to long term.

However, there are also noted plans for new transport infrastructure, including for example the roll out of ZEV charging and fuelling infrastructure which have the potential to look incongruous in historic streetscapes or areas designated for townscape such as Conservation Areas.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Within detailed policy, note should be made of the need for the roll out of the ZEV charging and fuelling infrastructure to ensure careful consideration of design and location for the ZEV network and any electronic signage required.

Reference should also be made within detailed Policy that through working with Partners and other statutory bodies, such Historic England, TfWM will aim to minimise the impact of transport, including urban realm schemes, on heritage assets and protect and enhance the quality environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings and ensure that due regard is given to the need to undertake archaeological investigations.

The detailed Policy should also note that opportunities will be taken to improve physical access and/or interpretation, understanding and appreciation of the significance of heritage assets as part of transport development where appropriate.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity | ✓ | Local | ST-LT | Perm | Med | + | + | + | + |

***Commentary***

This Big Move is noted to be at the heart of the LTP and will help make progress against the wider motives for change and objectives. This includes objectives to reduce car usage, increase public transport usage and increase active travel, all of which are anticipated to result in a slight benefit to the townscape in the short through to long term by reducing congestion. Managing demand effectively could also result in less requirement for large scale transport infrastructure such as roads which would be of benefit on a landscape scale (though there is uncertainty over the scale to which demand management would reduce the need for large scale infrastructure). The policy also notes we can choose to make some forms of travel more or less attractive through how we design and create places, examples provided include small scale urban realm improvements which create an opportunity to change the transport system and the way it is used. Projects like this, along with more controls on parking at key destinations and in busy locations are likely to result in benefits to the townscape in the short through to long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Within detailed Policy, note should be made of the need for detailed consideration of location and design of any new infrastructure or urban realm schemes. This could include consideration of materials and styles which are reflective of the vernacular architecture of the West Midlands. Opportunities to ensure that existing infrastructure is better integrated with its local visual environment should be taken where possible.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 9. Protect and enhance the water environment | ✓ | Local | LT | Perm | Med | + | + | + | + |

***Commentary***

This Big Move aims to change people's behaviour from a reliance on cars to a move to more sustainable modes (for example through encouraging the use of Public transport and the use of ZEV's) by improving public awareness around the impacts of behaviours and choices. A reduction in car usage and overall car numbers, would potentially reduce the effect on the water environment by reducing polluted runoff (including from tyre degradation) and reducing the chance of accidents from which water pollution could occur.

It is anticipated that effects would be slight beneficial in the short through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | Assessment |
|---|---|---|

| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
|---|---|---|---|---|---|---|---|---|---|
| 10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources | ✓ | Local | ST-LT | Perm | Low | + | + | + | + |

***Commentary***

This Big Move is noted to be at the heart of the LTP and will help make progress against the wider motives for change and objectives. This includes objectives to reduce car usage, increase public transport usage and increase active travel. Alongside managing demand effectively these measures could also result in less requirement for large scale transport infrastructure such as roads which would be of benefit to conserving soil and agricultural resources. Improvements to Public Realm could also provide opportunities to remediate contaminated land, or help to facilitate the re-use of previously developed land.

It is anticipated that effects would be slight beneficial from the short term to the long term, though there is uncertainty over how much demand management will reduce the need for largescale infrastructure.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Note should be made in detailed Policy of the need to take opportunities to remediate contaminated land when improving Public Realm.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 11. Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated | ✓ | Local | LT | Perm | Med | + | + | + | + |

***Commentary***

This Big Move aims to change peoples behaviour from a reliance on cars to a move to more sustainable modes (for example through encouraging the use of Public transport and the use of ZEV's) by improving public awareness around the impacts of behaviours and choices. Reduction in car usage and overall car numbers (for example through encouraging the use of Public transport and shared mobility and the use of ZEV's and discouraging the use of the car by introducing parking charges/levies) will reduce the use of hydrocarbons. Demand management may also reduce demand for new cars, resulting in less resource use and less waste.

It is anticipated that effects would be slight beneficial from the short through to the long term with beneficial effects particularly felt in the medium to long term as EV numbers increase and the new infrastructure is developed.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all | ✓ | Local-Reg | ST-LT | Perm | Med | + | + | + | + |

***Commentary***

This Big Move details that all the interventions set out in this strategy are aimed at improving the transport network and ultimately supporting behaviour change. It is noted that information is critical to helping people make the right decision. TfWM have pledged to develop stronger, more effective campaigns to drive public awareness of travel

behaviours and choices using tools such as their traveller segmentation, online community engagement and further research to help create more targeted and impactful information. This will include more traditional information on public transport options but also start to promote the role of shared mobility options, switching to zero emission vehicles, improving driver behaviour and about alternatives to travel and accessing services and mobility options differently e.g. through mobility hubs. TfWM will continue to build on their Travel Demand Management programme to help more businesses better plan their use of the transport networks. All of these schemes are anticipated to improve access and connectivity within and across the region, as well as to neighbouring areas. This will help drive economic growth through for example, making it easier and potentially cheaper for staff to get to work or for customers to get to businesses.

In addition, this Big Move also notes the introduction or increase of parking charges at key destinations and in busy locations and this could include Workplace Parking Levies so as to make alternative travel options more attractive. Schemes like this also generate an income which can be used to support more improvements to sustainable modes of travel and promote further accessibility / connectivity.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 13. Support the wider coordination of land use, energy planning and transport planning across the West Midlands | ✓ | Local-Reg | ST-LT | Perm | High | + | + | + | + |

***Commentary***

This Big Move notes that there will be discussions with other bodies such as the National Government, Midlands Connect and the National Infrastructure Commission, as well as Local Authorities through the Area Strategies. There will also be engagement with the public and other stakeholders as an essential part of the design and delivery of transport interventions (measures).

It is anticipated that effects on wider coordination of land use etc. will be slight beneficial as these discussions and stakeholder engagement will help to inform transport planning across the West Midlands.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 14. Improve health and well-being for all citizens and reduce inequalities in health | ✓ | Local | LT | Perm | Med | + | + | + | + |

***Commentary***

It is anticipated that this 'Big Move' will help to deliver a mode shift to more sustainable modes and will help in changing habits to shop and live more locally, use online services more, cycle or walk more, use public transport through encouraging a more active lifestyle. Though it is noted that a variety of approaches to growing public awareness/ effective communications will be required to influence different sectors of the community. This improved awareness and accessibility would have benefits for all groups, but would be of less benefit to the elderly and those with certain disabilities.

No specific note is made to the need for affordability within this 'Big Move', though it is noted that measures which affect or influence the cost of different forms of transport are an important part of the policy toolbox. Note is also made of a national Road User Charging (RUC) scheme being introduced which aims to change driving behaviour – this may have implications in terms of affordability, particularly for low income groups.

The 'Big Move' also points to charging schemes (parking charges, workplace parking levies etc) which can be used to deter the public from certain transport choices – these could have particular adverse effects on those who can least afford the charges. However, it is noted that these schemes in turn generate an income which can be used to support more improvements to sustainable modes of transport and this could include elements for making transport more affordable. Note should be made in detailed Policy in this regard.

No mention is made to the need for a safe public transport system within this 'Big Move'.

However, the 'Big Move' strives to help deliver an overall reduction in the number of cars on the road. In addition, it aims to increase the use of the public transport system which will also reduce congestion on the roads and will mean more journeys undertaken with the use of professional drivers. These elements will likely improve safety and reduce accidents.

Severance from facilities related to health, education and economic opportunities etc. will be reduced for all groups through the increased use of an enhanced Public Transport and general demand management across the region, which this 'Big Moves' aims to help deliver. Reduced congestion would also potentially reduce the severance caused by big roads and would be particularly beneficial to the young and the elderly, as well as those with certain disabilities.

This 'Big Move' aims to help deliver, through considerable communication and growing public awareness, demand management and this will likely reduce congestion and therefore improve connections across the region. It will help both rural and urban areas, though benefits are most likely in local urban areas.

No specific note is made to reducing air, noise, odour or light pollution from transport in this 'Big Move'. However, it does aim to help deliver through the changing behaviours that will likely lead to a reduction in congestion and overall vehicle use. Promotion will also be made of EVs (through increasing the charging network). This will likely result in reduced air, noise and odour pollution. Children and those with certain ailments would likely benefit most.

This 'Big Move' will increase public awareness of the impacts of their behaviours and choices, as well as promoting more sustainable modes which would likely include active travel modes.

This 'Big Move' aims to promote the use of the Public Transport system, noting that it will include more traditional information on public transport options.

While it is considered that this 'Big Move' will result in health benefits, there are remaining concerns regarding affordability of transport due to the measures required. The 'Big Move ' recognises that not all of the "behaviour change we need will be the same for everyone. Some people can and should change their behaviours more and we will use our traveller segmentation and online communities to identify and develop effective comms and engagement approaches to help us to reach the right people in the right way".

### *Mitigation / Recommendations*

**Mitigation Measures:** N/A

**Recommendations:** Within detailed policy it is recommended that further consideration is made in relation to affordability. Note is already made on the introduction of road charges/parking levies etc to discourage certain behaviours and it is essential that careful consideration is given to ensuring that this does not impact on vulnerable groups such as those on a low income in a disproportionate fashion. Similarly, very careful consideration should be given to precise locations where measures such as parking charges are levied.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society | ✓ | Local-Reg | ST-LT | Perm | Med | + | + | + | + |

### *Commentary*

It is anticipated that this 'Big Move' will help to deliver a mode shift to more sustainable modes and will help in changing habits to shop and live more locally, use online services more, anticipated cycle or walk more, use public transport etc. Though it is noted that a variety of approaches to growing public awareness/ effective communications will be

required to influence different sectors of the community. This improved awareness and accessibility would have benefits for all groups, but sustainable modes (anticipated to include active modes) would be of less benefit to the elderly and those with certain disabilities, or those who are heavily pregnant.

No specific note is made to the need for affordability within this 'Big Move', though it is noted that measures which affect or influence the cost of different forms of transport are an important part of the policy toolbox.

Note is also made of a national Road User Charging (RUC) scheme being introduced which aims to change driving behaviour – this may have implications in terms of affordability, particularly for low income groups. BAME groups and some people with disabilities would typically have lower incomes than the general population as a whole and as such may particularly experience adverse effects.

The 'Big Move' also points to charging schemes (parking charges, workplace parking levies etc) which can be used to deter the public from certain transport choices – these could have particular adverse effects on those who can least afford the charges. However, it is noted that these schemes in turn generate an income which can be used to support more improvements to sustainable modes of transport and this could include elements for making transport more affordable. Note should be made in detailed Policy in this regard.

No mention is made to the need for a safe public transport system within this 'Big Move'.

However, the 'Big Move' strives to help deliver an overall reduction in the number of cars on the road. In addition, it aims to increase the use of the public transport system which will also reduce congestion on the roads and will mean more journeys undertaken with the use of professional drivers. These elements will likely improve safety and reduce accidents

Improved information on public transport options will be provided and general information awareness raised and this will have benefits across the region, though it is unlikely that rural areas or those areas constrained in public transport provision will benefit in particular. Income derived from charging schemes could be used to increase service provision but this is not made clear in this 'Big Move'.

Severance from facilities related to health, education and economic opportunities etc. will be reduced for all groups through the increased use of an enhanced Public Transport and demand management across the region, which this 'Big Moves' aims to help deliver. Reduced congestion would also potentially reduce the severance caused by big roads and would be particularly beneficial to the young and the elderly, as well as those with certain disabilities.

No specific note is made to reducing air, noise, odour or light pollution from transport in this 'Big Move'. However, it does aim to help deliver through the changing behaviours that will likely lead to a reduction in congestion and overall vehicle use. Promotion will also be made of EVs (through increasing the charging network). This will likely result in reduced air, noise and odour pollution. Children and those with certain ailments would likely benefit most.

### *Mitigation / Recommendations*

**Mitigation Measures:** N/A

**Recommendations:** Further exploration of issues relating to affordability should be made within detailed Policy to ensure that effects are equitably distributed. Similarly, further consideration should be given to ensure that people within rural areas and those areas with low levels of public transport provision are not subject to inequitable effects.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 16. Promote community safety and reduce crime and fear of crime for all citizens | ✓ | Local-Reg | ST-LT | Perm | Med | + | + | + | + |

### *Commentary*

No mention is made to the need for a safe public transport system within this 'Big Move'.

However, the 'Big Move' strives to help deliver an overall reduction in the number of cars on the road. In addition, it aims to increase the use of the public transport system which will also reduce congestion on the roads and will mean more journeys undertaken with the use of professional drivers. These elements will likely improve safety and reduce accidents

No mention of actual of perceived safety is made within this 'Big Move'.

However, the 'Big Move' strives to help deliver an overall reduction in the number of cars on the road. In addition, it aims to increase the use of the public transport system which will also reduce congestion on the roads and will mean more journeys undertaken with the use of professional drivers. These elements will likely improve safety and reduce accidents.

Reallocation of roadspace will also increase perception of safety, though consideration needs to be made that this might lull the unwary, particularly children into a false sense of security.

### *Mitigation / Recommendations*

**Mitigation Measures:** N/A

**Recommendations:** Specific note should be made within this 'Big Move' in relation to security and how it is being addressed this will be communicated to the public.

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| 1 | Improve accessibility to health and leisure services and facilities and amenities for all | + | ++ | ++ | ++ | ++ | + | + | ++ | It is anticipated that this 'Big Move' will help to deliver a mode shift to more sustainable modes and will help in changing habits to shop and live more locally, use online services more, cycle or walk more, use public transport through encouraging a more active lifestyle. Though it is noted that a variety of approaches to growing public awareness/ effective communications will be required to influence different sectors of the community. This improved awareness and accessibility would have benefits for all groups, but would be of less benefit to the elderly and those with certain disabilities. |
| 2 | Improve affordability of transport | - | - | - | - | +/- | - | - | - | No specific note is made to the need for affordability within this 'Big Move', though it is noted that measures |

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| | | | | | | | | | | which affect or influence the cost of different forms of transport are an important part of the policy toolbox.<br><br>Note is also made of a national Road User Charging (RUC) scheme being introduced which aims to change driving behaviour – this may have implications in terms of affordability, particularly for low income groups.<br><br>The 'Big Move' also points to charging schemes (parking charges, workplace parking levies etc) which can be used to deter the public from certain transport choices – these could have particular adverse effects on those who can least afford the charges. However, it is noted that these schemes in turn generate an income which can be used to support more improvements to sustainable modes of transport and this could include elements for making transport more affordable. Note should be made in detailed Policy in this regard. |
| 3 | Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents | - | +/- | +/- | +/- | ++ | +/- | +/- | +/- | No mention is made to the need for a safe public transport system within this 'Big Move'.<br><br>However, the 'Big Move' strives to help deliver an overall reduction in the number of cars on the road. In addition, it aims to increase the use of the public transport system which will also reduce congestion on the roads and will mean more journeys undertaken with the use of professional drivers. These elements will likely improve safety and reduce accidents. |

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| 4 | Reduce severance | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | Severance from facilities related to health, education and economic opportunities etc. will be reduced for all groups through the increased use of an enhanced Public Transport and general demand management across the region, which this 'Big Moves' aims to help deliver. Reduced congestion would also potentially reduce the severance caused by big roads and would be particularly beneficial to the young and the elderly, as well as those with certain disabilities. |
| 5 | Improve connections between and within communities | + | + | + | + | + | + | + | + | This 'Big Move' aims to help deliver, through considerable communication and growing public awareness, demand management and this will likely reduce congestion and therefore improve connections across the region. It will help both rural and urban areas, though benefits are most likely in local urban areas. |
| 6 | Reduce air, noise, odour and light pollution from transport | ++ | + | ++ | + | + | + | + | + | No specific note is made to reducing air, noise, odour or light pollution from transport in this 'Big Move'. However, it does aim to help deliver through the changing behaviours that will likely lead to a reduction in congestion and overall vehicle use. Promotion will also be made of EVs (through increasing the charging network). This will likely result in reduced air, noise and odour pollution. Children and those with certain ailments would likely benefit most. |
| 7 | Improve access to active travel modes | + | + | + | + | + | + | + | + | This 'Big Move' will increase public awareness of the impacts of their behaviours and choices, as well as |

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | Assessment summary | |
| | | | | | | | | | | promoting more sustainable modes which would likely include active travel modes. |
| 8 | Improve access to public transport | + | + | + | + | + | + | + | + | This 'Big Move' aims to promote the use of the Public Transport system, noting that it will include more traditional information on public transport options. |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| 1 | Improve accessibility to services, facilities and amenities for all, in particular by active travel modes | + | ++ | ++ | ++ | ++ | + | + | ++ | + | It is anticipated that this 'Big Move' will help to deliver a mode shift to more sustainable modes and will help in changing habits to shop and live more locally, use online services more, anticipated cycle or walk more, use public transport etc. Though it is noted that a variety of approaches to growing public awareness/ effective |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | | | | | | | | | | | communications will be required to influence different sectors of the community. This improved awareness and accessibility would have benefits for all groups, but sustainable modes (anticipated to include active modes) would be of less benefit to the elderly and those with certain disabilities, or those who are heavily pregnant. |
| 2 | Improve affordability of transport | - | - | - | -- | - | - | - | - | - | No specific note is made to the need for affordability within this 'Big Move', though it is noted that measures which affect or influence the cost of different forms of transport are an important part of the policy toolbox.<br><br>Note is also made of a national Road User Charging (RUC) scheme being introduced which aims to change driving behaviour – this may have implications in terms of affordability, particularly for low income groups. BAME groups and some people with disabilities would typically have lower incomes than the general population as a whole and as such may particularly experience adverse effects.<br><br>The 'Big Move' also points to charging schemes (parking charges, workplace parking levies etc) which can be used to deter the public from certain transport choices – these could have particular adverse effects on those who can least afford the charges. However, it is noted that these schemes in turn generate an income which can be used to support more improvements to |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | | | | | | | | | | | sustainable modes of transport and this could include elements for making transport more affordable. Note should be made in detailed Policy in this regard. |
| 3 | Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents | - | +/- | +/- | +/- | +/- | +/- | +/- | +/- | +/- | No mention is made to the need for a safe public transport system within this 'Big Move'.<br><br>However, the 'Big Move' strives to help deliver an overall reduction in the number of cars on the road. In addition, it aims to increase the use of the public transport system which will also reduce congestion on the roads and will mean more journeys undertaken with the use of professional drivers. These elements will likely improve safety and reduce accidents |
| 4 | Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision | + | + | + | + | + | + | + | + | + | Improved information on public transport options will be provided and general information awareness raised and this will have benefits across the region, though it is unlikely that rural areas or those areas constrained in public transport provision will benefit in particular. Income derived from charging schemes could be used to increase service provision but this is not made clear in this 'Big Move'. |
| 5 | Reduce severance | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | Severance from facilities related to health, education and economic opportunities etc. will be reduced for all groups through the increased use of an enhanced Public Transport and demand management across the |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | | | | | | | | | | | region, which this 'Big Moves' aims to help deliver. Reduced congestion would also potentially reduce the severance caused by big roads and would be particularly beneficial to the young and the elderly, as well as those with certain disabilities. |
| 6 | Reduce air, noise, odour and light pollution from transport | ++ | + | ++ | + | + | + | + | + | + | No specific note is made to reducing air, noise, odour or light pollution from transport in this 'Big Move'. However, it does aim to help deliver through the changing behaviours that will likely lead to a reduction in congestion and overall vehicle use. Promotion will also be made of EVs (through increasing the charging network). This will likely result in reduced air, noise and odour pollution. Children and those with certain ailments would likely benefit most. |

| CSA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| 1 | Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents | + | + | + | + | + | + | + | + | + | No mention is made to the need for a safe public transport system within this 'Big Move'.<br><br>However, the 'Big Move' strives to help deliver an overall reduction in the number of cars on the road. In addition, it aims to increase the use of the public transport system which will also reduce congestion on the roads and will mean more journeys undertaken with the use of professional drivers. These elements will likely improve safety and reduce accidents |
| 2 | Improve actual and perceived safety and security issues | + | + | + | + | + | + | + | + | + | No mention of actual of perceived safety is made within this 'Big Move'.<br><br>However, the 'Big Move' strives to help deliver an overall reduction in the number of cars on the road. In addition, it aims to increase the use of the public transport system which will also reduce congestion on the roads and will mean more journeys undertaken with the use of professional drivers. These elements will likely improve safety and reduce accidents.<br><br>Reallocation of roadspace will also increase perception of safety, though consideration needs to be made that this might lull the unwary, particularly children into a false sense of security. |

## A.2. Supporting Inclusive Growth of new developments – 'Avoid'

Creating good, sustainable access to opportunities is critical to help us deliver inclusive growth. Significant amounts of new housing and employment development is required in the metropolitan area and surrounding areas to accommodate the growth currently forecast. Transport investment will be a key catalyst for growth and regeneration. However, despite infrastructure associated with new developments this growth will have implications for the wider transport network. A key challenge will be accounting for the cumulative impacts of new development.

In addition to targeted investment in transport infrastructure in our inclusive growth corridors there is a need to plan and integrate measures to improve local transport and wider accessibility and support behaviour change; especially to help with the shorter trips to offer residents safe and sustainable transport choices and to help manage the impact of population growth and new development. Without this the positive impact of regeneration and growth in the region is likely to be undermined or wiped out if development is accompanied by unfettered traffic growth (impacts of traffic including road safety and perception of safety will get worse). Ultimately this will create further inequity around the sorts of access to opportunity and the impacts of transport system.

To be successful transport strategy needs to be supported by complementary land use policy – building the right things in the right places and all new development should be planned / delivered in a way which is in line with the motives for change and support progress against the LTPs objectives. We need to continue to improve how new development is planned, designed and delivered (in a coordinated way alongside wider transport policy) to help minimise transport impacts and maximise the attractiveness and success of sustainable modes.

At the same time, there is a need to consider the opportunities for digital connectivity to address some of the challenges with access which may have traditionally lent themselves to improvements to transport. Instead people can have access to jobs and other services online. Efforts to address digital inclusion are important alongside the objectives of the Local Transport Plan. Over the last twelve months there has been a significant shift in demand towards home digital access and connectivity. There is a need to support the communities and businesses of the West Midlands and their ability to work, upskill and learn from home. This will also reduce the need to travel for work and reduce the overall demand on the transport network. In 2021 the West Midlands Combined Authority (WMCA) and its partners published the West Midlands Digital Roadmap taking an evidence-based approach to digital connectivity. The roadmap recognises the potential of digital technology to transform the regional economy and build economic resilience.

**Promoting Sustainable and Accessible Development**

TfWM and WMCA will continue to support and promote a brownfield land first policy. It is acknowledged that there are challenges around the quantum of development required and the ability of that to be met from Brownfield land. However, if the region is to meet its Net Zero targets for carbon reduction we will need to increase the use of sustainable modes for necessary travel with moves to focus development around transport hubs and along transport corridors. As such the planning process is an important part of encouraging behaviour change and to help reduce the impacts of transport on communities and the environment.

**Supporting Development with Transport Infrastructure**

Active, innovative and sustainable travel should be key elements considered in all new developments; minimising the impacts caused by single occupancy car usage. We need to encourage well-designed new developments which support mixed and sustainable communities with high levels of public transport usage as well as cycling and walking. We also seek to ensure that the cost of public transport, along with poor accessibility and availability are not prohibiting factors which prevents people moving into the region.

We will publish non-statutory guidance to support developers, local planning authorities and local communities with information to assist developers in implementing transport infrastructure and services. The guidance will set out what measures TfWM has available to support developers in designing and implementing sustainable travel measures, together with how they can work with TfWM and local authorities to ensure the transport network is able to provide the support needed for developments to flourish and meet the wider needs of the West Midlands.

**Accounting for Digital Connectivity**

Digital connectivity presents a huge opportunity for improving access, however, there is also a risk that as society shifts more towards online systems, an inequality gap defined by digital skills and capability will widen, with some households becoming more excluded and isolated. To support the objectives of the LTP it will be important to develop and deliver high speed, reliable broadband and 5G connectivity to all communities and businesses within the West Midlands. Delivering enhanced digital infrastructure will help to reduce digital poverty and create a series of connected communities across the region that have equitable access to digital connectivity. We will work across the WMCA to better integrate digital accessibility linked to digital skills within transport strategy to support improving access for everyone to opportunities, particularly those in poverty.

The following criteria for assessing significance of effects was utilised:

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

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

***Commentary***

This 'Big Move' notes a number of areas which should lead to the protection and improvement of air quality. For example, note is made of sustainable travel such as walking and cycling, as well as public transport and it is anticipated that an uptake of these modes should reduce reliance on private cars and as such reduce air pollution emissions. Note is also made of digital connectivity and how this can reduce the need to travel for work and it is anticipated reduce the need to travel for shopping etc and therefore reduce overall demand on the transport network and potentially reduce emissions.

It is anticipated that benefits would be experienced from the short term, but get more significant in the longer term as digital connectivity increases and more active / sustainable modes become available.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 2. Reduce carbon dioxide ($CO_2$) emissions from transport and contribute to meeting net zero carbon target | ✓ | Local-Reg | ST-LT | Perm | Med | + | ++ | ++ | ++ |

***Commentary***

This 'Big Move' notes a number of areas which should lead to the reduction of carbon emissions. For example, note is made of sustainable travel such as walking and cycling, as well as public transport and it is anticipated that an uptake of these modes should reduce reliance on private cars and as such reduce emissions. Note is also made of digital connectivity and how this can reduce the need to travel for work and it is anticipated reduce the need to travel for shopping etc and therefore reduce overall demand on the transport network and potentially reduce emissions.

It is anticipated that benefits would be experienced from the short term, but get more significant in the longer term as digital connectivity increases and more active / sustainable modes become available.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding | ✓ | Local-Reg | ST-LT | Perm | Low | **+/-** | **+/-** | **+/-** | **+/-** |

***Commentary***

A focus on brownfield land as the first priority in development could provide opportunities to implement SuDS (including permeable paving etc). This could potentially reduce overall site runoff, though it is to be recognised that there is also likely to be an increase in hardstanding / impermeable surfaces in other areas through providing transport infrastructure, or indirectly by supporting other general development.

It is anticipated that greater digital connectivity will have no direct effect.

It is anticipated that effects could be both beneficial and adverse, though it is not possible at this stage to be certain as to the significance as this will be largely dictated by precise locational issues. A focus on previously disturbed areas first (brownfield) may allow for effects to be reduced.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Note should be made in detailed Policy that design of transport infrastructure e.g. of public transport hubs should incorporate SuDS as well as green infrastructure and natural flood management. Design should also include for planting of native species that will provide shade, or help act as windbreaks.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain | ✓ | Local-Reg | ST-LT | Perm | Low | **+/-** | **+/-** | **+/-** | **+/-** |

***Commentary***

This 'Big Move' has a number of elements that will potentially benefit habitats, sites species etc. For example, reduction in car usage and a greater focus on walking and cycling and digital connectivity will reduce disturbance and pollution emissions (which could lead to a reduction in deposition), as well as direct road kill. However, there is also a potential that the transport investment that aims to be a catalyst for growth and regeneration could also result in adverse effects (direct and indirect) on habitats and species etc.

It is anticipated that greater digital connectivity will have no direct effect.

It is anticipated that effects could be both beneficial and adverse, though it is not possible at this stage to be certain as to the significance as this will be largely dictated by precise locational issues. A focus on previously disturbed areas first (brownfield) may allow for effects to be reduced.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Note within detailed Policy of the need to protect and enhance habitats and species etc., as well as encourage the use of native species in any planting, in addition to taking opportunities for Biodiversity gain, for example through planting wildflowers that can act as pollinators.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 5. Protect and enhance sites designated internationally for nature conservation purposes | ✓ | Local-Reg | ST-LT | Perm | Low | +/- | +/- | +/- | +/- |

***Commentary***

This 'Big Move' has a number of elements that will potentially benefit sites designated for nature conservation purposes. For example, reduction in car usage and a greater focus on walking and cycling and digital connectivity will reduce disturbance and pollution emissions (which could lead to a reduction in deposition). However, there is also a potential that the transport investment that aims to be a catalyst for growth and regeneration could also result in adverse effects (direct and indirect) on sites designated for nature conservation. This could be through the potential for direct loss through encroachment, or through increased disturbance.

It is anticipated that greater digital connectivity will have no direct effect.

It is anticipated that effects could be both beneficial and adverse, though it is not possible at this stage to be certain as to the significance as this will be largely dictated by precise locational issues. A focus on previously disturbed areas first (brownfield) may allow for effects to be reduced.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Habitats Regulation Assessment should be carried out in light of precise details of any transport intervention, including consideration of its location. This approach should be set out within detailed Policy.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 6. Protect, enhance and promote geodiversity | ✓ | Local-Reg | ST-LT | Perm | Med | + | + | + | + |

***Commentary***

This 'Big Move' notes that there will be a 'promote brownfield land first policy'. This would potentially help to ensure that geodiversity is protected, by concentrating on those areas where disturbance has previously taken place and thereby reducing the amount of greenfield land that is developed.

It is anticipated that this will be slight beneficial in the short through to the long term and will be across both local areas, as well as a more regional scale.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** N/A

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

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings | ✓ | Local-Reg | ST-LT | Perm | Low | +/- | +/- | +/- | +/- |

***Commentary***

This 'Big Move' has a number of elements that will potentially benefit the wider historic environment and settings of heritage assets. For example, reduction in car usage and a greater focus on walking and cycling and digital connectivity will reduce disturbance in historic towns, or potentially within the setting of a Scheduled Monument. Setting could also be improved through the support and promotion to be given to the use of Brownfield areas first. Reduced pollution overall may also help to protect historic monuments etc. However, there is also a potential that the transport investment that aims to be a catalyst for growth and regeneration could also result in adverse effects on the historic environment, archaeological remains, settings of monuments etc.

It is anticipated that effects could be both beneficial and adverse, though it is not possible at this stage to be certain as to the significance as this will be largely dictated by precise locational issues. A focus on previously disturbed areas first (brownfield) may allow for effects to be reduced.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Note should be made in detailed Policy that design should recognise and reflect the historic setting of areas or individual assets, as well as the need to protect archaeological remains etc. Opportunities should be taken to reuse or rejuvenate historic buildings if appropriate.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity | ✓ | Local-Reg | ST-LT | Perm | Low | +/- | +/- | +/- | +/- |

***Commentary***

This 'Big Move' has a number of elements that will potentially benefit or protect landscapes and townscapes, as well as visual amenity. For example, a concentration on Brownfield sites will provide opportunities to refurbish / regenerate areas and therefore benefit townscapes and visual amenity. This approach (along with digital connectivity) could also help to reduce pressures on greenfield sites, which will help to protect areas from development.

However, there is also a potential that the transport investment that aims to be a catalyst for growth and regeneration could also result in adverse effects on landscape, townscape and visual amenity.

It is anticipated that effects could be both beneficial and adverse, though it is not possible at this stage to be certain as to the significance as this will be largely dictated by precise locational issues. A focus on previously disturbed areas first (brownfield) may allow for effects to be reduced.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Note should be made in detailed Policy that design should recognise and reflect the need to protect landscapes, townscapes and visual amenity. Where possible, design e.g. of public transport hubs should recognise the vernacular architecture of the West Midlands where appropriate and be in accordance with local design guides.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 9. Protect and enhance the water environment | ✓ | Local | ST-LT | Perm | Med | +/- | +/- | +/- | +/- |

***Commentary***

Reduction in car usage (e.g. through enhanced public transport) and a greater focus on walking and cycling and digital connectivity will reduce the potential for polluted runoff as well as reduce potential for spillage of hydrocarbons through accidents or during refuelling. This will have clear benefits for the water environment. However, polluted runoff could occur from new transport infrastructure (anticipated through the transport investment that will be needed to act as a catalyst for growth and regeneration and the noted development focus around transport hubs etc.).

It is anticipated that effects could be a mix of beneficial and adverse and mainly within a local context (though the nature of the water environment means that effects can quickly become more widespread).

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Note should be made within the detailed Policy of the need to protect and enhance the water environment from the effects of transport. This should include the use of SuDS where possible and the need to comply with the aims and Objectives of the Water Framework Directive.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources | ✓ | Local | ST-LT | Perm | Med | ++ | ++ | ++ | ++ |

***Commentary***

This 'Big Move' makes clear note that there will be a 'promote brownfield land first policy'. This will clearly help facilitate the re-use of previously developed land and will act to conserve soil and agricultural resources through reducing the need to develop on such areas / resources (though it is recognised within this 'Big Move' that there are questions regarding the quantum of development and the ability of that to be met by brownfield land). However, no note is made of the need to remediate contaminated land (though it is anticipated that this would be a requirement for development of many brownfield sites).

It is anticipated that moderate beneficial effects will be experienced in the short to long term, particularly at specific local areas.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Ensure that detailed Policy notes the need to take opportunities to remediate contaminated land (including the removal of invasive species etc.). This detailed Policy should also note that if any new areas of soil or agricultural areas are required to be developed (which is likely given the need for development land), that measures will be taken to protect soils where possible, particularly those areas which are considered to be Best and Most Versatile.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 11. Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated | ✓ | Local-Reg | ST-LT | Perm | Med | - | + | + | +/- |

***Commentary***

This 'Big Move' has a clear focus on helping to enable development (transport investment will be a key catalyst for growth and regeneration) and there could be implications in this regard in terms of the use of finite natural resources. Similarly note is made of transport hubs and active travel which could require the use of natural resources to develop, or result in the generation of waste. However, clear note is also made of sustainable modes such as public transport and active travel and it is anticipated this would result in a reduction in the use of fuel. Opportunities could also be provided for the use of recycled or secondary materials.

It is anticipated that this 'Big Move' would provide a mix of slight beneficial and slight adverse effects. Adverse effects would be most likely in the short term development phase, while longer term benefits of reduced fuel use etc., could be expected.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Note in detailed Policy that the development of all transport infrastructure, including design of public transport hubs should consider use of recycled materials and reduced waste generation.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all | ✓ | Local-Reg | ST-LT | Perm | Med | + | ++ | ++ | ++ |

***Commentary***

There are clear linkages between this 'Big Move' and the need to help enable new housing and employment development. Note is made of targeted investment to act as a catalyst for growth and regeneration. Recognition is also made of some of the risks of getting this wrong. Emphasis is placed on digital connectivity and it is recognised that there is a need to support communities and businesses in the West Midlands and it is recognised that ways of doing business are changing. Access to employment and training opportunities will be enhanced through the recognised need for public transport and sustainable modes to service development areas. Access will also be provided by greater digital connectivity and cross reference is made to a Digital Roadmap to help achieve this – this roadmap recognises the potential of digital technology to transform the regional economy and build economic resilience.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 13. Support the wider coordination of land use, energy planning and transport planning across the West Midlands | ✓ | Local-Reg | ST-LT | Perm | Med | + | ++ | ++ | ++ |

***Commentary***

Clear recognition is made within this 'Big Move' of the importance of the planning process (and the need for complimentary land use Policy ) to reduce the impacts of transport on communities and the environment. Note is made that guidance will be provided to developers, local planning authorities and communities with information to assist developers in implementing transport infrastructure and services and this will also set out how they can work with TfWM and Local Authorities to ensure the transport network is able to provide the support needed for developments to flourish and meet the wider needs of the West Midlands. A key element will be to encourage well-designed new developments which support mixed and sustainable communities with high levels of public transport usage as well as cycling and walking. Note is made within this 'Big Move' of the need to improve how new development is planned, designed and delivered (in a coordinated way alongside wider transport policy) to help minimise transport impacts and maximise the attractiveness and success of sustainable modes.

It is anticipated that there will be beneficial effects from the short term through to the longer term, with greater effects experienced in the longer term as new approaches to planning and coordination become more established.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A
**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 14. Improve health and well-being for all citizens and reduce inequalities in health | ✓ | Local-Reg | ST-LT | Perm | Med | ++ | ++ | ++ | ++ |

***Commentary***

Note is made within this 'Big Move' that active travel is a key element to be considered within new developments. Supporting Public Transport, in addition to walking and cycling will also emphasised through careful design of developments. Increased support and opportunities for undertaking journeys using these modes would benefit all groups, though some groups such as the elderly, those with certain disabilities may not be able to benefit as much as others.

Greater digital connectivity offers new ways of connecting with health (or other) service providers e.g. virtual GP appointments and could bring benefits to members of all groups in terms of improving access to health services etc. However, it is vital to recognise that some individuals., perhaps particularly those from older groups, or those with hearing, sight or learning difficulties, those with limited English language skills and those from low-income groups may find such services more difficult to access or more difficult to fully realise the benefits that these can offer. Recognition that some households could become ore excluded and isolated is made within this 'Big Move'.

Provision of cycling and walking opportunities in new developments will allow for less reliance on private cars and would represent increased opportunities for more affordable journeys – particularly on a local level. Cyclists and pedestrians would benefit most, though the elderly and those with certain disabilities likely less so.

Clear note is made within this 'Big Move' that TfWM will seek to ensure that the cost of public transport, along with poor accessibility and availability are not prohibiting factors which prevents people moving into the region – this is anticipated to also benefit those within the area already and would likely particularly benefit those on low incomes.

Increased digital connectivity can remove the need to undertake some physical journeys e.g. to undertake some shopping or to access services, though of course there are costs related to equipment and to use broadband services.

Note is made within this 'Big Move' of the need to provide for safe transport choices, High levels of public transport, together with walking and cycling would provide opportunities to reduce volumes of traffic. Note is made of the need for well designed developments and it is anticipated this would include the separation of active travel routes from roads, or at the least, dedicated lanes. Digital connection would also help to reduce the number of journeys made. Together, these elements would likely help to improve safety by removing private cars from the road, with benefits across all groups. Children, cyclists and pedestrians would likely benefit most.

Good designed developments with high levels of public transport provision and opportunities for active travel modes would have improved connections between and within communities. The further roll out of digital connectivity would also help to improve connections across the region and beyond and allow for a greater (or more reliable0 level of services to be accessed online. Benefits would be experienced across all groups.

Good designed developments with high levels of public transport provision and opportunities for active travel modes, alongside greater digital connectivity would likely result in improved air, noise and odour conditions for all groups. Children and those with certain ailments / disabilities would likely benefit most. There is a potential that light pollution may not improve, or may get worse in particular locations e.g. development of new infrastructure.

This 'Big Move' makes clear note of supporting development with high levels of walking and cycling. This will be of benefit to all groups, though some groups such as the elderly or those with certain disabilities may not be able to take full advantage of opportunities.

Clear note is made within this 'Big Move' of the need to encourage well-designed new developments which support mixed and sustainable communities with high levels of public transport. This will provide all groups within those new developments with improved access.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A
**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society | ✓ | Local-Reg | ST-LT | Perm | Med | ++ | ++ | ++ | ++ |

***Commentary***

Note is made within this 'Big Move' that active travel is a key element to be considered within new developments. Supporting Public Transport, in addition to walking and cycling will also emphasised through careful design of developments. Increased support and opportunities for undertaking journeys using these modes would benefit all groups, though some groups such as the elderly, those with certain disabilities may not be able to benefit as much as others.

Greater digital connectivity offers new ways of connecting with service providers and could bring benefits to members of all groups in terms of improving access. However, it is vital to recognise that some individuals., perhaps particularly those from older groups, or those with hearing, sight or learning difficulties, those with limited English language skills and those from low-income groups may find such services more difficult to access or more difficult to fully realise the benefits that these can offer. Recognition that some households could become more excluded and isolated is made within this 'Big Move'.

Provision of cycling and walking opportunities in new developments will allow for less reliance on private cars and would represent increased opportunities for more affordable journeys – particularly on a local level.

Clear note is made within this 'Big Move' that TfWM will seek to ensure that the cost of public transport, along with poor accessibility and availability are not prohibiting factors which prevents people moving into the region – this is anticipated to also benefit those within the area already and would likely particularly benefit those on low incomes.

Increased digital connectivity can remove the need to undertake some physical journeys e.g. to undertake some shopping or to access services, though of course there are costs related to equipment and to use broadband services.

Note is made within this 'Big Move' of the need to provide for safe transport choices, High levels of public transport, together with walking and cycling would provide opportunities to reduce volumes of traffic. Note is made of the need for well designed developments and it is anticipated this would include the separation of active travel routes from roads, or at the least, dedicated lanes. Digital connection would also help to reduce the number of journeys made. Together, these elements would likely help to improve safety by removing private cars from the road, with benefits across all groups.

There is a clear focus on ensuring developments have high levels of public transport (plus guidance on this to developers will be provided), though this will be less applicable to rural areas.

This 'Big Move' will result in the provision of walking and cycling along with public transport and this will provide opportunities to reduce severance. For example, a focus on ensuring that cost of public transport and poor accessibility will act to reduce severance for a greater range of people. It is also anticipated that reducing severance would be a key consideration in the design of new developments. Severance will also be reduced via greater digital connectivity, allowing people better opportunities to access services online. It is to be noted (and is recognised within the 'Big Move') that not all will be able to take full advantage of this e.g. through lack of digital skills or access to equipment and there is a risk that inequalities could widen.

Good designed developments with high levels of public transport provision and opportunities for active travel modes, alongside greater digital connectivity would likely result in improved air, noise and odour conditions for all groups. Children and those with certain ailments / disabilities would likely benefit most. There is a potential that light pollution may not improve, or may get worse in particular locations e.g. through development of new infrastructure.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

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

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 16. Promote community safety and reduce crime and fear of crime for all citizens | ✓ | Local-Reg | ST-LT | Perm | Med | + | + | + | + |

***Commentary***

Note is made within this 'Big Move' of the need to provide for safe transport choices, High levels of public transport, together with walking and cycling would provide opportunities to reduce volumes of traffic. Note is made of the need for well designed developments and it is anticipated this would include the separation of active travel routes from roads, or at the least, dedicated lanes. Digital connection would also help to reduce the number of journeys made. Together, these elements would likely help to improve safety by removing private cars from the road, with benefits across all groups.

Greater digital connectivity will reduce the need for physical journey's to access services, though there is a potential that people may become more vulnerable to fraud. This would be a risk across all groups though those with less digital skills may prove to be more vulnerable – note should be made within the detailed Policy that the aspect to upskill people in digital skills should include consideration of online security.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Note should be made within the detailed Policy that the aspect to upskill people in digital skills should include consideration of online security.

| **HIA sub-objective** | | **Scale of Effect** | | | | | | | | **Description of effect/Recommendations for mitigation or enhancement** |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| 1 | Improve accessibility to health and leisure services and facilities and amenities for all | + | + | + | + | +++ | + | ++ | + | Note is made within this 'Big Move' that active travel is a key element to be considered within new developments. Supporting Public Transport, in addition to walking and cycling will also emphasised through careful design of developments. Increased support and opportunities for undertaking journeys using these modes would benefit all groups, though some groups such as the elderly, those with certain disabilities may not be able to benefit as much as others. |

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| | | | | | | | | | | Greater digital connectivity offers new ways of connecting with health (or other) service providers e.g. virtual GP appointments and could bring benefits to members of all groups in terms of improving access to health services etc. However, it is vital to recognise that some individuals., perhaps particularly those from older groups, or those with hearing, sight or learning difficulties, those with limited English language skills and those from low-income groups may find such services more difficult to access or more difficult to fully realise the benefits that these can offer. Recognition that some households could become ore excluded and isolated is made within this 'Big Move'. |
| 2 | Improve affordability of transport | + | + | + | +++ | +++ | ++ | ++ | ++ | Provision of cycling and walking opportunities in new developments will allow for less reliance on private cars and would represent increased opportunities for more affordable journeys – particularly on a local level. Cyclists and pedestrians would benefit most, though the elderly and those with certain disabilities likely less so.<br><br>Clear note is made within this 'Big Move' that TfWM will seek to ensure that the cost of public transport, along with poor accessibility and availability are not prohibiting factors which prevents people moving into the region – this is anticipated to also benefit those within the area already and would likely particularly benefit those on low incomes. |

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| | | | | | | | | | | Increased digital connectivity can remove the need to undertake some physical journeys e.g. to undertake some shopping or to access services, though of course there are costs related to equipment and to use broadband services. |
| 3 | Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents | ++ | + | + | + | ++ | + | + | + | Note is made within this 'Big Move' of the need to provide for safe transport choices, High levels of public transport, together with walking and cycling would provide opportunities to reduce volumes of traffic. Note is made of the need for well designed developments and it is anticipated this would include the separation of active travel routes from roads, or at the least, dedicated lanes. Digital connection would also help to reduce the number of journeys made. Together, these elements would likely help to improve safety by removing private cars from the road, with benefits across all groups. Children, cyclists and pedestrians would likely benefit most. |
| 4 | Improve connections between and within communities | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | Good designed developments with high levels of public transport provision and opportunities for active travel modes would have improved connections between and within communities. The further roll out of digital connectivity would also help to improve connections across the region and beyond and allow for a greater (or more reliable0 level of services to be accessed online. Benefits would be experienced across all groups. |

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| 5 | Reduce air, noise, odour and light pollution from transport | ++ | + | ++ | + | ++ | + | + | + | Good designed developments with high levels of public transport provision and opportunities for active travel modes, alongside greater digital connectivity would likely result in improved air, noise and odour conditions for all groups. Children and those with certain ailments / disabilities would likely benefit most. There is a potential that light pollution may not improve, or may get worse in particular locations e.g. development of new infrastructure. |
| 6 | Improve access to active travel modes | ++ | + | + | ++ | +++ | ++ | ++ | ++ | This 'Big Move' makes clear note of supporting development with high levels of walking and cycling. This will be of benefit to all groups, though some groups such as the elderly or those with certain disabilities may not be able to take full advantage of opportunities. |
| 7 | Improve access to public transport | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | Clear note is made within this 'Big Move' of the need to encourage well-designed new developments which support mixed and sustainable communities with high levels of public transport. This will provide all groups within those new developments with improved access. |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| 1 | Improve accessibility to services, facilities and amenities for all, in particular by active travel modes | ++ | ++ | + | + | ++ | ++ | ++ | ++ | ++ | Note is made within this 'Big Move' that active travel is a key element to be considered within new developments. Supporting Public Transport, in addition to walking and cycling will also emphasised through careful design of developments. Increased support and opportunities for undertaking journeys using these modes would benefit all groups, though some groups such as the elderly, those with certain disabilities may not be able to benefit as much as others.<br><br>Greater digital connectivity offers new ways of connecting with service providers and could bring benefits to members of all groups in terms of improving access. However, it is vital to recognise that some individuals., perhaps particularly those from older groups, or those with hearing, sight or learning difficulties, those with limited English language skills and those from low-income groups may find such services more difficult to access or more difficult to fully realise the benefits that these can offer. Recognition that some households could become more excluded and isolated is made within this 'Big Move'. |
| 2 | Improve affordability of transport | + | ++ | + | + | ++ | ++ | ++ | ++ | ++ | Provision of cycling and walking opportunities in new developments will allow for less reliance on private cars and would represent increased opportunities for more affordable journeys – particularly on a local level. |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | | | | | | | | | | | Clear note is made within this 'Big Move' that TfWM will seek to ensure that the cost of public transport, along with poor accessibility and availability are not prohibiting factors which prevents people moving into the region – this is anticipated to also benefit those within the area already and would likely particularly benefit those on low incomes.<br><br>Increased digital connectivity can remove the need to undertake some physical journeys e.g. to undertake some shopping or to access services, though of course there are costs related to equipment and to use broadband services. |
| 3 | Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents | ++ | ++ | + | ++ | ++ | ++ | ++ | ++ | ++ | Note is made within this 'Big Move' of the need to provide for safe transport choices, High levels of public transport, together with walking and cycling would provide opportunities to reduce volumes of traffic. Note is made of the need for well designed developments and it is anticipated this would include the separation of active travel routes from roads, or at the least, dedicated lanes. Digital connection would also help to reduce the number of journeys made. Together, these elements would likely help to improve safety by removing private cars from the road, with benefits across all groups. |
| 4 | Improve provision of public transport in rural areas or to | + | + | + | + | + | + | + | + | + | There is a clear focus on ensuring developments have high levels of public transport (plus guidance on this to |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | those areas experiencing constraint in public transport provision | | | | | | | | | | developers will be provided), though this will be less applicable to rural areas. |
| 5 | Reduce severance | + | + | + | + | + | + | + | + | + | This 'Big Move' will result in the provision of walking and cycling along with public transport and this will provide opportunities to reduce severance. For example, a focus on ensuring that cost of public transport and poor accessibility will act to reduce severance for a greater range of people. It is also anticipated that reducing severance would be a key consideration in the design of new developments. Severance will also be reduced via greater digital connectivity, allowing people better opportunities to access services online. It is to be noted (and is recognised within the 'Big Move') that not all will be able to take full advantage of this e.g. through lack of digital skills or access to equipment and there is a risk that inequalities could widen. |
| 6 | Reduce air, noise, odour and light pollution from transport | ++ | + | ++ | + | + | + | + | + | + | Good designed developments with high levels of public transport provision and opportunities for active travel modes, alongside greater digital connectivity would likely result in improved air, noise and odour conditions for all groups. Children and those with certain ailments / disabilities would likely benefit most. There is a potential that light pollution may not improve, or may get worse in |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | | | | | | | | | | | particular locations e.g. through development of new infrastructure. |

| CSA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| 1 | Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents | ++ | ++ | + | ++ | ++ | ++ | ++ | ++ | ++ | Note is made within this 'Big Move' of the need to provide for safe transport choices, High levels of public transport, together with walking and cycling would provide opportunities to reduce volumes of traffic. Note is made of the need for well designed developments and it is anticipated this would include the separation of active travel routes from roads, or at the least, dedicated lanes. Digital connection would also help to reduce the number of journeys made. Together, these elements |

| CSA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | | | | | | | | | | | would likely help to improve safety by removing private cars from the road, with benefits across all groups. |
| 2 | Improve actual and perceived safety and security issues | + | + | + | + | + | + | + | + | + | Greater digital connectivity will reduce the need for physical journey's to access services, though there is a potential that people may become more vulnerable to fraud. This would be a risk across all groups though those with less digital skills may prove to be more vulnerable – note should be made within the detailed Policy that the aspect to upskill people in digital skills should include consideration of online security. |

## A.3. Healthy Streets and Places to Walk, Cycle, Ride and Scoot – 'Shift'

We want to deliver a step change in the way people travel, to encourage a greater proportion of trips to be made by walking, cycling, riding or scooting. This is because active modes and micro-mobility provide significant benefits to people and their local streets and communities and are the most sustainable forms of transport. Primarily, increasing the uptake of active modes and micro-mobility will have a positive impact on people's physical health and mental wellbeing. Additionally, by making walking, cycling, riding and scooting more attractive, we seek to encourage the 'shift' away from traditional car trips. This can bring wider benefits such as a reduction in carbon emissions and improvements in local air quality, noise quality, safety and the local environment.

Enabling people to walk, cycle, ride and scoot will also improve people's accessibility. Active modes and micro-mobility will be affordable and therefore more accessible for a range of social groups. The roll out of micro-mobility and especially e-scooters and e-bikes will enable greater distances to be travelled, where previously the car would have been first choice. Also, micro-mobility will improve access for a wider range of potential users, including by older or less fit users that may have been put off by conventional active modes.

**Enabling People to Cycle, Ride and Scoot**

We will work will local authorities to provide a package of measures to support behaviour change. This will include accessible, reliable information on available routes, as well as incentives and rewards for reaching certain levels of walking and cycling activity. Schools and businesses will be encouraged to promote active travel by providing training to equip people with the skills to make these changes. To support the uptake of active and micro-mobility, we will promote the provision of supporting facilities to make these options more attractive. This will include secure parking facilities, storage, changing facilities and charging facilities.

**Quiet and Safe Local Streets**

To promote the uptake of active modes and micro-mobility, we will make local streets more attractive by making them clean, quiet and safe. This means where supported introducing filtered permeability, reducing speeds and managing on-street parking on residential streets and local centres.

**Delivering our Starley Network**

We will ensure the delivery of our Starley Network. It is a network of cycling and walking trails that covers 500 miles of connected routes in the West Midlands. We will deliver a package of measures to provide cycle routes and towpaths, new pop-up cycle lanes, walking routes and walking zones in towns and cities. This will result in a high-quality network of walking and cycling corridors and public realm improvements in strategic centres, designed to Government standards.

**School streets/LTNs**

Low Traffic Neighbourhoods (LTN's) are schemes which are designed in a way to limit the access of vehicular traffic to a street or collection of streets, in order to make them safer, easier and more appealing for cycling and walking.

Within the West Midlands, Birmingham City Council have trialled a number of LTN schemes across Kings Heath, Moseley, Bournville and Lozells as part of their Places for People initiative. Through using the Commonplace platform, residents, businesses and travellers in the area have been able to put forward their opinion on how each of these schemes is having an impact on the area. These are currently being reviewed.

The LTNs have bought about mixed opinions and have been very divisive. However, in other regions of the UK such as Walthamstow they have proved popular and have had a number of benefits such as reduced private car ownership and dependency and an increase in active travel.

**Micro-mobility**

Micro-mobility can include a broad range of transport options that can be taken by a single user over short distances including: bikes , e-scooters, skateboards, segways and more.

In the West Midlands we are currently trialling e-scooters in collaboration with VOI as this particular mode is growing in popularity across the region. Although it is not yet legal to ride privatel owned e-scooters, the government is currently reviewing legislation and it is possible that this mode will become more universally accepted in the UK in future.

Availability of micro-mobility in addition to bike hire provides more sustainable options for commuting and supporting those in society who cannot afford to own their own vehicles.

There are also new and emerging forms of micro-mobility which can be used by those with impaired mobility, so our understanding of these new and emerging modes may allow us to promote a more inclusive West Midlands in the future.

The following criteria for assessing significance of effects was utilised:

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

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

***Commentary***

This 'Big Move' includes a range of aspects that will improve air quality. A key element relates to active travel by enabling people to cycle, ride and scoot. The approach to making active travel more attractive will include accessible, reliable information on available routes, as well as incentives and rewards for reaching certain levels of walking and cycling activity. This will also take place in streets that are quieter and safer, through a reduction in traffic levels and speeds. Provision will also be made for a network of cycling and walking trails and walking zones. Note is also made of provision of charging facilities and it is anticipated this would include for all types of EV (Cars, bikes and Scooters) – this will further help to reduce pollution emissions.

It is considered that overall, these Policy areas will result in significant reduction in car use, particularly in those focused areas of Low Traffic Neighbourhoods alongside a greater use of active travel and sustainable modes and therefore result in moderate to large beneficial effects on air quality from the short through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

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

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon target | ✓✓ | Local | ST-LT | Perm | Med | ++ | ++ | +++ | +++ |

***Commentary***

This 'Big Move' includes a range of aspects that will act to reduce carbon emissions. A key element relates to active travel by enabling people to cycle, ride and scoot. The approach to making active travel more attractive will include accessible, reliable information on available routes, as well as incentives and rewards for reaching certain levels of walking and cycling activity. This will also take place in streets that are quieter and safer, through a reduction in traffic levels and speeds. Provision will also be made for a network of cycling and walking trails and walking zones. Note is also made of provision of charging facilities and it is anticipated this would include for all types of EV (Cars, bikes and Scooters) – this will further help to reduce carbon emissions.

It is considered that overall, these Policy areas will result in significant reduction in car use, particularly in those focused areas of Low Traffic Neighbourhoods alongside a greater use of active travel and sustainable modes and therefore result in moderate to large beneficial effects on meeting net zero carbon targets from the short through to the long term. There may be some carbon embedded in new facilities in the short term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding | ✓ | Local | ST-LT | Perm | Med | +/- | +/- | +/- | +/- |

***Commentary***

This 'Big Move' will result in the development of new active travel routes which may result in an increase in impermeable surfacing, with a consequent increase in risk of flooding. However, these new routes would also provide an increase in resilience to the local transport network to help ensure access is maintained – a variety of routes will be available should one be blocked by flooding for example.

It is anticipated that effects would be a combination of slight beneficial and slight adverse in the short through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Note should be made in detailed Policy that design for any new active travel route or Public Realm improvement should include use of SuDS.

Note should also be made that through working with its Partners, other statutory bodies, such as the Environment Agency and Natural England, TfWM will work with natural processes to promote greater flood resilience to the transport network, ensuring SuDS and Natural Flood Management are incorporated to reduce flood risk when possible

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain | ✓ | Local | ST-LT | Perm | Med | +/- | +/- | +/- | +/- |

***Commentary***

Reductions in pollution emissions and removal of cars from the road, with a shift to sustainable modes are anticipated to be beneficial to habitats and species by reducing pollution and disturbance. Reduced road traffic may also result in a reduction in 'road kill'. There is a potential that development of some active travel routes or other associated facilities (particularly in non urban areas) could impact on habitats and species (through loss or disturbance), though it would also provide opportunities for green infrastructure to be developed.

It is anticipated that effects would be a combination of slight beneficial and slight adverse in the short through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Note should be made in detailed Policy that design of any active travel route (or public realm improvement) should consider green infrastructure and potential for installing measures that could add to Biodiversity. This should include the planting of species that are native to the West Midlands and could take place at site of new infrastructure.

Note should also be made that through working with its Partners, other statutory bodies, such as the Environment Agency and Natural England, TfWM will realise opportunities for green infrastructure enhancement and the delivery of green infrastructure-based natural solutions to aid mitigation requirements. The latter includes carbon reduction, clean air, flood risk management and increased resilience to climate change, as well as other place-making and visitor economy objectives.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 5. Protect and enhance sites designated internationally for nature conservation purposes | ✓ | Local | ST-LT | Perm | Med | **+/-** | **+/-** | **+/-** | **+/-** |

***Commentary***

Reductions in pollution emissions and removal of cars from the road, with a shift to sustainable modes are anticipated to be beneficial in terms of pollution deposition, which is a known issue at a number of sites designated for nature conservation. However, the location of new infrastructure such as active travel routes and associated facilities could encroach onto designated sites or have direct / indirect effects through disturbance.

It is anticipated that effects would be a combination of slight beneficial and slight adverse in the short through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Reference to be made in detailed Policy in relation to design and route / site selection considering potential locational issues.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 6. Protect, enhance and promote geodiversity | ✓ | Local | ST-LT | Perm | Med | **+/-** | **+/-** | **+/-** | **+/-** |

***Commentary***

There is a potential for new infrastructure such as active travel routes to encroach onto areas noted for geodiversity such as the Geopark. However, such schemes could provide greater access to such areas and allowing greater numbers to appreciate these important landscape features where visible.

It is anticipated that effects would be a combination of slight beneficial and slight adverse in the short through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Reference to be made in detailed Policy in relation to design and route / site selection considering potential locational issues.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings | ✓ | Local | ST-LT | Perm | Med | ++ | ++ | ++ | ++ |

***Commentary***

Heritage assets and the wider historic environment could benefit from Low Traffic Neighbourhoods as well as wider reduction in cars, management of car parking and reduction in speed. This (along with noted Public Realm improvements) could improve the setting for assets such as Conservation Areas, Listed buildings and individual monuments etc. New cycle and walking lanes could provide opportunities to enhance access to historic assets.

It is anticipated that effects would be moderately beneficial from the short, through to the long term, particularly at the local / neighbourhood level.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:**

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity | ✓ | Local | ST-LT | Perm | Med | ++ | ++ | ++ | ++ |

***Commentary***

Landscapes and townscapes, as well as visual amenity could benefit from the reduction in cars such as in low traffic neighbourhoods and management of on street parking, as well as noted Public Realm improvements. Tranquility can be enhanced through reductions in speed limits and a greater focus on EVs.

It is anticipated that effects would be moderately beneficial from the short, through to the long term, particularly at the local / neighbourhood level.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 9. Protect and enhance the water environment | ✓ | Local | ST-LT | Perm | Med | + | + | + | + |

***Commentary***

This 'Big Move' will allow for a reduction in case use and uptake in more active travel modes. This provides an opportunity to benefit the water environment through a reduction in polluted runoff from roads (tyre degradation etc.). There would also be a reduction in pollution from accidents / accidental spillage of hydrocarbons – this effect would also be enhanced in the medium to longer term through an uptake in EV's, which this 'Big Move' will help to promote (through provision of charging facilities).

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

### *Mitigation / Recommendations*

**Mitigation Measures:** N/A

**Recommendations:** Note in detailed Policy that design for any new active travel route or associated facilities and Public Realm should include use of SuDS

Reference should also be made in detailed Policy that transport interventions that have unacceptable adverse impact on water availability or quality or fail to achieve the targets of the Water Framework Directive will not be considered.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources | ✓ | Local | ST-LT | Perm | Med | **+/-** | **+/-** | **+/-** | **+/-** |

### *Commentary*

This 'Big Move' will allow for the development of active travel routes and this may help facilitate the re-use of previously developed land – particularly those routes within the strategic centres. Opportunities may also be provided to remediate areas of contamination. However, there could also be implications for soil and agricultural resources through encroachment, or by providing opportunities for conflict between travellers along routes and livestock, though this could be managed through appropriate design.

It is anticipated that effects would be a combination of slight beneficial and slight adverse in the short through to the long term, though most effects would be in the short term (construction period).

### *Mitigation / Recommendations*

**Mitigation Measures:** N/A

**Recommendations:** Note to be made in detailed Policy that route / site location should avoid areas of best soils and opportunities taken to remediate contamination.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 11. Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated | ✓ | Local | ST-LT | Perm | Med | **+/-** | **+/-** | **+/-** | **+/-** |

### *Commentary*

This 'Big Move' will result in the development of new active travel routes and improvements to Public Realm which will require the use of natural resources to construct, though use could be made of recycled or secondary materials. This 'Big Move' will help to reduce overall vehicle usage / increase sustainable modes and this would result in reduced fuel usage.

It is anticipated that effects would be a combination of slight beneficial and slight adverse in the short through to the long term. Adverse effects will be particularly in short term as facilities are constructed.

### *Mitigation / Recommendations*

**Mitigation Measures:** N/A

**Recommendations:** Note should be made in detailed Policy that design for any new active travel routes and associated facilities, as well as Public Realm, should include use of recycled / secondary materials etc.

Note should also be made in detailed Policy of promotion of more sustainable waste management practices with transport-related infrastructure projects in line with the waste hierarchy. Opportunities for enhancing the Circular Economy should also be considered.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all | ✓ | Local | ST-LT | Perm | Med | + | + | + | + |

***Commentary***

This 'Big Move' will result in increased opportunities for people to access jobs and the services they need. This will include increased opportunities for commercial / business interactions, as well as making areas more pleasant to do business or shop in e.g. Low traffic areas. This 'Big Move' will also result in reduced congestion and will therefore help to make business more efficient and will also provide businesses with new (and potentially cheaper) ways to connect with consumers.

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

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 13. Support the wider coordination of land use, energy planning and transport planning across the West Midlands | ✓ | Local | ST-LT | Perm | Med | + | + | + | + |

***Commentary***

Clear note is made within this 'Big Move' of the need to work with local authorities to provide a package of measures. It is anticipated this will include the development of Low Traffic Neighbourhoods and note is also made of providing facilities such as charging facilities. It is anticipated that this will require coordination of land use, energy and transport planning across the West Midlands.

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

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 14. Improve health and well-being for all citizens and reduce inequalities in health | ✓✓ | Local | ST-LT | Perm | Med | ++ | ++ | ++ | ++ |

***Commentary***

Ensuring delivery of the Starley Network and its associated active travel routes will provide greater accessibility to a range of services and facilities. Low Traffic Neighbourhoods with reduced speeds etc will mean that the option of active travel is safer for a greater range of people, though more active members of the community will benefit most (though this may improve in the longer term as new and emerging forms of micro-mobility for those with impaired mobility become available). It is to be noted that LTN's still allow for access by car for those members of society who depend on this form of transport.

Greater opportunities for active travel and better opportunities for micro-mobility such as bike hire schemes will help to make transport more affordable. Careful consideration will need to be made in relation to the precise location where facilities are to be provided to ensure that all Groups can benefit as much as possible – for example provision should be made in areas of deprivation to ensure low income groups can maximise opportunities of use.

A key element of this 'Big Move' is to have quieter and safer local streets. This will include reducing speed and managing on-street parking, which will act to improve safety particularly in those discrete parts of the transport network. A sense of wellbeing is also likely to improve. Separating active travel routes from those routes used by other modes will also improve safety, as will a general reduction in traffic across the network. Caution needs to be maintained to ensure that the Low Traffic Neighbourhoods do not result in increased traffic volumes in other parts of the network.

Ensuring delivery of the Starley Network and its associated active travel routes will provide greater connectivity within and between communities. This will be of particular benefit to those more active groups (though this may improve in the longer term as new and emerging forms of micro-mobility for those with impaired mobility become available)..

The provision of Low Traffic Neighbourhoods will reduce air, noise, odour and light pollution in those areas and will be of benefit to all groups. Caution needs to be maintained to ensure that the Low Traffic Neighbourhoods do not result in increased traffic volumes in other parts of the network. Particular consideration should be given to providing LTN's in those areas with highest levels of deprivation as these areas often have poor air quality and generally poorer health outcomes relative to the wider population.

Ensuring delivery of the Starley Network and its associated active travel routes will provide greater accessibility to a range active travel modes and will mean that the option of active travel is safer for a greater range of people. Greater access to active travel can help to improve health and wellbeing across all groups, though more active members of the community will benefit most (though this may improve in the longer term as new and emerging forms of micro-mobility for those with impaired mobility become available). Encouragement for the uptake of micro-mobility and safe routes upon which this can take place will be useful to 'fill the gap' between homes and public transport routes / facilities, though this is not a noted aim of this 'Big Move'.

### *Mitigation / Recommendations*

**Mitigation Measures:** N/A

**Recommendations:** Note within this 'Big Move' that micro-mobility can be useful in bridging gaps between households and businesses and public transport provision, though it is to be recognised that not all groups may be able to benefit from such provision. Note should also be made in detailed Policy that particular consideration should be given to providing LTN's in those areas with highest levels of deprivation as these areas often have poor air quality and generally poorer health outcomes relative to the wider population, though final decision on provision would be in light of local needs / conditions.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society | ✓✓ | Local | ST-LT | Perm | Med | ++ | ++ | ++ | ++ |

### *Commentary*

Ensuring delivery of the Starley Network and its associated active travel routes will provide greater accessibility to a range of services and facilities. This could be of particular benefit by providing further travel options to those from BAME or LGBTQ groups who may feel unsafe using public transport. Those with mobility issues such as those with certain disabilities, elderly, the very young, heavily pregnant women may benefit less from this active travel provision than other groups.

Provision of active travel opportunities and options (including bike hire schemes) would likely improve affordability of travel for all groups. Those within BAME communities are twice more likely to live in a household with no car and hence experience higher transport costs and as such provision of active travel routes may be of particular benefit. Benefits for all groups are likely to be mostly experienced at the local level. Careful consideration will need to be made in relation to the precise location where facilities are to be provided to ensure that all Groups can benefit as much as possible – for example provision should be made in areas of deprivation or those areas with a high proportion of BAME groups to ensure such groups can maximise opportunities of use.

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

This 'Big Move' will have limited implications for the provision of public transport in rural areas, though there may be some opportunity for micro-mobility in certain areas. There are likely to be greater opportunities for micro-mobility within urban centres and this could include those areas experiencing constraint in public transport provision. Further consideration of these issues could be made at detailed Policy stage.

Ensuring delivery of the Starley Network and its associated active travel routes will provide greater connectivity within and between communities and help to reduce severance. This will be of particular benefit to those more active groups (though this may improve in the longer term as new and emerging forms of micro-mobility for those with impaired mobility become available). Quieter streets with reduced speed limits will also reduce severance caused by busy roads. This will be of benefit to all groups, but particularly children, those with certain disabilities or illnesses and those with mobility issues (including those heavily pregnant). Benefits will be particularly experienced at a local level in urban areas and consideration needs to be made to ensure that traffic is not directed elsewhere.

The provision of Low Traffic Neighbourhoods will reduce air, noise, odour and light pollution in those areas and will be of benefit to all groups, with particular benefits to those with underlying respiratory ailments, younger children and the elderly. Caution needs to be maintained to ensure that the Low Traffic Neighbourhoods do not result in increased traffic volumes in other parts of the network. Particular consideration should be given to providing LTN's in those areas with highest levels of deprivation (particularly those in urban areas) as these areas often have poor air quality and generally poorer health outcomes relative to the wider population. BAME groups would also benefit as these groups would generally be over represented in deprived areas.

### *Mitigation / Recommendations*

**Mitigation Measures:** N/A

**Recommendations:** Particular consideration should be given to providing LTN's in those areas with highest levels of deprivation (particularly those in urban areas) as these areas often have poor air quality and generally poorer health outcomes relative to the wider population. Careful consideration will need to be made in relation to the precise location where facilities are to be provided to ensure that all Groups can benefit as much as possible.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 16. Promote community safety and reduce crime and fear of crime for all citizens | ✓ | Local | ST-LT | Perm | Med | + | + | + | + |

### *Commentary*

A key element of this 'Big Move' is to make local streets more attractive by making them quieter and safer. This will include through reducing speeds and managing on-street parking. This will be of benefit to all groups, but particularly children, those with certain disabilities or illnesses and those with mobility issues (including those heavily pregnant). Benefits will be particularly experienced at a local level in urban areas and consideration needs to be made to ensure that traffic is not directed elsewhere. Note is made within this 'Big Move' that training will be provided to equip people with the skills to undertake more active travel – this will help improve safety for all groups, though careful consideration will need to be given to ensure that this provision is effectively provided for 'hard to reach' groups such as those from BAME communities who may have language difficulties.

While provision of active travel routes and facilities and micro-mobility options may help to improve safety, there may be issues relating to crime that could arise. For example, bike hire facilities may be exposed to theft or vandalism or routes could allow for anti-social behaviour to take place in unobserved or quiet areas.

### *Mitigation / Recommendations*

**Mitigation Measures:** N/A

**Recommendations:** Consideration of crime and security should be made through detailed Policy and in the design of any schemes.

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| 1 | Improve accessibility to health and leisure services and facilities and amenities for all | + | + | + | ++ | +++ | ++ | ++ | ++ | Ensuring delivery of the Starley Network and its associated active travel routes will provide greater accessibility to a range of services and facilities. Low Traffic Neighbourhoods with reduced speeds etc will mean that the option of active travel is safer for a greater range of people, though more active members of the community will benefit most (though this may improve in the longer term as new and emerging forms of micro-mobility for those with impaired mobility become available). It is to be noted that LTN's still allow for access by car for those members of society who depend on this form of transport. |
| 2 | Improve affordability of transport | + | + | + | ++ | ++ | + | + | + | Greater opportunities for active travel and better opportunities for micro-mobility such as bike hire schemes will help to make transport more affordable, though for most groups this will not be particularly beneficial for longer journeys. Careful consideration will need to be made in relation to the precise location where facilities are to be provided to ensure that all Groups can benefit as much as possible – for example provision should be made in areas of deprivation to ensure low income groups can maximise opportunities of use. |

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| 3 | Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents | + | + | + | + | ++ | + | + | + | A key element of this 'Big Move' is to have quieter and safer local streets. This will include reducing speed and managing on-street parking, which will act to improve safety particularly in those discrete parts of the transport network. A sense of wellbeing is also likely to improve. Separating active travel routes from those routes used by other modes will also improve safety, as will a general reduction in traffic across the network. Caution needs to be maintained to ensure that the Low Traffic Neighbourhoods do not result in increased traffic volumes in other parts of the network. |
| 4 | Improve connections between and within communities | + | + | + | ++ | +++ | ++ | ++ | ++ | Ensuring delivery of the Starley Network and its associated active travel routes will provide greater connectivity within and between communities. This will be of particular benefit to those more active groups (though this may improve in the longer term as new and emerging forms of micro-mobility for those with impaired mobility become available).. |
| 5 | Reduce air, noise, odour and light pollution from transport | +++ | +++ | +++ | +++ | +++ | +++ | +++ | +++ | The provision of Low Traffic Neighbourhoods will reduce air, noise, odour and light pollution in those areas and will be of benefit to all groups, with particular benefits to those with underlying respiratory ailments, younger children and the elderly. Caution needs to be maintained to ensure that the Low Traffic Neighbourhoods do not result in increased traffic volumes in other parts of the network. Particular consideration should be given to providing LTN's in those areas with highest levels of deprivation (particularly those in urban areas) as these areas often |

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| | | | | | | | | | | have poor air quality and generally poorer health outcomes relative to the wider population. |
| 6 | Improve access to active travel modes | ++ | + | + | ++ | +++ | ++ | ++ | ++ | Ensuring delivery of the Starley Network and its associated active travel routes will provide greater accessibility to a range active travel modes and will mean that the option of active travel is safer for a greater range of people. Greater access to active travel can help to improve health and wellbeing across all groups, though more active members of the community will benefit most (though this may improve in the longer term as new and emerging forms of micro-mobility for those with impaired mobility become available). |
| 7 | Improve access to public transport | + | + | + | + | + | + | + | + | Encouragement for the uptake of micro-mobility and safe routes upon which this can take place will be useful to 'fill the gap' between homes and public transport routes / facilities, though this is not a noted aim of this 'Big Move'. |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| 1 | Improve accessibility to services, facilities and amenities for all, in particular by active travel modes | + | ++ | + | ++ | ++ | ++ | + | ++ | ++ | Ensuring delivery of the Starley Network and its associated active travel routes will provide greater accessibility to a range of services and facilities. This could be of particular benefit by providing further travel options to those from BAME or LGBTQ groups who may feel unsafe using public transport. Those with mobility issues such as those with certain disabilities, elderly, the very young, heavily pregnant women may benefit less from this active travel provision than other groups. |
| 2 | Improve affordability of transport | + | + | + | ++ | + | + | + | + | + | Provision of active travel opportunities and options (including bike hire schemes) would likely improve affordability of travel for all groups. Those within BAME communities are twice more likely to live in a household with no car and hence experience higher transport costs and as such provision of active travel routes may be of particular benefit. Benefits for all groups are likely to be mostly experienced at the local level. Careful consideration will need to be made in relation to the precise location where facilities are to be provided to ensure that all Groups can benefit as much as possible – for example provision should be made in areas of deprivation or those areas with a high proportion of BAME groups to ensure such groups can maximise opportunities of use. |
| 3 | Improve safety of the transport network (including roads) and | +++ | + | ++ | ++ | + | + | ++ | + | ++ | A key element of this 'Big Move' is to make local streets more attractive by making them quieter and safer. This |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | reduce the number of accidents and other incidents | | | | | | | | | | will include through reducing speeds and managing on-street parking. This will be of benefit to all groups, but particularly children, those with certain disabilities or illnesses and those with mobility issues (including those heavily pregnant). Benefits will be particularly experienced at a local level in urban areas and consideration needs to be made to ensure that traffic is not directed elsewhere. |
| 4 | Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision | + | + | + | + | + | + | + | + | + | This 'Big Move' will have limited implications for the provision of public transport in rural areas, though there may be some opportunity for micro-mobility in certain areas. There are likely to be greater opportunities for micro-mobility within urban centres and this could include those areas experiencing constraint in public transport provision. Further consideration of these issues could be made at detailed Policy stage. |
| 5 | Reduce severance | +++ | + | ++ | ++ | + | + | ++ | + | ++ | Ensuring delivery of the Starley Network and its associated active travel routes will provide greater connectivity within and between communities and help to reduce severance. This will be of particular benefit to those more active groups (though this may improve in the longer term as new and emerging forms of micro-mobility for those with impaired mobility become available). Quieter streets with reduced speed limits will also reduce severance caused by busy roads. This will be of benefit to all groups, but particularly children, |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | | | | | | | | | | | those with certain disabilities or illnesses and those with mobility issues (including those heavily pregnant). Benefits will be particularly experienced at a local level in urban areas and consideration needs to be made to ensure that traffic is not directed elsewhere. |
| 6 | Reduce air, noise, odour and light pollution from transport | +++ | | ++ | +++ | + | + | ++ | + | ++ | The provision of Low Traffic Neighbourhoods will reduce air, noise, odour and light pollution in those areas and will be of benefit to all groups, with particular benefits to those with underlying respiratory ailments, younger children and the elderly. Caution needs to be maintained to ensure that the Low Traffic Neighbourhoods do not result in increased traffic volumes in other parts of the network. Particular consideration should be given to providing LTN's in those areas with highest levels of deprivation (particularly those in urban areas) as these areas often have poor air quality and generally poorer health outcomes relative to the wider population. BAME groups would also benefit as these groups would generally be over represented in deprived areas. |

| CSA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| 1 | Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents | +++ | + | ++ | ++ | + | + | ++ | + | ++ | A key element of this 'Big Move' is to make local streets more attractive by making them quieter and safer. This will include through reducing speeds and managing on-street parking. This will be of benefit to all groups, but particularly children, those with certain disabilities or illnesses and those with mobility issues (including those heavily pregnant). Benefits will be particularly experienced at a local level in urban areas and consideration needs to be made to ensure that traffic is not directed elsewhere. Note is made within this 'Big Move' that training will be provided to equip people with the skills to undertake more active travel – this will help improve safety for all groups, though careful consideration will need to be given to ensure that this provision is effectively provided for 'hard to reach' groups such as those from BAME communities who may have language difficulties. |
| 2 | Improve actual and perceived safety and security issues | +/- | +/- | +/- | +/- | +/- | +/- | +/- | +/- | +/- | While provision of active travel routes and facilities and micro-mobility options may help to improve safety, there may be issues relating to crime that could arise. For example, bike hire facilities may be exposed to theft or vandalism or routes could allow for anti-social behaviour to take place in unobserved or quiet areas. Consideration of crime and security should be made through detailed Policy and in the design of any schemes. |

# A.4. Connecting our places via public transport and shared mobility - 'Shift'

A safe, convenient, affordable and accessible public transport system is essential for enabling people to travel beyond their local neighbourhood without a car. The West Midlands is at the heart of the UK's rail network and has its own network of services providing connections with the wider region and beyond, our Metro network is steadily expanding along with planned Sprint (bus rapid transit) and Very Light Rail services, and before the Covid-19 pandemic the West Midlands had the largest commercial bus network in England (outside of London). Our Ring and Ride service is also a lifeline for citizens who need extra help moving around the West Midlands. As well as public transport services, shared mobility services have begun to expand helping people access vehicles without needing to use or even own a personal vehicle – for example, helping them access a car for a few hours from a car club in their local neighbourhood or perhaps using an escooter to get from the train station to the other side of town.

Public transport plays a critical role in particular citizens' lives today (particularly the 1 in 4 households without a car), but to change course towards a more inclusive transport system in the future, public transport would need to play an even greater role in moving more citizens around the region and the country.

**Better Public Transport Services**

We will invest in highway and rail infrastructure so as to enable public transport operators to provide more frequent, quicker and reliable services where demand can sustain those services. This will include providing greater priority on highways to buses, extending our West Midlands Metro, and improving rail capacity and delivering new stations in the West Midlands.

We will also prioritise revenue funding available to us to subsidise the most socially necessary public transport services where these services cannot be sustained by commercial demand. This will include providing subsidy for tendered bus services as well as exploring the opportunity to provide coverage using Demand Responsive Transport, and commissioning services such as Ring and Ride to support citizens who find it difficult or impossible to use conventional public transport.

**New Shared Mobility Services**

We will work with providers of shared mobility services such as car clubs, escooter and bike share schemes to provide infrastructure to support their operation where consumer demand can sustain them

**One Network**

A public transport network can offer more to citizens than the sum of its component parts where services are better planned and citizens do not face penalties for moving between services and operators. We will seek to improve integration of public transport by investing in better interchange facilities, continuing to evolve our Swift multi-modal best value ticketing offer, and exploring how governance changes could enable TfWM to better influence service planning and network design.

The following criteria for assessing significance of effects was utilised:

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

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

***Commentary***

This Big Move provides a clear focus on a safe, convenient, affordable and accessible public transport system and it is intended that there will be more frequent, quicker and reliable services. Greater priority will be given to buses on highways. There will also be better integration of services, with better interchange facilities, alongside improved ticketing offers. As such, this will help to attract people out of their cars and onto public transport. This alongside measures such as shared mobility services such as car clubs, escooters and bike share are anticipated to reduce the numbers of cars on the roads and as such reduce pollution emissions and likely lead to an improvement in air quality. It is noted that EV charging points could be located at mobility hubs.

There will though still be emissions from public transport and the enhanced rail services noted under this 'Big Move' and it is noted that there will be investment in highway and rail infrastructure – this could lead to emissions both in construction and operation.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | | MT | | LT | | Sm | |
| 2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon target | ✓ | Local | ST-LT | Perm | Med | ++ | - | ++ | - | ++ | - | ++ | - |

***Commentary***

This Big Move provides a clear focus on a safe, convenient, affordable and accessible public transport system and it is intended that there will be more frequent, quicker and reliable services. Greater priority will be given to buses on highways. There will also be better integration of services, with better interchange facilities, alongside improved ticketing offers. As such, this will help to attract people out of their cars and onto public transport. This alongside measures such as shared mobility services such as car clubs, escooters and bike share are anticipated to reduce the numbers of cars on the roads and as such reduce carbon emissions and contribute to meeting net zero targets. It is noted that EV charging points could be located at mobility hubs.

There will though still be carbon emissions from public transport and the enhanced rail services noted under this 'Big Move' and it is noted that there will be investment in highway and rail infrastructure – this could lead to emissions both in construction and operation and would potentially result in an increase in embedded carbon.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Within detailed Policy, note should be made of the need to minimise carbon emissions and embedded carbon within any design. This should include consideration of 'whole life' carbon i.e. through to the decommissioning phase.

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

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding | ✓ | Local | LT | Perm | Med | +/- | +/- | +/- | +/- |

***Commentary***

It is noted that there may be a need for investment in new road capacity in highways and rail infrastructure, as well as the development of mobility hubs and new rail stations – this could potentially lead to an increase in impermeable area that would lead to greater amounts of runoff and therefore increase flood risk. However, this may also provide an opportunity to introduce SuDS provide opportunities to increase permeable areas.

It is anticipated that effects would be a mix of slight beneficial and slight adverse from the short through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Within detailed Policy, note the need for any new road and rail infrastructure to implement SuDS where possible and for opportunities to increase permeable area to be taken.

Within detailed Policy, note that when working with its Partners, other statutory bodies, such as the Environment Agency and Natural England, TfWM will work with natural processes to promote greater flood resilience to the transport network, ensuring SuDS and Natural Flood Management are incorporated to reduce flood risk when possible.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain | ✓ | Local | ST-LT | Perm | Med | +/- | +/- | +/- | +/- |

***Commentary***

Although effects are anticipated to be limited, reduced levels of traffic through a better concentration on Public transport, alongside the uptake of EVs (facilitated by an improved charging network), would be expected to reduce road traffic noise and therefore potentially disturbance to species or habitats. However, it is also noted that there may be a need for investment in road and rail infrastructure – this could potentially lead to the loss of biodiversity, depending upon location.

It is anticipated that effects would be a combination of slight beneficial and potentially slight adverse from the short through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Within detailed Policy, note should be made that design of any road or transport infrastructure (including mobility hubs and new rail stations) should consider green infrastructure and potential for installing measures that could add to Biodiversity. This should include the planting of species that are native to the West Midlands and could take place at the site of new infrastructure or elsewhere if appropriate.

Note should also be made within detailed Policy that through working with its Partners, other statutory bodies, such as the Environment Agency and Natural England, TfWM will realise opportunities for green infrastructure enhancement and the delivery of green infrastructure-based natural solutions to aid mitigation requirements. The latter includes carbon reduction, clean air, flood risk management and increased resilience to climate change, as well as other place-making and visitor economy objectives.

TfWM will also maximise the opportunities to contribute towards major new initiatives, including Nature Recovery Networks and large-scale woodland creation and work to help ensure that within or adjacent to the rail network and Major Road Network, green infrastructure can deliver biodiversity gains, ecological connectivity and ecosystem services.

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

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 5. Protect and enhance sites designated internationally for nature conservation purposes | ✓ | Local | ST-LT | Perm | Med | +/- | +/- | +/- | +/- |

***Commentary***

It is anticipated that this 'Big Move' will likely result in improvements in air quality and this has the potential to be beneficial to some designated areas through reduction in pollution deposition. However, it is also noted that there may be a need for investment in road and rail infrastructure and there will be – this could potentially lead to encroachment onto, or indirect effects on, sites designated for nature conservation.

It is anticipated that effects would be a combination of slight beneficial and potentially slight adverse from the short through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Reference to be made within the Core Strategy and within detailed Policy for the need to consider HRA in relation to design and route / site selection considering potential locational issues.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 6. Protect, enhance and promote geodiversity | ✓ | Local | ST-LT | Perm | Med | +/- | +/- | +/- | +/- |

***Commentary***

It is noted that there may be a need for investment in road and rail infrastructure – this could potentially lead to the loss of geodiversity, or encroachment onto sites designated or noted for geodiversity importance, depending upon location. However, connecting places via public transport (the aspiration behind this 'Big Move') may also provide opportunities to promote geodiversity e.g. by providing opportunities to people to visit the Black Country Geopark.

It is anticipated that effects would be a combination of slight beneficial and potentially slight adverse from the short through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings | ✓ | Local | ST-LT | Perm | Med | +/- | +/- | +/- | +/- |

***Commentary***

Reduced levels of traffic through a better concentration on Public transport, alongside the uptake of EVs (facilitated by an improved charging network), would be expected to reduce road traffic noise and reduce congestion. This could act to improve the setting of cultural heritage assets, townscapes and landscapes. However, there are also noted plans for the roll out of the EV charging network and these facilities have the potential to look incongruous in historic streetscapes or areas designated for townscape such as Conservation Areas.

It is anticipated that effects would be a combination of slight beneficial and slight adverse from the short through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Within detailed policy, note should be made of the need for the roll out of the EV charging network to ensure careful consideration of design and location for the EV network and any electronic signage required.

Reference should also be made within detailed Policy that through working with Partners and other statutory bodies, such Historic England, TfWM will aim to minimise the impact of transport on heritage assets and protect and enhance the quality environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings and ensure that due regard is given to the need to undertake archaeological investigations.

The detailed Policy should also note that opportunities will be taken to improve physical access and/or interpretation, understanding and appreciation of the significance of heritage assets as part of transport development where appropriate.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity | ✓ | Local | ST-LT | Perm | Med | +/- | +/- | +/- | +/- |

***Commentary***

Reduced levels of traffic through a better concentration on Public transport, alongside the uptake of EVs (facilitated by an improved charging network), would be expected to reduce road traffic noise and reduce congestion. This could act to improve landscapes, townscapes and visual amenity. However, it is noted that investment in highway and rail infrastructure will take place. This could represent new features (such as mobility hubs or stations, or EV charging points) within a landscape or townscape and impinge on visual amenity, though careful location and design could address such issues. This 'Big Move' will also provide opportunities to redevelop existing infrastructure and provide an updated or enhanced design.

It is anticipated that effects would be a combination of slight beneficial and slight adverse from the short through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Within detailed Policy, note should be made of the need for detailed consideration of location and design of any new infrastructure. This could include consideration of materials and styles which are reflective of the vernacular architecture of the West Midlands. Opportunities to ensure that existing infrastructure is better integrated with its local visual environment should be taken where possible.

| ISA Objective | Effects | | | | | Assessment | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | | MT | | LT | | Sm | |
| 9. Protect and enhance the water environment | ✓ | Local | ST-LT | Perm | Med | + | - | ++ | - | ++ | - | ++ | - |

***Commentary***

Reduction in car usage and overall car numbers (for example through encouraging the use of Public transport and the use of EV's) will reduce the potential for polluted runoff (including from tyre degradation) as well as reduce potential for spillage of hydrocarbons through accidents or during refuelling. While the development of new infrastructure would potentially result in pollution during construction and operation, it would also allow opportunities for the incorporation of SuDS.

It is anticipated that effects would be a combination of moderate beneficial and slight adverse from the short through to the long term, with beneficial effects particularly felt in the medium to long term as EV numbers increase.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Within detailed Policy, note should be made that transport interventions that have unacceptable adverse impact on water availability or quality or fail to achieve the targets of the Water Framework Directive will not be considered.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources | ✓ | Local | ST-LT | Perm | Med | +/- | +/- | +/- | +/- |

***Commentary***

It is noted that investment in highway and rail infrastructure will take place. This could represent new features (such as mobility hubs or stations), that could potentially lead to the encroachment onto areas of soil or agricultural resources depending upon the location. However, this may also provide an opportunity to address land contamination, or the removal of invasive species. Greater use of EV may also help to prevent future contamination events by removing hydrocarbons.

It is anticipated that effects would be a mix of slight beneficial and slight adverse from the short through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Within detailed Policy, that route / site location should avoid areas of best soils and opportunities taken to remediate contamination.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 11. Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated | ✓ | Local | ST-LT | Perm | Med | + - | ++ - | ++ - | ++ - |

***Commentary***

Reduction in car usage and overall car numbers (for example through encouraging the use of Public transport and the use of EV's) will reduce the use of hydrocarbons. Use of car clubs and micro-mobility options may also reduce demand for new cars, resulting in less resource use and less waste. However, it is noted that investment in highway and rail infrastructure will take place. This would require resource use and likely result in some wastage, though it would also provide opportunities to replace existing facilities with more energy efficient facilities.

It is anticipated that effects would be a combination of moderate beneficial and slight adverse from the short through to the long term with beneficial effects particularly felt in the medium to long term as EV numbers increase and the new infrastructure is developed.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Note should be made within detailed Policy of the need for any new road / highway infrastructure scheme to be designed with sustainability principles in mind. Reference should also be made to the 'Circular Economy'.

Note should also be made of promotion of more sustainable waste management practices with transport-related infrastructure projects in line with the waste hierarchy.

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

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all | ✓✓ | Local-Reg | ST-LT | Perm | Med | +++ | +++ | +++ | +++ |

***Commentary***

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

It is anticipated effects would be major beneficial from the short through to the long-term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 13. Support the wider coordination of land use, energy planning and transport planning across the West Midlands | ✓ | Local | ST-LT | Perm | Med | + | + | + | + |

***Commentary***

This 'Big Move' notes the need to improve integration of public transport by investing in better interchange facilities, as well as exploring how governance changes could enable TfWM to better influence service planning and network design. This will also involve consideration of the EV network and how this is best provided such as through locating EV charging at interchanges.

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

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 14. Improve health and well-being for all citizens and reduce inequalities in health | ✓✓ | Local-Reg | ST-LT | Perm | Med | ++ | ++ | ++ | ++ |

***Commentary***

Increased access to Public Transport and enhanced services will improve access to health and leisure facilities for a greater range of people. Note is made that this would include subsidies for the most socially necessary public transport services and this be of particular benefit to more rural or isolated communities. Access to bike share schemes will also provide health benefits, as well as help to increase access, though this would be of less benefit to the elderly and those with certain disabilities, or those with young children. Such schemes are also more likely to benefit those in urban areas. However, note is made of the 'Ring and Ride' service for those who need extra help, though consideration needs to be given to 'reach out' to those groups who may not know about this service, for example through language difficulties.

Clear note is made within this 'Big Move' of the need for affordability. Note is made of ensuring subsidies for the most socially necessary public transport services and this will likely mean that transport in those areas will be cheaper than it otherwise might be. Bike and car share schemes, along with best value ticketing offers and encouraging people to move away from private car ownership can also reduce costs and make travel more affordable to a greater range of people.

The need for a safe Public Transport system is noted within this 'Big Move'. The use of Public Transport will also reduce congestion on the roads and will mean more journeys undertaken with the use of professional drivers. These elements will likely improve safety and reduce accidents. However, there is a clear focus on the use of micro-mobility such as bikes and e-scooters and these could potentially lead to conflict with other transport network users (pedestrians as well as car drivers). Children and adolescents may be particularly vulnerable in terms of bike and scooter use. Those members of the community who are already used to using bikes will benefit most.

Severance from facilities related to health, education and economic opportunities etc. will be reduced for all groups through the provision of enhanced Public Transport and micro-mobility connections across the region. Reduced congestion would also potentially reduce the severance caused by buys roads and would be particularly beneficial to the young and the elderly, as well as those with certain disabilities. However, note that the issue of severance would need to be considered in the design of any new transport infrastructure. Opportunities could be taken within any upgrading of facilities to reduce severance.

This 'Big Move' will result in enhanced Public Transport and micro-mobility connections across the region. It will help both rural and urban areas. Investment in both road and rail will also increase connectivity, to the benefit of all, including those for whom a private car will remain essential.

This 'Big Move' will result in enhanced Public Transport and micro-mobility connections that will likely lead to a reduction in congestion and overall vehicle use. Promotion will also be made of EVs (through increasing the charging network). This will likely result in reduced air, noise and odour pollution. New infrastructure though could lead to increased levels of light pollution, though it would also provide opportunities to address all these pollution types through improved / refurbished facilities.

This 'Big Move' will result in enhanced micro-mobility connections such as bikes and this would improve access to active travel modes. Opportunities for further promotion of such modes could be made at new Mobility Hubs / Interchange facilities.

This 'Big Move' will result in enhanced Public Transport, with accessibility noted as a key element, alongside inclusivity. Specific note is made of subsidising services where these cannot be sustained by demand. It is considered that all groups would benefit.

### *Mitigation / Recommendations*

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society | ✓✓ | Local-Reg | ST-LT | Perm | Med | ++ | ++ | ++ | ++ |

### *Commentary*

Increased access to Public Transport and enhanced services will improve access to health and leisure facilities for a greater range of people. Note is made that this would include subsidies for the most socially necessary public transport services. Access to bike share schemes will also provide health benefits, as well as help to increase access, though this would be of less benefit to the elderly and those with certain disabilities, or those who are heavily pregnant. However, note is made of the 'Ring and Ride' service for those who need extra help.

Clear note is made within this 'Big Move' of the need for affordability. Note is made of ensuring subsidies for the most socially necessary public transport services and this will likely mean that transport in those areas will be cheaper than it otherwise might be. This could be of particular benefit to those in rural areas. Bike and car share schemes, along with best value ticketing offers and encouraging people to move away from private car ownership can also reduce costs and make travel more affordable to a greater range of people.

The need for a safe Public Transport system is noted within this 'Big Move'. The use of Public Transport will also reduce congestion on the roads and will mean more journeys undertaken with the use of professional drivers. These elements will likely improve safety and reduce accidents. However, there is a clear focus on the use of micro-mobility such

as bikes and e-scooters and these could potentially lead to conflict with other transport network users (pedestrians as well as car drivers). Children and adolescents may be particularly vulnerable to accidents.

Clear note is made within this 'Big Move' of the need to subsidise the most socially necessary public transport services where these services cannot be sustained by commercial demand and it is anticipated this would include rural areas, or areas experiencing constraint in public transport provision. Note is also made of providing options for those in more rural regions through car share facilities.

Severance from facilities related to health, education and economic opportunities etc. will be reduced for all groups through the provision of enhanced Public Transport and micro-mobility connections across the region. Reduced congestion would also potentially reduce the severance caused by buys roads and would be particularly beneficial to the young and the elderly, as well as those with certain disabilities. However, note that the issue of severance would need to be considered in the design of any new transport infrastructure. Opportunities could be taken within any upgrading of facilities to reduce severance.

This 'Big Move' will result in enhanced Public Transport and micro-mobility connections that will likely lead to a reduction in congestion and overall vehicle use. Promotion will also be made of EVs (through increasing the charging network). This will likely result in reduced air, noise and odour pollution. New infrastructure though could lead to increased levels of light pollution, though it would also provide opportunities to address all these pollution types through improved / refurbished facilities.

### *Mitigation / Recommendations*

**Mitigation Measures:** N/A

**Recommendations:** Note should be made in detailed Policy of the issue of Severance and how this is to be addressed via design etc. Opportunities to reduce severance should also be taken as part of any upgrade to existing infrastructure.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 16. Promote community safety and reduce crime and fear of crime for all citizens | ? | ? | ? | ? | ? | ? | ? | ? | ? |

### *Commentary*

The need for a safe Public Transport system is noted within this 'Big Move'. The use of Public Transport will also reduce congestion on the roads and will mean more journeys undertaken with the use of professional drivers. These elements will likely improve safety and reduce accidents. However, there is a clear focus on the use of micro-mobility such as bikes and e-scooters and these could potentially lead to conflict with other transport network users (pedestrians as well as car drivers). Children and adolescents may be particularly vulnerable in terms of bike and scooter use, as well as theft of such items.

Provision of better interchange facilities would provide opportunities to enhance security at such facilities. Enhanced security measures could also be incorporated at new stations. However, security risks / concerns surrounding public transport and related facilities are not specifically noted in this 'Big Move' and it is unclear what the outcome would be for different groups within society.

### *Mitigation / Recommendations*

**Mitigation Measures:** N/A

**Recommendations:** Specific note should be made within this 'Big Move' in relation to security and how this will be addressed e.g. through 'Secure by Design' practices. This should note that measures should be taken to prevent crime, as well as measures to reduce the fear or perception of crime and security risk – this will help to remove barriers to use of Public Transport. These issues should also be explored in further detail within any detailed Policy.

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| 1 | Improve accessibility to health and leisure services and facilities and amenities for all | + | ++ | ++ | ++ | ++ | + | + | ++ | Increased access to Public Transport and enhanced services will improve access to health and leisure facilities for a greater range of people. Note is made that this would include subsidies for the most socially necessary public transport services and this be of particular benefit to more rural or isolated communities. Access to bike share schemes will also provide health benefits, as well as help to increase access, though this would be of less benefit to the elderly and those with certain disabilities, or those with young children. Such schemes are also more likely to benefit those in urban areas. However, note is made of the 'Ring and Ride' service for those who need extra help, though consideration needs to be given to 'reach out' to those groups who may not know about this service, for example through language difficulties. |
| 2 | Improve affordability of transport | + | + | + | +++ | ++ | + | + | ++ | Clear note is made within this 'Big Move' of the need for affordability. Note is made of ensuring subsidies for the most socially necessary public transport services and this will likely mean that transport in those areas will be cheaper than it otherwise might be. Bike and car share schemes, along with best value ticketing offers and encouraging people to move away from private car ownership can also reduce costs and make travel more affordable to a greater range of people. |
| 3 | Improve safety of the transport network (including roads) and | - | +/- | +/- | +/- | ++ | +/- | +/- | +/- | The need for a safe Public Transport system is noted within this 'Big Move'. The use of Public Transport will also reduce congestion on the roads and will mean more journeys undertaken with the use of professional |

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| | reduce the number of accidents and other incidents | | | | | | | | | drivers. These elements will likely improve safety and reduce accidents. However, there is a clear focus on the use of micro-mobility such as bikes and e-scooters and these could potentially lead to conflict with other transport network users (pedestrians as well as car drivers). Children and adolescents may be particularly vulnerable in terms of bike and scooter use. Those members of the community who are already used to using bikes will benefit most. |
| 4 | Reduce severance | +++ | +++ | +++ | ++ | ++ | ++ | ++ | ++ | Severance from facilities related to health, education and economic opportunities etc. will be reduced for all groups through the provision of enhanced Public Transport and micro-mobility connections across the region. Reduced congestion would also potentially reduce the severance caused by buys roads and would be particularly beneficial to the young and the elderly, as well as those with certain disabilities. However, note that the issue of severance would need to be considered in the design of any new transport infrastructure. Opportunities could be taken within any upgrading of facilities to reduce severance. |
| 5 | Improve connections between and within communities | ++ | ++ | ++ | ++ | +++ | ++ | ++ | ++ | This 'Big Move' will result in enhanced Public Transport and micro-mobility connections across the region. It will help both rural and urban areas. Investment in both road and rail will also increase connectivity, to the benefit of all, including those for whom a private car will remain essential. |

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| 6 | Reduce air, noise, odour and light pollution from transport | + | + | + | + | + | + | + | + | This 'Big Move' will result in enhanced Public Transport and micro-mobility connections that will likely lead to a reduction in congestion and overall vehicle use. Promotion will also be made of EVs (through increasing the charging network). This will likely result in reduced air, noise and odour pollution. New infrastructure though could lead to increased levels of light pollution, though it would also provide opportunities to address all these pollution types through improved / refurbished facilities. |
| 7 | Improve access to active travel modes | + | + | + | + | + | + | + | + | This 'Big Move' will result in enhanced micro-mobility connections such as bikes and this would improve access to active travel modes. Opportunities for further promotion of such modes could be made at new Mobility Hubs / Interchange facilities. |
| 8 | Improve access to public transport | +++ | +++ | +++ | +++ | +++ | +++ | +++ | +++ | This 'Big Move' will result in enhanced Public Transport, with accessibility noted as a key element, alongside inclusivity. Specific note is made of subsidising services where these cannot be sustained by demand. It is considered that all groups would benefit. |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| 1 | Improve accessibility to services, facilities and amenities for all, in particular by active travel modes | + | ++ | + | ++ | ++ | ++ | + | ++ | ++ | Increased access to Public Transport and enhanced services will improve access to health and leisure facilities for a greater range of people. Note is made that this would include subsidies for the most socially necessary public transport services. Access to bike share schemes will also provide health benefits, as well as help to increase access, though this would be of less benefit to the elderly and those with certain disabilities, or those who are heavily pregnant. However, note is made of the 'Ring and Ride' service for those who need extra help. |
| 2 | Improve affordability of transport | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | Clear note is made within this 'Big Move' of the need for affordability. Note is made of ensuring subsidies for the most socially necessary public transport services and this will likely mean that transport in those areas will be cheaper than it otherwise might be. This could be of particular benefit to those in rural areas. Bike and car share schemes, along with best value ticketing offers and encouraging people to move away from private car ownership can also reduce costs and make travel more affordable to a greater range of people. |
| 3 | Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents | - | +/- | +/- | +/- | +/- | +/- | +/- | +/- | +/- | The need for a safe Public Transport system is noted within this 'Big Move'. The use of Public Transport will also reduce congestion on the roads and will mean more journeys undertaken with the use of professional drivers. These elements will likely improve safety and |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | | | | | | | | | | | reduce accidents. However, there is a clear focus on the use of micro-mobility such as bikes and e-scooters and these could potentially lead to conflict with other transport network users (pedestrians as well as car drivers). Children and adolescents may be particularly vulnerable to accidents. |
| 4 | Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | Clear note is made within this 'Big Move' of the need to subsidise the most socially necessary public transport services where these services cannot be sustained by commercial demand and it is anticipated this would include rural areas, or areas experiencing constraint in public transport provision. Note is also made of providing options for those in more rural regions through car share facilities. |
| 5 | Reduce severance | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | Severance from facilities related to health, education and economic opportunities etc. will be reduced for all groups through the provision of enhanced Public Transport and micro-mobility connections across the region. Reduced congestion would also potentially reduce the severance caused by buys roads and would be particularly beneficial to the young and the elderly, as well as those with certain disabilities. However, note that the issue of severance would need to be considered in the design of any new transport infrastructure. |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | | | | | | | | | | | Opportunities could be taken within any upgrading of facilities to reduce severance. |
| 6 | Reduce air, noise, odour and light pollution from transport | + | + | + | + | + | + | + | + | + | This 'Big Move' will result in enhanced Public Transport and micro-mobility connections that will likely lead to a reduction in congestion and overall vehicle use. Promotion will also be made of EVs (through increasing the charging network). This will likely result in reduced air, noise and odour pollution. New infrastructure though could lead to increased levels of light pollution, though it would also provide opportunities to address all these pollution types through improved / refurbished facilities. |

| CSA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| 1 | Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents | - | +/- | +/- | +/- | +/- | +/- | +/- | +/- | +/- | The need for a safe Public Transport system is noted within this 'Big Move'. The use of Public Transport will also reduce congestion on the roads and will mean more journeys undertaken with the use of professional drivers. These elements will likely improve safety and reduce accidents. However, there is a clear focus on the use of micro-mobility such as bikes and e-scooters and these could potentially lead to conflict with other transport network users (pedestrians as well as car drivers). Children and adolescents may be particularly vulnerable in terms of bike and scooter use, as well as theft of such items. |
| 2 | Improve actual and perceived safety and security issues | ? | ? | ? | ? | ? | ? | ? | ? | ? | Provision of better interchange facilities would provide opportunities to enhance security at such facilities. Enhanced security measures could also be incorporated at new stations. However, security risks / concerns surrounding public transport and related facilities are not specifically noted in this 'Big Move' and it is unclear what the outcome would be for different groups within society. |

# A.5. Creating Resilient Networks – Improve

Our streets and roads are the most important piece of transport infrastructure we have. Most trips take place on them whether it is by foot, bike, wheeling, micromobility, public transport or by car. Our streets and roads are also places, from local neighbourhood roads to busy high streets, they play different roles in the lives of people and businesses.

How we design and manage our streets is important in helping to influence travel behaviours and to create good places. We need to make our streets work for everyone by making the most efficient use of the network, ensuring that the quality and condition is as good as it can be and by developing the network so that balances out the competing needs for space and supports the travel behaviours which will help to deliver our outcomes.

**Keeping Things Moving**

We will continue to develop Regional Transport Coordination Centre (RTCC) for all modes in partnership with local authorities, National Highways, West Midlands Police and operators to manage the network and incidents/major events. We will coordinate the delivery of the transport investment programme and minimise impact through collaboration with our partners.

We will continue to invest and focus on road safety with a view to meeting an ambitious target of reducing the number of people killed or seriously injured on our roads by 50% by 2030 in line with the Towards Zero vision. We will continue to work with the Police and Crime Commissioner to manage road incidents more efficiently.

To help us do this we will invest in technology to help monitor performance and manage traffic and invest in communication and information tools to help us become a trusted source of travel advice and support travel behaviour change. We will build on the success of our Travel Demand Management programmes to encourage residents and businesses to re-mode, re-route, re-time or remove some journeys.

**Maintaining Our Network**

We will work with our local authorities to support delivery of the region's highways maintenance programme to prevent the deterioration of main carriageways, structures and the unclassified network, which is essential for improving accessibility to local services, public transport and to make local trips by walking, cycling and other emerging mobility solutions safe and attractive. We will invest in technology to help monitor performance and improve highway and transport asset management and maintenance.

Developing the Network

The development of the West Midlands highway network will influence and be influenced by supporting strategies for active travel, public transport and delivering behaviour change. We will bring forward a series of multi-modal corridors and low traffic neighbourhoods that will deliver targeted road space re-allocation to support active travel and public transport, as well as addressing key pinch points which compromise overall public transport reliability or with safety problems. We will strengthen the key bus based rapid transit corridors that are at the heart of our overarching network strategy and focus on key multi-mode interchange points.

**Wireless Infrastructure Project / CAV Infrastructure**

To improve the safety and efficiency of our roads we are introducing and installing hundreds of sensors across the network which will be able to facilitate fast communications across the network. Sensors will provide a breadth of useful information which can be used to make smart decisions about traffic management as well as relaying integral information to road users.

By updating the network in this way, we can work closely with our external stakeholders such as emergency services to provide safer roads, faster response times and improved data about the network.

This work is future proofing our region in advance of predicted changes which will be seen to our transport system. As society transitions to connected and autonomous vehicles (CAVs) we need to ensure that our infrastructure is fit for purpose.

The following criteria for assessing significance of effects was utilised:

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

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

***Commentary***

This Big Moves makes it a priority to support the delivery of active travel, public transport and behavioural change initiatives. This includes the promotion of multi-modal corridors, low traffic neighbourhoods and targeted road space re-allocation to support active travel and public transport. Such interventions are anticipated to reduce the number of cars on public roads, encouraging a modal shift towards active and public transport and therefore improving air quality. This Big Move further aims to address key pinch points and efficiency issues on the road network through interventions including installation of sensors and communications technology. In doing so this should improve traffic flow and reduce idle periods which consequential benefits to air quality. While it is recognised that some interventions could lead to localised deterioration in air quality during construction (such as construction of multi-modal corridors), this Big Move will act to protect and improve air quality in the short, medium and long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 2. Reduce carbon dioxide ($CO_2$) emissions from transport and contribute to meeting net zero carbon target | ✓ | Local | ST-LT | Perm | Med | **++** | **-** | **++** | **++** |

***Commentary***

This Big Moves makes it a priority to support the delivery of active travel, public transport and behavioural change initiatives. This includes the promotion of multi-modal corridors, low traffic neighbourhoods and targeted road space re-allocation to support active travel and public transport. Such interventions are anticipated to reduce the number

of cars on public roads, encouraging a modal shift towards active and public transport and therefore reduce CO2 emissions from transport. Travel Demand Management programmes aiming to encourage residents and businesses to re-mode or remove some journeys will act to also reduce C02 emissions This Big Move further aims to address key pinch points and efficiency issues on the road network through interventions including installation of sensors and communications technology. In doing so this should improve traffic flow and reduce idle periods which consequential reductions in CO2 emissions. While it is recognised that some interventions could lead to increased emissions during construction (such as construction of multi-modal corridors), this Big Move will act to reduce CO2 emissions in the short, medium and long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding | ✓ | Local | LT | Perm | Med | **+/-** | **+/-** | **+/-** | **+/-** |

***Commentary***

This Big Move promotes a series of multi-modal corridors that will deliver targeted road space re-allocation to support active travel and public transport. Such interventions may be expected to increase impermeable area that would lead to greater amounts of runoff and therefore increased flood risk. Conversely, such interventions may also provide opportunities to introduce SuDS and increase permeable areas. Addressing key pinch points may also change the amount of permeable and impermeable areas depending on the nature of the intervention. As such it is anticipated that effects would be a mix of slight beneficial and slight adverse from the short through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Within detailed Policy, note the need for transport networks to be resilient to flooding and that opportunities to increase permeable areas through, for example, SuDs should be taken. The detailed Policy should also note the need for the transport network to be resilient to the effects of a changing climate.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain | ✓ | Local | ST-LT | Perm | Med | **+/-** | **+** | **+** | **+** |

***Commentary***

Although effects are anticipated to be limited, reduced levels of traffic through an encouraged modal shift towards public and active travel, would be expected to reduce road traffic noise and therefore potentially disturbance to species or habitats. While it is recognised that some interventions (installation of sensors, and multi-modal corridors) could lead to increased pressures on protected habitats, sites species and valuable ecological networks through, for example, increased noise during construction, this Big Move will in the short, medium and long term provide some benefit.

It is anticipated that effects would be a combination of slight beneficial and potentially slight adverse from the short term with slight beneficial following through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Note should be made within detailed Policy that through working with its Partners, other statutory bodies, such as the Environment Agency and Natural England, TfWM will realise opportunities for green infrastructure enhancement and the delivery of green infrastructure-based natural solutions to aid mitigation requirements. The latter includes carbon reduction, clean air, flood risk management and increased resilience to climate change, as well as other place-making and visitor economy objectives.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 5. Protect and enhance sites designated internationally for nature conservation purposes | ✓ | Local | ST-LT | Perm | Med | +/- | + | + | + |

***Commentary***

It is anticipated that this 'Big Move' will likely encourage a modal shift towards public and active transport with consequential improvements for biodiversity through, for example, reduced noise and air pollution. However, it is also noted that there may be a need for construction works in some instances and this could potentially lead to temporary effects on sites designated for nature conservation.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:**

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 6. Protect, enhance and promote geodiversity | ✓ | Local | ST-LT | Perm | Low | + | + | + | + |

***Commentary***

No specific mention of geodiversity is made with respect to this Big Move however encouraging strategies for active travel may present opportunities to promote geodiversity in the region e.g. by providing opportunities for people to visit the Black Country Geopark through connection with existing or new active travel networks. Such interventions may help realise slight beneficial effects from the short through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Reference to be made within detailed Policy that encourages opportunities for connection of active travel networks with sites of geodiversity interest to be fully explored.

| ISA Objective | Effects | | | | | Assessment | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | | MT | LT | Sm |
| 7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings | ✓ | Local | ST-LT | Perm | Med | + + | - | ++ | ++ | ++ |

***Commentary***

Reducing levels of traffic through encouraging uptake of public and active travel modes would be expected to reduce road traffic noise and reduce congestion. This is strengthened by aims to address key pinch points in the network and create low traffic neighbourhoods. Such interventions could act to improve the setting of cultural heritage assets, townscapes and landscapes.

It is anticipated that effects would be a combination of moderate beneficial and slight adverse from the short term where construction impacts may result in harm to amenity and setting. Moderate beneficial may be anticipated through to the long term where low traffic neighbourhoods are, in particular, expected to conserve and enhance the historic environment, landscape and townscape.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Reference should be made within detailed Policy that through working with Partners and other statutory bodies, such Historic England, TfWM will aim to minimise the impact of transport on heritage assets and protect and enhance the quality environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings and ensure that due regard is given to the need to undertake archaeological investigations.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity | ✓ | Local | ST-LT | Perm | Med | + + - | ++ | ++ | ++ |

***Commentary***

Reducing levels of traffic through encouraging uptake of public and active travel modes would be expected to reduce road traffic noise and reduce congestion. This is strengthened by aims to address key pinch points in the network an create low traffic neighbourhoods. Such interventions could act to improve the character and quality of landscapes, townscapes and visual amenity.

It is anticipated that effects would be a combination of moderate beneficial and slight adverse from the short term where construction impacts may result in harm to amenity and setting. Moderate beneficial may be anticipated through to the long term where low traffic neighbourhoods are, in particular, expected to conserve and enhance townscape and visual amenity.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Opportunities to ensure that existing infrastructure is better integrated with its local visual environment should be taken where possible.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 9. Protect and enhance the water environment | ✓ | Local | ST-LT | Perm | Med | + | + | ++ | + |

***Commentary***

Low traffic neighbourhoods alongside the encouragement of strategies for active travel and a general modal shift away from the private car will reduce the potential for polluted runoff (including from tyre degradation) as well as reduce potential for spillage of hydrocarbons through accidents or during refuelling. It is anticipated that effects would be minor beneficial in the short term developing into moderate beneficial in the medium to long term as such active travel, public transport and behavioural change strategies become established.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A
**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources | ✓ | Local | ST-LT | Perm | Med | +/- | +/- | +/- | +/- |

***Commentary***

Bringing forward a series of multi-modal corridors and strategies for active travel has the potential to result in encroachment onto areas of soil or agricultural resource, depending on their location. However, this may also provide an opportunity to utilise and regenerate land that has been previously developed, address land contamination, or the removal of invasive species. Greater uptake of active travel and public transport also help to prevent future contamination events by removing hydrocarbons.

It is anticipated that effects would be a mix of slight beneficial and slight adverse from the short through to the long term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A
**Recommendations:** Within detailed Policy, that any new multi-modal corridors or active travel routes focus on utilising areas of previously developed land where possible, avoid areas of best soils and opportunities taken to remediate contamination.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 11. Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated | ✓ | Local | ST-LT | Perm | Med | +/- | + | + | + |

***Commentary***

Reduction in car usage and overall car numbers (through encouraging the use of public transport, active travel, creation of low traffic neighbourhoods and multi-modal corridors promoted within this Big Move) will reduce the use of hydrocarbons. Resource use would be expected to increase during any construction however effects in the medium to long term are expected to be beneficial

***Mitigation / Recommendations***

**Mitigation Measures:** N/A
**Recommendations:** Note should be made of promotion of more sustainable waste management practices with transport-related infrastructure projects in line with the waste hierarchy.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all | ✓ | Local | ST-LT | Perm | Med | ++ | ++ | ++ | ++ |

***Commentary***

This Big Move notes it will support programmes essential for improving accessibility to local services and public transport, provide safer and more efficient roads and strengthen key bus based rapid transit corridors. In doing so it is anticipated that this will improve connectivity within and across the region which in turn will help drive economic growth. Improving and making more efficient transport options opens opportunities to access jobs and skills. Reducing congestion at key pinch points may also allow for quicker commuting and help attract inward investment by making the area more efficient for business.

It is anticipated that effects would be moderate beneficial from the short through to the long-term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 13. Support the wider coordination of land use, energy planning and transport planning across the West Midlands | ✓ | Local | ST-LT | Perm | Med | + | + | ++ | + |

***Commentary***

This Big Move makes clear reference to the influence of supporting strategies pertinent to the transport sector including active travel, public transport and delivering behavioural change. This Big Move seeks to work closely with external stakeholders to achieve safer roads. Effects are anticipated to be minor beneficial during the short to medium term and moderate beneficial through the long term as coordinated approaches and outcomes become established.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Make reference in specific policy to the need to coordinate planning with land use and energy planning strategy.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 14. Improve health and well-being for all citizens and reduce inequalities in health | ✓ | Local | ST-LT | Perm | Med | + | ++ | ++ | ++ |

***Commentary***

Improving accessibility to local services, public transport and making local trips by walking, cycling and other emerging mobility solutions safe and attractive will improve health directly as well as improve accessibility to health, leisure services and facilities and amenities for all.

Encouraging active travel alongside interventions to strengthen and improve accessibility to public transport is anticipated to increase affordability of transport to all by improving connectivity via low cost modes of transport.

This Big Move makes clear its ambition to reduce the number of people killed or seriously injured on roads – a target in line with the 'Towards Zero' aim of 50% reduction by 2030 is provided. Further reference to the improved safety and efficiency of the road network as well as aims to make trips by walking, cycling and other emerging mobility solutions safe and attractive is made. While it is recognised that some users such as children and adolescents may be particularly vulnerable in terms of bike and scooter use efforts to deliver targeted road space re-allocation and low traffic neighbourhoods will act to improve safety for all.

This Big Move notes it will support programmes essential for improving accessibility to local services and public transport, provide safer and more efficient roads and strengthen key bus based rapid transit corridors. In doing so it is anticipated that this will improve connectivity within and across the region

This Big Moves makes it a priority to support the delivery of active travel, public transport and behavioural change initiatives. This includes the promotion of multi-modal corridors, low traffic neighbourhoods and targeted road space re-allocation to support active travel and public transport. Such interventions are anticipated to reduce the number of cars on public roads, encouraging a modal shift towards active and public transport and therefore improve air quality, reduce noise and light pollution. New schemes though may increase these elements in particular areas, particularly during construction.

This Big Moves makes it a priority to support the delivery of active travel and behavioural change initiatives. This includes the promotion of multi-modal corridors, low traffic neighbourhoods and targeted road space re-allocation to support active travel and public transport. Such interventions are anticipated to reduce the number of cars on public roads (thus also improving safety) and encourage a modal shift towards active transport

This Big Moves makes it a priority to support the delivery of public transport and behavioural change initiatives. This includes the promotion of multi-modal corridors, targeted road space re-allocation to support public transport and strengthening of bus rapid transit routes. Such interventions are anticipated to encouraging a modal shift towards active and public transport.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:**

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society | ✓ | Local | ST-LT | Perm | Med | + | ++ | ++ | ++ |

***Commentary***

This Big Move notes it will support programmes essential for improving active travel, accessibility to local services and public transport, provide safer and more efficient roads, creating low traffic neighbourhoods and strengthen key bus based rapid transit corridors. In doing so it is anticipated that this will improve accessibility within and across the region for all, though care will need to be taken in the development of any scheme to ensure that all groups can take full advantage.

Encouraging active travel alongside interventions to strengthen and improve accessibility to public transport is anticipated to increase affordability of transport by improving connectivity via low cost modes of transport. Those that remain reliant on private car (for example those with certain disabilities) are anticipated to be less susceptible to benefit. Similarly, other groups who may have mobility issues (such as heavily pregnant women), or issues with using Public transport such as some people from BAME or LGBTQ communities may benefit less.

This Big Move makes clear its ambition to reduce the number of people killed or seriously injured on roads and a target is provided. Further reference to the improved safety and efficiency of the road network as well as aims to make trips by walking, cycling and other emerging mobility solutions safe and attractive is made. While it is recognised that some users such as children and adolescents may be particularly vulnerable in terms of bike and scooter use efforts to deliver targeted road space re-allocation and low traffic neighbourhoods will act to improve safety for these groups.

This Big Move notes it will support programmes essential for improving accessibility to local services and public transport as well as provide safer and more efficient roads and strengthen key bus based rapid transit corridors. It is anticipated that to some extent this will include improved provision of services and connectivity in rural areas, or areas experiencing constraint in public transport provision, though it is more likely to be more populated urban areas that particularly benefit.

This Big Move notes it will support programmes essential for improving accessibility to local services and public transport, provide safer and more efficient roads and strengthen key bus based rapid transit corridors. In doing so it is anticipated that this will reduce severance and improve connectivity within and across the region. Making roads safer and Low Traffic Neighbourhoods will also help to reduce the severance effect that roads can have and will be particularly beneficial at a local level.

This Big Moves makes it a priority to support the delivery of active travel, public transport and behavioural change initiatives. This includes the promotion of multi-modal corridors, low traffic neighbourhoods and targeted road space re-allocation to support active travel and public transport. Such interventions are anticipated to reduce the number

of cars on public roads, encouraging a modal shift towards active and public transport and therefore improve air quality and reduce noise and light pollution. New schemes though may increase these elements in particular areas, particularly during construction.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Further consideration should be given to those in rural areas, or those areas not well served by public transport. Consideration of equity should be made in the development of any new scheme / intervention.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 16. Promote community safety and reduce crime and fear of crime for all citizens | ✓ | Local | ST-LT | Perm | Low | + | + | + | + |

***Commentary***

This Big Move makes clear its ambition to reduce the number of people killed or seriously injured on roads – a target of a reduction of 50% by 2030 is provided. Further reference to the improved safety and efficiency of the road network as well as aims to make trips by walking, cycling and other emerging mobility solutions safe and attractive is made. While it is recognised that some users such as children and adolescents may be particularly vulnerable in terms of bike and scooter use efforts to deliver targeted road space re-allocation and low traffic neighbourhoods will act to improve safety for these groups.

This Big Move makes clear its ambition to reduce the number of people killed or seriously injured on roads. Further reference to the improved safety and efficiency of the road network as well as aims to make trips by walking, cycling and other emerging mobility solutions safe and attractive is made. There is a clear focus on providing more opportunities for accessing Public Transport, as well as active modes, but clearer note could be made of how issues such as safety of lone or vulnerable travellers utilising such modes or routes could be made.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** Note should be made in detailed Policy relating to issues such as safety of lone or vulnerable travellers utilising Public Transport or active travel routes. This should include such elements as ‘Security by Design’ etc.

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| 1 | Improve accessibility to health and leisure services and facilities and amenities for all | + | ++ | ++ | ++ | ++ | + | + | ++ | Improving accessibility to local services, public transport and making local trips by walking, cycling and other emerging mobility solutions safe and attractive will improve health directly as well as improve accessibility to health, leisure services and facilities and amenities for all. |
| 2 | Improve affordability of transport | + | + | + | +++ | ++ | + | + | ++ | Encouraging active travel alongside interventions to strengthen and improve accessibility to public transport is anticipated to increase affordability of transport to all by improving connectivity via low cost modes of transport. |
| 3 | Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents | + | + | + | ++ | ++ | + | + | ++ | This Big Move makes clear its ambition to reduce the number of people killed or seriously injured on roads – a target in line with the 'Towards Zero' aim of 50% reduction by 2030 is provided. Further reference to the improved safety and efficiency of the road network as well as aims to make trips by walking, cycling and other emerging mobility solutions safe and attractive is made. While it is recognised that some users such as children and adolescents may be particularly vulnerable in terms of bike and scooter use efforts to deliver targeted road space re-allocation and low traffic neighbourhoods will act to improve safety for all. |
| 4 | Improve connections between and within communities | ++ | ++ | ++ | ++ | +++ | ++ | ++ | ++ | This Big Move notes it will support programmes essential for improving accessibility to local services and public transport, provide safer and more efficient roads and strengthen key bus based rapid transit |

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | Assessment summary | |
| | | | | | | | | | | corridors. In doing so it is anticipated that this will improve connectivity within and across the region |
| 5 | Reduce air, noise, odour and light pollution from transport | +/- | +/- | +/- | +/- | +/- | +/- | +/- | +/- | This Big Moves makes it a priority to support the delivery of active travel, public transport and behavioural change initiatives. This includes the promotion of multi-modal corridors, low traffic neighbourhoods and targeted road space re-allocation to support active travel and public transport. Such interventions are anticipated to reduce the number of cars on public roads, encouraging a modal shift towards active and public transport and therefore improve air quality, reduce noise and light pollution. New schemes though may increase these elements in particular areas, particularly during construction. |
| 6 | Improve access to active travel modes | + | + | + | ++ | ++ | ++ | ++ | ++ | This Big Moves makes it a priority to support the delivery of active travel and behavioural change initiatives. This includes the promotion of multi-modal corridors, low traffic neighbourhoods and targeted road space re-allocation to support active travel and public transport. Such interventions are anticipated to reduce the number of cars on public roads (thus also improving safety) and encourage a modal shift towards active transport |
| 7 | Improve access to public transport | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | This Big Moves makes it a priority to support the delivery of public transport and behavioural change initiatives. This includes the promotion of multi-modal corridors, targeted road space re-allocation to support public transport and strengthening of bus rapid transit |

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| | | | | | | | | | | routes. Such interventions are anticipated to encouraging a modal shift towards active and public transport. |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | **Age** | **Gender** | **Disability** | **Ethnicity** | **Faith** | **Sexual Orientation and Gender Reassignment** | **Pregnancy and Maternity** | **Marriage and Civil Partnerships** | **Assessment summary** | |
| 1 | Improve accessibility to services, facilities and amenities for all, in particular by active travel modes | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | This Big Move notes it will support programmes essential for improving active travel, accessibility to local services and public transport, provide safer and more efficient roads, creating low traffic neighbourhoods and strengthen key bus based rapid transit corridors. In doing so it is anticipated that this will improve accessibility within and across the region for all, though care will need to be taken in the development of any scheme to ensure that all groups can take full advantage. |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| 2 | Improve affordability of transport | + | ++ | + | + | ++ | + | + | ++ | + | Encouraging active travel alongside interventions to strengthen and improve accessibility to public transport is anticipated to increase affordability of transport by improving connectivity via low cost modes of transport. Those that remain reliant on private car (for example those with certain disabilities) are anticipated to be less susceptible to benefit. Similarly, other groups who may have mobility issues (such as heavily pregnant women), or issues with using Public transport such as some people from BAME or LGBTQ communities may benefit less. |
| 3 | Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents | + | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | This Big Move makes clear its ambition to reduce the number of people killed or seriously injured on roads and a target is provided. Further reference to the improved safety and efficiency of the road network as well as aims to make trips by walking, cycling and other emerging mobility solutions safe and attractive is made. While it is recognised that some users such as children and adolescents may be particularly vulnerable in terms of bike and scooter use efforts to deliver targeted road space re-allocation and low traffic neighbourhoods will act to improve safety for these groups. |
| 4 | Improve provision of public transport in rural areas or to those areas experiencing | + | + | + | + | + | + | + | + | + | This Big Move notes it will support programmes essential for improving accessibility to local services and public transport as well as provide safer and more efficient roads and strengthen key bus based rapid |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | constraint in public transport provision | | | | | | | | | | transit corridors. It is anticipated that to some extent this will include improved provision of services and connectivity in rural areas, or areas experiencing constraint in public transport provision, though it is more likely to be more populated urban areas that particularly benefit. |
| 5 | Reduce severance | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | This Big Move notes it will support programmes essential for improving accessibility to local services and public transport, provide safer and more efficient roads and strengthen key bus based rapid transit corridors. In doing so it is anticipated that this will reduce severance and improve connectivity within and across the region. Making roads safer and Low Traffic Neighbourhoods will also help to reduce the severance effect that roads can have and will be particularly beneficial at a local level. |
| 6 | Reduce air, noise, odour and light pollution from transport | +/- | +/- | +/- | +/- | +/- | +/- | +/- | +/- | +/- | This Big Moves makes it a priority to support the delivery of active travel, public transport and behavioural change initiatives. This includes the promotion of multi-modal corridors, low traffic neighbourhoods and targeted road space re-allocation to support active travel and public transport. Such interventions are anticipated to reduce the number of cars on public roads, encouraging a modal shift towards active and public transport and therefore improve air quality and reduce noise and light pollution. New schemes though may |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | | | | | | | | | | | increase these elements in particular areas, particularly during construction. |

| CSA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| 1 | Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents | + | ++ | + | ++ | ++ | ++ | + | ++ | ++ | This Big Move makes clear its ambition to reduce the number of people killed or seriously injured on roads – a target of a reduction of 50% by 2030 is provided. Further reference to the improved safety and efficiency of the road network as well as aims to make trips by walking, cycling and other emerging mobility solutions safe and attractive is made. While it is recognised that some users such as children and adolescents may be particularly vulnerable in terms of bike and scooter use |

| CSA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | | | | | | | | | | | efforts to deliver targeted road space re-allocation and low traffic neighbourhoods will act to improve safety for these groups. |
| 2 | Improve actual and perceived safety and security issues | + | + | + | + | + | + | + | + | + | This Big Move makes clear its ambition to reduce the number of people killed or seriously injured on roads. Further reference to the improved safety and efficiency of the road network as well as aims to make trips by walking, cycling and other emerging mobility solutions safe and attractive is made. There is a clear focus on providing more opportunities for accessing Public Transport, as well as active modes, but clearer note could be made of how issues such as safety of lone or vulnerable travellers utilising such modes or routes could be made. |

# A.6. Delivering a Green Revolution – 'Improve'

Delivering a green revolution through our LTP means partnership working between the public and private sector to leverage our transport system to enhance our built and natural environment, in a way that stimulates our local industry to produce the products and services that support inclusive growth.

We will aim to decarbonise the West Midland's private and public fleets by moving away from conventional and hybrid fossil fuel vehicles to zero emission alternatives. This will be critical to reducing emissions associated with transport and will also help to improve local air quality and noise quality. Our automotive industry is well placed to support this aim.

But transport innovation in the West Midlands, goes beyond making cars and we also have wider sector mobility strengths in products such as public transport, connected and autonomous vehicles, 5G, Mobility as a Service and modern infrastructure construction techniques.

**Assisting the switch to zero emission vehicles**

We will work with partners, including local authorities and businesses across the region to ensure that the West Midland's fleet moves to zero emission vehicles (ZEVs) as quickly and efficiently as possible, choosing the most suitable zero emission technologies (including a short-term role for low carbon fuels where zero emission technologies are less feasible within the next decade). We will help local authorities to plan and enable appropriate charging and fuelling infrastructure to be implemented, that is appropriate to the needs and characteristics of different places and avoids street clutter.

The provision and locations of charging stations will be strategically planned including on the key route network and strategic road network for HGVs and LGVs, but also at mobility hubs to provide easy access to other greener modes of transport (e.g. car clubs and e-scooters) and to provide charging for cars where private provision with off-street parking is unavailable. We will also work with our bus operators to support them with the adoption of hydrogen and/or electric buses where appropriate, understanding a particular need for electric charging en-route where charging in depots is insufficient.

**Working with businesses to innovate and export future mobility solutions**

We will work with partners, including local authorities and businesses across the region to understand how innovation in the mobility sector can support our aims, and to support the development and trialling of new solutions by providing access to public assets (including our transport infrastructure, organisational expertise, match funding and publicly owned data).

**Using our transport system to enhance and protect our environment**

We will use transport assets for non-transport functions so as to protect and enhance our built and natural environment.

This will include, but not be limited to, the use of transport land and buildings for sustainable energy generation, enhancing biodiversity and providing green spaces, and sustainable drainage systems (SuDS).

The following criteria for assessing significance of effects was utilised:

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

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

***Commentary***

This 'Big Move' notes a number of aspects which will protect and improve air quality. Of particular note is the measures that will be taken to decarbonise the West Midland's private and public fleets by moving away from conventional and hybrid fossil fuel vehicles to zero emission alternatives. It is noted this will be critical to reducing emissions associated with transport and as well as carbon emissions it is anticipated this will help to improve local air quality through reducing pollution emissions generated by burning of fossil fuels. Note is made of enhancing biodiversity on the transport estate and this may provide opportunities for planting that can help to improve air quality. An example is provided of 'Green Bus Shelters' which could help to improve air quality (through trapping fine particles), though this particular example of scheme would be small scale and have very local benefits only. It is noted that there will be a short term role for low carbon fuels and as such beneficial effects on air quality will not be fully realised until the medium to longer term. It is also to be noted that other aspects of transport can also still result in air pollution issues such as through tyre and brake degradation. Nevertheless, on the whole it is anticipated that effects are considered major beneficial in the medium to longer term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 2. Reduce carbon dioxide ($CO_2$) emissions from transport and contribute to meeting net zero carbon target | ✓ ✓ | Local-Reg | ST-LT | Perm | Med | ++ | +++ | +++ | +++ |

***Commentary***

This 'Big Move' notes a number of aspects which will act to reduce carbon emissions and meet net zero targets. Of particular note is the measures that will be taken to decarbonise the West Midland's private and public fleets by moving away from conventional and hybrid fossil fuel vehicles to zero emission alternatives. It is noted this will be critical to reducing emissions associated with transport. Note is made of provision of charging stations – both for public and private vehicles. Note is made of enhancing biodiversity on the transport estate and this may provide opportunities for planting that can help to sequester carbon. Note is also made of sustainable energy generation, with an examples given at mobility hubs and bus shelters and this will help to reduce emissions for electricity generation. It is noted that there will be a short term role for low carbon fuels and as such beneficial effects will not be fully realised until the medium to longer term.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made

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

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding | ✓ | Local | LT | Perm | Med | + | + | + | + |

***Commentary***

It is noted within this 'Big Move' that the transport system will be used to enhance and protect the environment and specific note is made of implementing Sustainable Drainage Systems (SuDS). This will act to reduce the risk of flooding and help to increase the resilience of the transport network. Resilience could also be enhanced through the provision of green spaces and the noted opportunities for enhancing biodiversity which would allow for planting of species that would provide shade or reduce wind speeds in local areas.

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

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain | ✓ | Local | LT | Perm | Med | + | + | + | + |

***Commentary***

It is noted within this 'Big Move' that the transport system will be used to enhance and protect the environment and specific note is made of enhancing biodiversity and providing green spaces. It is also anticipated that the noted measures to reduce air pollution will result in less pollution deposition on habitats. The greater provision and use of electric vehicles will reduce noise and this would lead to a reduction in disturbance to species and habitats, though it could also result in greater levels of road kill.

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

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** More detailed policy to be developed to further explore opportunities for protecting and enhancing the environment.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 5. Protect and enhance sites designated internationally for nature conservation purposes | ✓ | Local | LT | Perm | Med | + | + | + | + |

***Commentary***

It is anticipated that the greater provision and adoption of electric vehicles will reduce air pollution and noise disturbance and this could have indirect benefits for sites designated for nature conservation purposes.

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

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 6. Protect, enhance and promote geodiversity | N/A | N/A | N/A | N/A | N/A | **0** | **0** | **0** | **0** |

***Commentary***

This Big Move does not contribute to the achievement of this objective as it is not concerned with geodiversity and is anticipated to have neutral effects.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings | ✓ | Local | LT | Perm | Med | + | + | + | + |

***Commentary***

Note is made within this 'Big Move' of the need to protect and enhance our built and natural environment and it is anticipated this would include cultural heritage assets and their settings. A reduction in air pollution emissions (through the uptake of EV's) would reduce deposition of pollutants and this could help to protect scheduled monuments etc. Note is also made that TfWM will help local authorities to plan and enable appropriate charging and fuelling infrastructure to be implemented, that is appropriate to the needs and characteristics of different places and avoids street clutter – this will help to protect historic townscapes, or areas such as Conservation areas.

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

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity | ✓ | Local | LT | Perm | Med | + | + | + | + |

***Commentary***

Note is made within this 'Big Move' of the need to protect and enhance our built and natural environment, with specific notes made of providing green spaces and enhancing biodiversity. Provision of these aspects would provide opportunities to enhance visual amenity, townscapes and landscapes. Townscapes would be protected through the noted implementation of the EV charging network to reflect characteristics of different places and avoids street clutter.

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

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 9. Protect and enhance the water environment | ✓ | Local | LT | Perm | Med | + | ++ | ++ | ++ |

***Commentary***

Clear note is made within this 'Big Move' of the implementation of Sustainable Drainage Systems (SuDS), which have an important role to play in addressing water pollution (though it is to be noted that SUDS are not always appropriate for all circumstances – for example contaminated areas). The uptake of electric vehicles promoted by this 'Big Move' would also reduce the potential for hydrocarbon pollution either from refuelling or from accidents.

It is anticipated effects would be particularly beneficial in the medium to long term as the uptake of EV's increases.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources | ✓ | Local | LT | Perm | Med | + | + | + | + |

***Commentary***

There is a potential that the provision of green space, as noted in this 'Big Move', would allow for the re-use of previously developed land and could represent one potential way of dealing with areas of contamination (if conditions allowed). It could also allow for protection of soil resources, though this would likely be small in scale. Use of transport land for sustainable energy generation could also allow for effective re-use of previously developed land.

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

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 11. Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated | ✓ | Local | LT | Perm | Med | + | + | ++ | + |

***Commentary***

Modern infrastructure construction techniques are noted within this 'Big Move' and it is likely that these would allow for more prudent use of resources, as well as the use of alternative, secondary and recycled materials, in addition to reducing the level of waste generated. The increased uptake of EV's would allow for a reduction in hydrocarbon use. Utilising innovation within the local economy (including the automotive industry) would also provide opportunities for more sustainable supply to the local (West Midlands) market, though this could be more in the long term. Overall slight beneficial effects are anticipated.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all | ✓ | Local | LT | Perm | Low | + | ++ | ++ | ++ |

***Commentary***

It is a clear aim of this 'Big Move' that Delivering a green revolution through the LTP means partnership working between the public and private sector to leverage the transport system to enhance the built and natural environment, in a way that stimulates local industry to produce the products and services that support inclusive growth. Note is also made that the West Midlands economy is strong in certain transport related sectors (in addition to car making) such as public transport, connected and autonomous vehicles, 5G, Mobility as a Service and modern infrastructure construction techniques. Note is made of how this could be done and it is noted that TfWM will work with partners, including local authorities and businesses across the region to understand how innovation in the mobility sector can support aims, and to support the development and trialling of new solutions by providing access to public assets (including transport infrastructure, organisational expertise, match funding and publicly owned data).

It is anticipated that effects will be beneficial in the short term, but become more beneficial as partnerships develop and the results of innovation come to fruition, though it is to be recognised that certainty of outcome is low due to the nature of innovative businesses.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 13. Support the wider coordination of land use, energy planning and transport planning across the West Midlands | ✓ | Local | LT | Perm | Med | + | ++ | ++ | ++ |

***Commentary***

Clear note is made of working with partners, including local authorities and businesses across the region in relation to innovation etc. Note is also made of working with partners etc across the region to ensure that the public and private vehicle fleets move to zero emission vehicles as quickly as possible. TfWM also note that they will help local authorities to plan and enable appropriate charging and fuelling infrastructure to be implemented, that is appropriate to the needs and characteristics of different places and avoids street clutter. This will also include working with bus operators etc to support them with particular need for electric charging en-route where charging in depots is insufficient.

It is anticipated that effects will be beneficial in the short term, but become more beneficial as partnerships develop.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | Assessment |
|---|---|---|

| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
|---|---|---|---|---|---|---|---|---|---|
| 14. Improve health and well-being for all citizens and reduce inequalities in health | ✓ | Local | ST-LT | Perm | Med | + | + | + | + |

***Commentary***

It is considered that the switch to electric vehicles will not, of itself, improve accessibility to services.

A greater focus on EV's could have implications in respect of affordability as these vehicles could be more expensive (at least in the short term) and costs could be incurred by people directly e.g. through purchase of an EV or indirectly e.g. as costs get passed on to travellers. Those on low incomes may be particularly vulnerable to variations in cost, particularly in the short term (prior to any lower running costs for public transport providers being realised). Note is made though that strategic planning will take place to ensure easy access to greener modes of transport such as car clubs. This could provide opportunities for those within low income groups to avail of EV's, which might not otherwise be feasible. There may also be other opportunities for people to save costs and an example is given of where people will be able to charge mobile phones for free at bus stops – this would have benefits for all groups, though would be of slight benefit.

While the switch to electric vehicles will not, of itself, improve safety, note is made within this 'Big Move' of the provision of green space and this could potentially allow for safer areas for children to play, or for the wider population to socialise and relax in a traffic free environment. .

Note is made though that strategic planning will take place to ensure easy access to greener modes of transport such as car clubs. It is anticipated this would allow for a greater range of connections between and within communities. Provision of an enhanced charging network would remove any anxiety regarding range of EVs and the provision of en-route charging for buses will allow for the easier maintenance of schedules / timetables and the provision of a more robust service to connect communities. All groups should benefit.

Moving to an electric fleet (both public and private) can be anticipated to result in better air quality, reduced noise and odour pollution. This will be of benefit to all groups (with those such as children and those with certain disabilities / health issues) likely to benefit most. Benefits will be to both health and wellbeing. Benefits to the health and wellbeing of all groups could also be experienced through the provision of Green Spaces, as well as the general enhancement of Biodiversity.

Clear note is made of strategic planning will take place to ensure easy access to greener modes of transport and it is anticipated this would include active modes. This would benefit all groups, but particularly those more active members such as pedestrians and cyclists.

Clear note is made of strategic planning will take place to ensure easy access to greener modes of transport and it is anticipated this would include public transport e.g. accessed from mobility hubs. This would be of benefit to all groups.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society | ✓ | Local | ST-LT | Perm | Med | + | + | + | + |

***Commentary***

It is considered that the switch to electric vehicles will not, of itself, improve accessibility to services.

A greater focus on EV's could have implications in respect of affordability as these vehicles could be more expensive (at least in the short term) and costs could be incurred by people directly e.g. through purchase of an EV or indirectly e.g. as costs get passed on to travellers. Those on low incomes may be particularly vulnerable to variations in cost, particularly in the short term (prior to any lower running costs for public transport providers being realised). Low income groups could include for example those from BAME communities, those with certain disabilities, those in the older and youngest groups, those with reduced income such as through maternity leave. Note is made though that

strategic planning will take place to ensure easy access to greener modes of transport such as car clubs. This could provide opportunities for those within low income groups to avail of EV's, which might not otherwise be feasible. There may also be other opportunities for people to save costs and an example is given of where people will be able to charge mobile phones for free at bus stops – this would have benefits for all groups, though would be of slight benefit.

While the switch to electric vehicles will not, of itself, improve safety, note is made within this 'Big Move' of the provision of green space and this could potentially allow for safer areas for children to play, or for the wider population to socialise and relax in a traffic free environment. .

It is considered that the switch to electric vehicles will not, of itself, improve provision of public transport in rural areas, though it is anticipated that it will not get worse as clear note is made of issues such as en-route charging provision, which would remove any range anxiety's and help maintain the robustness of service.

It is considered that the switch to electric vehicles will not, of itself, reduce severance. Provision of a wider charging network would also remove any anxiety relating to range to access services etc.

Moving to an electric fleet (both public and private) can be anticipated to result in better air quality, reduced noise and odour pollution. This will be of benefit to all groups (with those such as children and those with certain disabilities / health issues) likely to benefit most. Benefits to all groups could also be experienced through the provision of Green Spaces, as well as the general enhancement of Biodiversity, though careful consideration would need to be given to the location of such spaces to ensure all can benefit.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 16. Promote community safety and reduce crime and fear of crime for all citizens | ✓ | Local | ST-LT | Perm | Med | + | + | + | + |

***Commentary***

While the switch to electric vehicles will not, of itself, improve safety, note is made within this 'Big Move' of the provision of green space and this could potentially allow for safer areas for children to play, or for the wider population to socialise and relax in a traffic free environment.

It is considered that the switch to electric vehicles will not, of itself, improve actual and perceived safety and security issues.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| 1 | Improve accessibility to health and leisure services and facilities and amenities for all | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | It is considered that the switch to electric vehicles will not, of itself, improve accessibility to services. |
| 2 | Improve affordability of transport | +/- | +/- | +/- | +/- | +/- | +/- | +/- | +/- | A greater focus on EV's could have implications in respect of affordability as these vehicles could be more expensive (at least in the short term) and costs could be incurred by people directly e.g. through purchase of an EV or indirectly e.g. as costs get passed on to travellers. Those on low incomes may be particularly vulnerable to variations in cost, particularly in the short term (prior to any lower running costs for public transport providers being realised). Note is made though that strategic planning will take place to ensure easy access to greener modes of transport such as car clubs. This could provide opportunities for those within low income groups to avail of EV's, which might not otherwise be feasible. There may also be other opportunities for people to save costs and an example is given of where people will be able to charge mobile phones for free at bus stops – this would have benefits for all groups, though would be of slight benefit. |
| 3 | Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents | ++ | + | + | + | + | + | + | + | While the switch to electric vehicles will not, of itself, improve safety, note is made within this 'Big Move' of the provision of green space and this could potentially allow for safer areas for children to play, or for the wider population to socialise and relax in a traffic free environment. . |

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| 4 | Improve connections between and within communities | + | + | + | + | + | + | + | + | Note is made though that strategic planning will take place to ensure easy access to greener modes of transport such as car clubs. It is anticipated this would allow for a greater range of connections between and within communities. Provision of an enhanced charging network would remove any anxiety regarding range of EVs and the provision of en-route charging for buses will allow for the easier maintenance of schedules / timetables and the provision of a more robust service to connect communities. All groups should benefit. |
| 5 | Reduce air, noise, odour and light pollution from transport | ++ | ++ | ++ | ++ | ++ | ++ | ++ | ++ | Moving to an electric fleet (both public and private) can be anticipated to result in better air quality, reduced noise and odour pollution. This will be of benefit to all groups (with those such as children and those with certain disabilities / health issues) likely to benefit most. Benefits will be to both health and wellbeing. Benefits to the health and wellbeing of all groups could also be experienced through the provision of Green Spaces, as well as the general enhancement of Biodiversity. |
| 6 | Improve access to active travel modes | + | + | + | + | ++ | + | + | + | Clear note is made of strategic planning will take place to ensure easy access to greener modes of transport and it is anticipated this would include active modes. This would benefit all groups, but particularly those more active members such as pedestrians and cyclists. |
| 7 | Improve access to public transport | + | + | + | + | + | + | + | + | Clear note is made of strategic planning will take place to ensure easy access to greener modes of transport |

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | Assessment summary | |
| | | | | | | | | | | and it is anticipated this would include public transport e.g. accessed from mobility hubs. This would be of benefit to all groups. |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| 1 | Improve accessibility to services, facilities and amenities for all, in particular by active travel modes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | It is considered that the switch to electric vehicles will not, of itself, improve accessibility to services. |
| 2 | Improve affordability of transport | +/- | +/- | +/- | +/- | +/- | +/- | +/- | +/- | +/- | A greater focus on EV's could have implications in respect of affordability as these vehicles could be more expensive (at least in the short term) and costs could be incurred by people directly e.g. through purchase of an EV or indirectly e.g. as costs get passed on to travellers. Those on low incomes may be particularly vulnerable to |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | | | | | | | | | | | variations in cost, particularly in the short term (prior to any lower running costs for public transport providers being realised). Low income groups could include for example those from BAME communities, those with certain disabilities, those in the older and youngest groups, those with reduced income such as through maternity leave. Note is made though that strategic planning will take place to ensure easy access to greener modes of transport such as car clubs. This could provide opportunities for those within low income groups to avail of EV's, which might not otherwise be feasible. There may also be other opportunities for people to save costs and an example is given of where people will be able to charge mobile phones for free at bus stops – this would have benefits for all groups, though would be of slight benefit. |
| 3 | Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents | ++ | + | + | + | + | + | + | + | + | While the switch to electric vehicles will not, of itself, improve safety, note is made within this 'Big Move' of the provision of green space and this could potentially allow for safer areas for children to play, or for the wider population to socialise and relax in a traffic free environment. . |
| 4 | Improve provision of public transport in rural areas or to those areas experiencing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | It is considered that the switch to electric vehicles will not, of itself, improve provision of public transport in rural areas, though it is anticipated that it will not get worse as clear note is made of issues such as en-route |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | constraint in public transport provision | | | | | | | | | | charging provision, which would remove any range anxiety's and help maintain the robustness of service. |
| 5 | Reduce severance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | It is considered that the switch to electric vehicles will not, of itself, reduce severance. Provision of a wider charging network would also remove any anxiety relating to range to access services etc. |
| 6 | Reduce air, noise, odour and light pollution from transport | ++ | + | ++ | + | + | + | + | + | + | Moving to an electric fleet (both public and private) can be anticipated to result in better air quality, reduced noise and odour pollution. This will be of benefit to all groups (with those such as children and those with certain disabilities / health issues) likely to benefit most. Benefits to all groups could also be experienced through the provision of Green Spaces, as well as the general enhancement of Biodiversity, though careful consideration would need to be given to the location of such spaces to ensure all can benefit. |

| CSA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| 1 | Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents | ++ | + | + | + | + | + | + | + | + | While the switch to electric vehicles will not, of itself, improve safety, note is made within this 'Big Move' of the provision of green space and this could potentially allow for safer areas for children to play, or for the wider population to socialise and relax in a traffic free environment. |
| 2 | Improve actual and perceived safety and security issues | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | It is considered that the switch to electric vehicles will not, of itself, improve actual and perceived safety and security issues. |

# A.7. Sustainability throughout plan implementation

Implementing the LTP policies will require a balance between maintenance and operation of the existing transport network alongside construction or enhancement of infrastructure. These developments have the potential to impact the environment and local communities and visitors to the affected area. We will ensure that throughout our design and implementation process we understand and take account of the potential impacts and, wherever possible, specify designs to avoid or mitigate them, or enhance them where appropriate.

Where intervention takes place, measures will be subject to the appropriate level of assessment by the relevant authority, adhere to the relevant legal framework and be reflective of the scale and nature of the project. This will ensure that we understand potential impacts and how these can be best avoided or mitigated, or enhanced where beneficial.

Dependent on the scheme, assessment will include Health Impact Assessment, Equalities Impact Assessment, Habitats Regulation Assessment and Environmental Impact Assessment. Where these statutory assessments are undertaken they will be guided by the HM Treasury Green Book and DfT Transport Appraisal Guidance.

We will work closely with partner organisations, including the local authorities to ensure that consideration of sustainability, including health and equality, is made at the earliest possible planning stage for schemes. We will identify the types of assessment that are appropriate for the scale and nature of the scheme at each stage of development and which organisation has responsibility for the assessment process.

This will allow for full consideration of requirements in Local Plans and required statutory processes as necessary.

In developing this LTP, we will have a presumption in favour of working with partners to make net improvements to the local environment wherever possible and, as a minimum, will always follow the policies set out in this LTP to take every opportunity to protect and enhance the environment. These principles have been integrated within our 6 Big Moves.

For any measures that could potentially affect sites that are designated for nature conservation or for other reasons, such as geodiversity, we will appropriately assess any potential direct or indirect impact that may arise over the life span of LTP. We will mitigate and / or compensate for any impacts, in line with existing best practice and relevant legislation. This will include undertaking a Habitats Regulation Assessment (or equivalent) when necessary.

Environmental Management Plans (EMPs) will be prepared and implemented for all construction, refurbishment and maintenance contracts and will include the findings and suggested mitigation from any assessment made. The EMPs will consider material resource use, energy use, and other environmental issues relevant to the scheme, and will explain how risks and impacts will be mitigated, managed and addressed.

Scheme design will proactively consider environmental protection from the earliest stage. Infrastructure, transport operations and maintenance required to deliver the LTP will be specified to ensure that the processes of scheme construction, maintenance and operation identify and take opportunities available to deliver 'Embedding sustainability in decisions at all stages'. Note that this was set out as an 'Infographic' within the LTP.

The following criteria for assessing significance of effects was utilised:

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

| | | | | |
|---|---|---|---|---|
| **Sm** | Summary assessment | | **+/-** | Combination of beneficial and adverse |

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 1. Protect and improve air quality | ✓ | Local-Reg | ST-LT | Perm | Low | + | + | + | + |

***Commentary***

Recognition is made through this policy area that there is a potential to impact the environment and among the issues noted is Air Quality. This policy sets out that consideration will be made of such issues from the very earliest plan making stage, through optioneering and site selection, to design and material choices, procurement and construction, operation and maintenance and on through to decommissioning. Note is made that where an intervention takes place, measures will be subject to the appropriate level of assessment by the relevant authority, adhere to the relevant legal framework and be reflective of the scale and nature of the project. It is the intention that this will ensure that potential impacts are understood and how these can be best avoided, mitigated or beneficial aspects enhanced. Note is made that EIA (and other assessments) will be carried out where required and Environmental Management Plans implemented. Note is also made of the presumption in favour of working with partners to make net improvements to the local environment wherever possible and it is anticipated this would include in relation to air quality.

It is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon target | ✓ | Local-Reg | ST-LT | Perm | Low | + | + | + | + |

***Commentary***

As per the commentary in relation to ISA Objective 1, it is noted that recognition is made through this policy area that there is a potential to impact the environment and among the issues noted is greenhouse gases (GHGs).

As per ISA Objective 1, it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding | ✓ | Local-Reg | ST-LT | Perm | Low | + | + | + | + |

***Commentary***

As per the commentary in relation to ISA Objective 1, it is noted that recognition is made through this policy area that there is a potential to impact the environment and among the issues noted are greenhouse gases (GHGs), flooding and drainage and climate change adaptation.

As per ISA Objective 1, it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain | ✓ | Local-Reg | ST-LT | Perm | Low | + | + | + | + |

***Commentary***

As per the commentary in relation to ISA Objective 1, it is noted that recognition is made through this policy area that there is a potential to impact the environment and among the issues noted are ecology, habitats, biodiversity and nature conservation.

As per ISA Objective 1, it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 5. Protect and enhance sites designated internationally for nature conservation purposes | ✓ | Local-Reg | ST-LT | Perm | Low | + | + | + | + |

***Commentary***

As per the commentary in relation to ISA Objective 1, it is noted that recognition is made through this policy area that there is a potential to impact the environment and among the issues noted are ecology, habitats, biodiversity and nature conservation. Further clarification is given in respect of those sites that are designated for nature conservation and

it is noted that TfWM will assess any potential direct or indirect impact that may arise over the life span of LTP. TfWM will mitigate and / or compensate for any impacts, in line with existing best practice and relevant legislation. This will include undertaking a Habitats Regulation Assessment (or equivalent) when necessary.

As per ISA Objective 1, it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 6. Protect, enhance and promote geodiversity | ✓ | Local-Reg | ST-LT | Perm | Low | + | + | + | + |

***Commentary***

As per the commentary in relation to ISA Objective 1, it is noted that recognition is made through this policy area that there is a potential to impact the environment and among the issues noted are mineral deposits and wider geology. Further clarification is given in respect of those sites that are designated for geodiversity and it is noted that TfWM will assess any potential direct or indirect impact that may arise over the life span of LTP. TfWM will mitigate and / or compensate for any impacts, in line with existing best practice and relevant legislation.

As per ISA Objective 1, it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings | ✓ | Local-Reg | ST-LT | Perm | Low | + | + | + | + |

***Commentary***

As per the commentary in relation to ISA Objective 1, it is noted that recognition is made through this policy area that there is a potential to impact the environment and among the issues noted are historic and cultural assets such as the historic environment, archaeological remains and heritage, as well as protected buildings and townscapes / landscape.

As per ISA Objective 1, it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A
**Recommendations:** No recommendation made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity | ✓ | Local-Reg | ST-LT | Perm | Low | + | + | + | + |

***Commentary***

As per the commentary in relation to ISA Objective 1, it is noted that recognition is made through this policy area that there is a potential to impact the environment and among the issues noted are townscapes and landscape.

As per ISA Objective 1, it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A
**Recommendations:** No recommendation made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 9. Protect and enhance the water environment | ✓ | Local-Reg | ST-LT | Perm | Low | + | + | + | + |

***Commentary***

As per the commentary in relation to ISA Objective 1, it is noted that recognition is made through this policy area that there is a potential to impact the environment and among the issues noted are water pollution and watercourses, flooding and drainage (the water environment).

As per ISA Objective 1, it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A
**Recommendations:** No recommendation made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources | ✓ | Local-Reg | ST-LT | Perm | Low | + | + | + | + |

***Commentary***

As per the commentary in relation to ISA Objective 1, it is noted that recognition is made through this policy area that there is a potential to impact the environment and among the issues noted are land remediation, contamination and quality.

As per ISA Objective 1, it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 11. Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated | ✓ | Local-Reg | ST-LT | Perm | Low | + | + | + | + |

***Commentary***

As per the commentary in relation to ISA Objective 1, it is noted that recognition is made through this policy area that there is a potential to impact the environment and among the issues noted are promoting the circular economy. Note is also made that EMP's will consider material resource use.

As per ISA Objective 1, it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all | N/A | N/A | N/A | N/A | N/A | **0** | **0** | **0** | **0** |

***Commentary***

This 'Big Move' does not contribute to the achievement of this objective and is anticipated to have neutral effects.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

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

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 13. Support the wider coordination of land use, energy planning and transport planning across the West Midlands | ✓ | Local-Reg | ST-LT | Perm | Low | + | + | ++ | + |

***Commentary***

This 'Big Move' sets out a process that will allow for full consideration of requirements in Local Plans and required statutory processes. Note is also made that TfWM will work closely with partner organisations, including the local authorities. It is also to be noted within the Implementation section that commitment is made that WMCA, TfWM and the seven metropolitan borough authorities will continue to work together with local partners such as transport operators, with our neighbouring local authority partners, with our regional partners such as West Midlands Rail Executive and Midlands Connect, and with national partners such as Government and the national agencies responsible for transport functions to develop and deliver the LTP.

It is anticipated this will result in wider coordination of land use and transport planning across the West Midlands and will have beneficial effects from the short through to the long term – beneficial effects may be greater in later periods as coordination practices become more embedded.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 14. Improve health and well-being for all citizens and reduce inequalities in health | ✓ | Local-Reg | ST-LT | Perm | Low | + | + | + | + |

***Commentary***

It is noted that recognition is made through this policy area that there is a potential to impact local communities and visitors to the area and among the issues noted are a range of social issues and that consideration of health issues would take place at as early an opportunity as possible. Assessment could include Health Impact Assessment where required. It is anticipated that HIA would consider all aspects relevant to health and wellbeing and reducing inequalities in health.

It is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:**

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society | ✓ | Local-Reg | ST-LT | Perm | Low | + | + | + | + |

***Commentary***

It is noted that recognition is made through this policy area that there is a potential to impact local communities and visitors to the area and among the issues noted are a range of social issues and that consideration of equality issues would take place at as early an opportunity as possible. Assessment could include Equalities Impact Assessment where required.

Further clarification is provided in the LTP in relation to ensuring a 'just transition' and this notes that equity is at the heart of the LTP and this should help to ensure promotion of equality of opportunity and help to achieve a fairer society.

It is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| ISA Objective | Effects | | | | | Assessment | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Mag | Scale | Dur | T/P | Cert | ST | MT | LT | Sm |
| 16. Promote community safety and reduce crime and fear of crime for all citizens | ✓ | Local-Reg | ST-LT | Perm | Low | + | + | + | + |

***Commentary***

It is noted that recognition is made through this policy area that there is a potential to impact local communities and visitors to the area and among the issues noted are a range of social issues. Among the issues noted are community safety, as well as crime and anti-social behaviour and it is anticipated that these issues will be addressed through the noted assessment processes.

It is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised.

***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| 1 | Improve accessibility to health and leisure services and facilities and amenities for all | + | + | + | + | + | + | + | + | It is noted that recognition is made through this policy area that there is a potential to impact local communities and visitors to the area and among the issues noted are a range of social issues and that consideration of health issues would take place at as early an opportunity as possible. Assessment could include Health Impact Assessment where required. It is anticipated this would include issues relating to accessibility to services.<br>it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised. |
| 2 | Improve affordability of transport | + | + | + | + | + | + | + | + | It is noted that recognition is made through this policy area that there is a potential to impact local communities and visitors to the area and among the issues noted are a range of social issues and that consideration of health issues would take place at as early an opportunity as possible. Assessment could include Health Impact Assessment where required. It is anticipated this would include issues relating to affordability.<br>it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature |

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| | | | | | | | | | | of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised. |
| 3 | Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents | + | + | + | + | + | + | + | + | It is noted that recognition is made through this policy area that there is a potential to impact local communities and visitors to the area and among the issues noted are a range of social issues and that consideration of health issues would take place at as early an opportunity as possible. Assessment could include Health Impact Assessment where required. Specific note is made of community safety in this policy area.<br>it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised. |
| 4 | Improve connections between and within communities | + | + | + | + | + | + | + | + | It is noted that recognition is made through this policy area that there is a potential to impact local communities and visitors to the area and among the issues noted are a range of social issues and that consideration of health issues would take place at as early an opportunity as possible. Assessment could include Health Impact Assessment where required. |

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| | | | | | | | | | | Specific note is made of community severance in this policy area.<br>it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised. |
| 5 | Reduce air, noise, odour and light pollution from transport | + | + | + | + | + | + | + | + | It is noted that recognition is made through this policy area that there is a potential to impact local communities and visitors to the area and among the issues noted are a range of social issues and that consideration of health issues would take place at as early an opportunity as possible. Assessment could include Health Impact Assessment where required. Specific note is made of air, noise and light in this policy area.<br>it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised. |

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| 6 | Improve access to active travel modes | + | + | + | + | + | + | + | + | It is noted that recognition is made through this policy area that there is a potential to impact local communities and visitors to the area and among the issues noted are a range of social issues and that consideration of health issues would take place at as early an opportunity as possible. Assessment could include Health Impact Assessment where required. It is anticipated this would include issues relating to accessibility to active travel modes.<br>it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised. |
| 7 | Improve access to public transport | + | + | + | + | + | + | + | + | It is noted that recognition is made through this policy area that there is a potential to impact local communities and visitors to the area and among the issues noted are a range of social issues and that consideration of health issues would take place at as early an opportunity as possible. Assessment could include Health Impact Assessment where required. It is anticipated this would include issues relating to accessibility to public transport.<br>it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature |

| HIA sub-objective | | Scale of Effect | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Children and adolescents | Older people | Disabled/other health problems | Low-income groups | Cyclists, pedestrians, commuters | Residents | Employees | **Assessment summary** | |
| | | | | | | | | | | of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised. |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | **Age** | **Gender** | **Disability** | **Ethnicity** | **Faith** | **Sexual Orientation and Gender Reassignment** | **Pregnancy and Maternity** | **Marriage and Civil Partnerships** | **Assessment summary** | |
| 1 | Improve accessibility to services, facilities and amenities for all, in particular by active travel modes | + | + | + | + | + | + | + | + | + | It is noted that recognition is made through this policy area that there is a potential to impact local communities and visitors to the area and among the issues noted are a range of social issues and that consideration of equality issues would take place at as early an opportunity as possible. Assessment could include Equalities Impact Assessment where required. It is anticipated this would include issues relating to accessibility to active modes. |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | | | | | | | | | | | Further clarification is provided in the LTP in relation to ensuring a 'just transition' and this notes that equity is at the heart of the LTP.<br>it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised. |
| 2 | Improve affordability of transport | + | + | + | + | + | + | + | + | + | It is noted that recognition is made through this policy area that there is a potential to impact local communities and visitors to the area and among the issues noted are a range of social issues and that consideration of equality issues would take place at as early an opportunity as possible. Assessment could include Equalities Impact Assessment where required. It is anticipated this would include issues relating to affordability.<br>Further clarification is provided in the LTP in relation to ensuring a 'just transition' and this notes that equity is at the heart of the LTP.<br>it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | | | | | | | | | | | proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised. |
| 3 | Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents | + | + | + | + | + | + | + | + | + | It is noted that recognition is made through this policy area that there is a potential to impact local communities and visitors to the area and among the issues noted are a range of social issues and that consideration of equality issues would take place at as early an opportunity as possible. Assessment could include Equalities Impact Assessment where required. It is anticipated this would include issues relating to safety.<br>Further clarification is provided in the LTP in relation to ensuring a 'just transition' and this notes that equity is at the heart of the LTP.<br>it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised. |
| 4 | Improve provision of public transport in rural areas or to those areas experiencing | + | + | + | + | + | + | + | + | + | It is noted that recognition is made through this policy area that there is a potential to impact local communities |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | constraint in public transport provision | | | | | | | | | | and visitors to the area and among the issues noted are a range of social issues and that consideration of equality issues would take place at as early an opportunity as possible. Assessment could include Equalities Impact Assessment where required. It is anticipated when applicable, this would include issues relating to public transport provision in those areas not best served.<br>Further clarification is provided in the LTP in relation to ensuring a 'just transition' and this notes that equity is at the heart of the LTP.<br>it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised. |
| 5 | Reduce severance | + | + | + | + | + | + | + | + | + | It is noted that recognition is made through this policy area that there is a potential to impact local communities and visitors to the area and among the issues noted are a range of social issues and that consideration of equality issues would take place at as early an opportunity as possible. Assessment could include Equalities Impact Assessment where required. It is |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | | | | | | | | | | | anticipated this would include issues relating to community severance (this is specifically noted in the policy area).<br>Further clarification is provided in the LTP in relation to ensuring a 'just transition' and this notes that equity is at the heart of the LTP.<br>it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised. |
| 6 | Reduce air, noise, odour and light pollution from transport | + | + | + | + | + | + | + | + | + | It is noted that recognition is made through this policy area that there is a potential to impact local communities and visitors to the area and among the issues noted are a range of social issues and that consideration of equality issues would take place at as early an opportunity as possible. Assessment could include Equalities Impact Assessment where required. It is anticipated this would include issues relating to air, noise and light pollution (specifically noted in the policy area). |

| EqIA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| | | | | | | | | | | | Further clarification is provided in the LTP in relation to ensuring a 'just transition' and this notes that equity is at the heart of the LTP.<br>it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised. |

| CSA sub-objective | | Scale of Effect | | | | | | | | | Description of effect/Recommendations for mitigation or enhancement |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Age | Gender | Disability | Ethnicity | Faith | Sexual Orientation and Gender Reassignment | Pregnancy and Maternity | Marriage and Civil Partnerships | Assessment summary | |
| 1 | Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents | + | + | + | + | + | + | + | + | + | It is noted that recognition is made through this policy area that there is a potential to impact local communities and visitors to the area and among the issues noted are a range of social issues. Among the issues noted are community safety.<br>it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised. |
| 2 | Improve actual and perceived safety and security issues | + | + | + | + | + | + | + | + | + | It is noted that recognition is made through this policy area that there is a potential to impact local communities and visitors to the area and among the issues noted are a range of social issues. Among the issues noted are crime and anti-social behaviour.<br>it is anticipated that effects would be beneficial from the short through to the long term, though there is a low level of certainty as this will depend on the nature of any proposed scheme and its precise location – however, the process and assessments noted within this policy area should ensure that adverse effects can be minimised and beneficial effects maximised. |

# Appendix B. ISA recommendations and how these were addressed

## B.1. Behaviour change for the better – 'Avoid'

| ISA Objectives | Recommendations | How are recommendations addressed? |
|---|---|---|
| 1. Protect and improve air quality | No recommendations made. | N/A |
| 2. Reduce carbon dioxide ($CO_2$) emissions from transport and contribute to meeting net zero carbon target | No recommendations made. | N/A |
| 3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding | Note within detailed Policy that there is a requirement for any upgrade to Public realm to take opportunities to incorporate SuDS. Any planting in Public Realm should be of species native to the West Midlands and be resistant to changing climate conditions. | Note has been made within the LTP 'Delivering a green revolution' on the need to implement green spaces and SuDS. These issues will be further explored as part of detailed Policy development, as well as any scheme design as per LTP 'Sustainability throughout plan implementation'. |
| 4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain | Note within detailed Policy that there is a requirement for any upgrade to Public realm to take opportunities to increase Biodiversity e.g. through the planting of native pollinators. | Note has been made within the LTP 'Delivering a green revolution' in relation to Pollinators.<br>These issues will be further explored as part of detailed Policy development. |
| 5. Protect and enhance sites designated internationally for nature conservation purposes | No recommendations made. | N/A |
| 6. Protect, enhance and promote geodiversity | N/A | N/A |
| 7. Conserve and enhance heritage assets and the wider historic environment including | Within detailed policy, note should be made of the need for the roll out of the ZEV charging and fuelling infrastructure to ensure careful consideration of design and location for the ZEV network and any electronic signage required. | Note is made within the LTP 'Delivering a green revolution' that TfWM will help local authorities to plan and enable appropriate |

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| buildings, structures, landscapes, townscapes and archaeological remains and their settings | Reference should also be made within detailed Policy that through working with Partners and other statutory bodies, such Historic England, TfWM will aim to minimise the impact of transport, including urban realm schemes, on heritage assets and protect and enhance the quality environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings and ensure that due regard is given to the need to undertake archaeological investigations. | charging and fuelling infrastructure to be implemented, that is appropriate to the needs and characteristics of different places and avoids street clutter.<br>The LTP (in the 'Implementation' sections) how TfWM will work with a range of partners and stakeholders.<br>These issues will be further explored as part of detailed Policy development. |
| 8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity | Within detailed Policy, note should be made of the need for detailed consideration of location and design of any new infrastructure or urban realm schemes. This could include consideration of materials and styles which are reflective of the vernacular architecture of the West Midlands. Opportunities to ensure that existing infrastructure is better integrated with its local visual environment should be taken where possible. | Note is made within the LTP 'Delivering a green revolution' that TfWM will help local authorities to plan and enable appropriate charging and fuelling infrastructure to be implemented, that is appropriate to the needs and characteristics of different places and avoids street clutter.<br>The LTP (in the 'Implementation' sections) how TfWM will work with a range of partners and stakeholders.<br>These issues will be further explored as part of detailed Policy development. |
| 9. Protect and enhance the water environment | No recommendations made. | N/A |
| 10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources | Note should be made in detailed Policy of the need to take opportunities to remediate contaminated land when improving Public Realm. | These issues will be further explored as part of detailed Policy development, but also as part of any scheme assessment. For example, contamination and land remediation is noted as being a key consideration in the further assessment of any transport intervention (see LTP 'Sustainability throughout plan implementation'). |
| 11. Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary | No recommendations made. | N/A |

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| and recycled materials, reduce the level of waste generated | | |
| 12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all | No recommendations made. | N/A |
| 13. Support the wider coordination of land use, energy planning and transport planning across the West Midlands | No recommendations made. | N/A |
| 14. Improve health and well-being for all citizens and reduce inequalities in health | Within detailed policy it is recommended that further consideration is made in relation to affordability. Note is already made on the introduction of road charges/parking levies etc to discourage certain behaviours and it is essential that careful consideration is given to ensuring that this does not impact on vulnerable groups such as those on a low income in a disproportionate fashion. Similarly, very careful consideration should be given to precise locations where measures such as parking charges are levied. | The issue of affordability is addressed through the LTP e.g. in relation to a 'just transition'. It is also to be noted that such issues would be explored further in detailed policy development and as a key consideration of any scheme assessment – see LTP 'Sustainability throughout plan implementation' which will require EqIA as appropriate. |
| 15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society | Further exploration of issues relating to affordability should be made within detailed Policy to ensure that effects are equitably distributed. Similarly, further consideration should be given to ensure that people within rural areas and those areas with low levels of public transport provision are not subject to inequitable effects. | The issue of affordability is addressed through the LTP e.g. in relation to a 'just transition'. It is also to be noted that such issues would be explored further in detailed policy development and as a key consideration of any scheme assessment – see LTP 'Sustainability throughout plan implementation' which will require EqIA as appropriate. |
| 16. Promote community safety and reduce crime and fear of crime for all citizens | Specific note should be made within this 'Big Move' in relation to security and how it is being addressed this will be communicated to the public. | Issues of safety and crime etc. are detailed in relevant 'Big Moves' e.g. TfWM will work with West Midlands Police and Crime Commissioner, transport operators and wider partners to deliver the principles and priorities set out in the Police and Crime Plan to ensure everyone can feel and be safe when using public transport. Such issues will also be a key |

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| | | element of further scheme assessment as set out in the LTP 'Sustainability throughout plan implementation'. |

## B.2. Growth that helps everyone – 'Avoid'

| ISA Objectives | Recommendations | How are recommendations addressed? |
|---|---|---|
| 1. Protect and improve air quality | No recommendations made. | N/A |
| 2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon target | No recommendations made. | N/A |
| 3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding | Note should be made in detailed Policy that design of transport infrastructure e.g. of public transport hubs should incorporate SuDS as well as green infrastructure and natural flood management. Design should also include for planting of native species that will provide shade, or help act as windbreaks. | Note has been made within the LTP 'Delivering a green revolution' on the need to implement green spaces and SuDS. These issues will be further explored as part of detailed Policy development, as well as any scheme design as per LTP 'Sustainability throughout plan implementation'. |
| 4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain | Note within detailed Policy of the need to protect and enhance habitats and species etc., as well as encourage the use of native species in any planting, in addition to taking opportunities for Biodiversity gain, for example through planting wildflowers that can act as pollinators. | Note has been made within the LTP 'Delivering a green revolution' in relation to Pollinators and enhancing biodiversity.<br>These issues will be further explored as part of detailed Policy development. |
| 5. Protect and enhance sites designated internationally for nature conservation purposes | Habitats Regulation Assessment should be carried out in light of precise details of any transport intervention, including consideration of its location. This approach should be set out within detailed Policy. | Note is made within the per LTP 'Sustainability throughout plan implementation' that Habitats Regulation Assessment will be carried out as |

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| | | required (as part of further scheme assessment). |
| 6. Protect, enhance and promote geodiversity | N/A | N/A |
| 7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings | Note should be made in detailed Policy that design should recognise and reflect the historic setting of areas or individual assets, as well as the need to protect archaeological remains etc. Opportunities should be taken to reuse or rejuvenate historic buildings if appropriate. | Note is made within the per LTP 'Sustainability throughout plan implementation' that issues relating to historic environment, archaeological remains, listed buildings etc will be considered as part of any scheme assessment.<br>These issues will also be explored further under detailed Policy development. |
| 8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity | Note should be made in detailed Policy that design should recognise and reflect the need to protect landscapes, townscapes and visual amenity. Where possible, design e.g. of public transport hubs should recognise the vernacular architecture of the West Midlands where appropriate and be in accordance with local design guides. | Note is made within the per LTP 'Sustainability throughout plan implementation' that issues relating to landscapes and townscapes will be considered as part of any scheme assessment.<br>These issues will also be explored further under detailed Policy development. |
| 9. Protect and enhance the water environment | Note should be made within the detailed Policy of the need to protect and enhance the water environment from the effects of transport. This should include the use of SuDS where possible and the need to comply with the aims and Objectives of the Water Framework Directive. | Note is made within the per LTP 'Sustainability throughout plan implementation' that issues relating to the water environment will be considered as part of any scheme assessment.<br>These issues will also be explored further under detailed Policy development. |
| 10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources | Ensure that detailed Policy notes the need to take opportunities to remediate contaminated land (including the removal of invasive species etc.). This detailed Policy should also note that if any new areas of soil or agricultural areas are required to be developed (which is likely given the need for development land), that measures will be taken to protect soils where possible, particularly those areas which are considered to be Best and Most Versatile. | These issues will be further explored as part of detailed Policy development, but also as part of any scheme assessment. For example, contamination and land remediation and quality are noted as being a key consideration in the further assessment of any transport intervention (see LTP 'Sustainability throughout plan implementation'). |

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| 11. Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated | Note in detailed Policy that the development of all transport infrastructure, including design of public transport hubs should consider use of recycled materials and reduced waste generation. | Note is made within the per LTP 'Sustainability throughout plan implementation' that issues relating to the circular economy will be considered as part of any scheme assessment.<br>These issues will also be explored further under detailed Policy development. |
| 12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all | No recommendations made. | N/A |
| 13. Support the wider coordination of land use, energy planning and transport planning across the West Midlands | No recommendations made. | N/A |
| 14. Improve health and well-being for all citizens and reduce inequalities in health | No recommendations made. | N/A |
| 15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society | No recommendations made. | N/A |
| 16. Promote community safety and reduce crime and fear of crime for all citizens | Note should be made within the detailed Policy that the aspect to upskill people in digital skills should include consideration of online security. | Issues relating to digital connectivity will be explored in greater detail as part of further policy development. |

## B.3. Safer streets to walk and wheel – 'Shift'

| ISA Objectives | Recommendations | How are recommendations addressed? |
|---|---|---|
| 1. Protect and improve air quality | No recommendations made. | N/A |
| 2. Reduce carbon dioxide ($CO_2$) emissions from transport and contribute to meeting net zero carbon target | No recommendations made. | N/A |
| 3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding | Note should be made in detailed Policy that design for any new active travel route or Public Realm improvement should include use of SuDS.<br>Note should also be made that through working with its Partners, other statutory bodies, such as the Environment Agency and Natural England, TfWM will work with natural processes to promote greater flood resilience to the transport network, ensuring SuDS and Natural Flood Management are incorporated to reduce flood risk when possible | Note has been made within the LTP 'Delivering a green revolution' on the need to implement green spaces and SuDS. These issues will be further explored as part of detailed Policy development, as well as any scheme design as per LTP 'Sustainability throughout plan implementation'.<br>The LTP (in the 'Implementation' sections) notes how TfWM will work with a range of partners and stakeholders. |
| 4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain | Note should be made in detailed Policy that design of any active travel route (or public realm improvement) should consider green infrastructure and potential for installing measures that could add to Biodiversity. This should include the planting of species that are native to the West Midlands and could take place at site of new infrastructure.<br>Note should also be made that through working with its Partners, other statutory bodies, such as the Environment Agency and Natural England, TfWM will realise opportunities for green infrastructure enhancement and the delivery of green infrastructure-based natural solutions to aid mitigation requirements. The latter includes carbon reduction, clean air, flood risk management and increased resilience to climate change, as well as other place-making and visitor economy objectives. | Note has been made within the LTP 'Delivering a green revolution' in relation to Pollinators and enhancing biodiversity.<br>These issues will be further explored as part of detailed Policy development.<br>The LTP (in the 'Implementation' sections) notes how TfWM will work with a range of partners and stakeholders. |
| 5. Protect and enhance sites designated internationally for nature conservation purposes | Reference to be made in detailed Policy in relation to design and route / site selection considering potential locational issues. | The LTP notes in the 'Sustainability throughout plan implementation' section that where an intervention takes place, measures will be subject to the appropriate level of assessment by the |

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| | | relevant authority, adhere to the relevant legal framework and be reflective of the scale and nature of the project. This will ensure that understanding of potential impacts and how these can be best avoided or mitigated, or enhanced where beneficial. Optioneering and site selection is noted as a key decision making stage. |
| 6. Protect, enhance and promote geodiversity | Reference to be made in detailed Policy in relation to design and route / site selection considering potential locational issues. | The LTP notes in the 'Sustainability throughout plan implementation' section that where an intervention takes place, measures will be subject to the appropriate level of assessment by the relevant authority, adhere to the relevant legal framework and be reflective of the scale and nature of the project. This will ensure that understanding of potential impacts and how these can be best avoided or mitigated, or enhanced where beneficial. Optioneering and site selection is noted as a key decision making stage. |
| 7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings | No recommendations made. | N/A |
| 8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity | No recommendations made. | N/A |
| 9. Protect and enhance the water environment | Note in detailed Policy that design for any new active travel route or associated facilities and Public Realm should include use of SuDS<br>Reference should also be made in detailed Policy that transport interventions that have unacceptable adverse impact on water availability or quality or fail to achieve the targets of the Water Framework Directive will not be considered. | Note has been made within the LTP 'Delivering a green revolution' on the need to implement SuDS, as well as addressing wider issues with the water environment. These issues will be further explored as part of detailed Policy development, as |

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| | | well as any scheme design as per LTP 'Sustainability throughout plan implementation'. |
| 10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources | Note to be made in detailed Policy that route / site location should avoid areas of best soils and opportunities taken to remediate contamination. | These issues will be further explored as part of detailed Policy development, but also as part of any scheme assessment. For example, contamination and land remediation and quality are noted as being a key consideration in the further assessment of any transport intervention (see LTP 'Sustainability throughout plan implementation'). |
| 11. Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated | Note should be made in detailed Policy that design for any new active travel routes and associated facilities, as well as Public Realm, should include use of recycled / secondary materials etc.<br>Note should also be made in detailed Policy of promotion of more sustainable waste management practices with transport-related infrastructure projects in line with the waste hierarchy. Opportunities for enhancing the Circular Economy should also be considered. | Note has been made within the LTP on the need to promote the Circular Economy. These issues will be further explored as part of detailed Policy development, as well as any scheme design as per LTP 'Sustainability throughout plan implementation'. |
| 12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all | No recommendations made. | N/A |
| 13. Support the wider coordination of land use, energy planning and transport planning across the West Midlands | No recommendations made. | N/A |
| 14. Improve health and well-being for all citizens and reduce inequalities in health | Note within this 'Big Move' that micro-mobility can be useful in bridging gaps between households and businesses and public transport provision, though it is to be recognised that not all groups may be able to benefit from such provision. Note should also be made in detailed Policy that particular consideration should be given to providing LTN's in those areas with highest levels of deprivation as these areas often have poor air quality and generally poorer health outcomes relative to the wider population, though final decision on provision would be in light of local needs / conditions. | The LTP notes in the 'Sustainability throughout plan implementation' section that where an intervention takes place, measures will be subject to the appropriate level of assessment by the relevant authority, adhere to the relevant |

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| | | legal framework and be reflective of the scale and nature of the project. This will ensure that understanding of potential impacts can be made and how these can be best avoided or mitigated, or enhanced where beneficial. Optioneering and site selection is noted as a key decision making stage. Health and Equalities assessments will also be carried out as required. |
| 15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society | Particular consideration should be given to providing LTN's in those areas with highest levels of deprivation (particularly those in urban areas) as these areas often have poor air quality and generally poorer health outcomes relative to the wider population. Careful consideration will need to be made in relation to the precise location where facilities are to be provided to ensure that all Groups can benefit as much as possible. | The LTP notes in the 'Sustainability throughout plan implementation' section that where an intervention takes place, measures will be subject to the appropriate level of assessment by the relevant authority, adhere to the relevant legal framework and be reflective of the scale and nature of the project. This will ensure that understanding of potential impacts can be made and how these can be best avoided or mitigated, or enhanced where beneficial. Optioneering and site selection is noted as a key decision making stage. Health and Equalities assessments will also be carried out as required. |
| 16. Promote community safety and reduce crime and fear of crime for all citizens | Consideration of crime and security should be made through detailed Policy and in the design of any schemes. | The LTP notes in the 'Sustainability throughout plan implementation' section that where an intervention takes place, measures will be subject to the appropriate level of assessment by the relevant authority, adhere to the relevant legal framework and be reflective of the scale and nature of the project. This would include safety and security (as well as anti-social behaviour) and these issues will also be explored in more detailed policy development. |

## B.4. Public transport that connects people and places - 'Shift'

| ISA Objective | Recommendations | How are recommendations addressed? |
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| 1. Protect and improve air quality | No recommendations made. | N/A |
| 2. Reduce carbon dioxide ($CO_2$) emissions from transport and contribute to meeting net zero carbon target | Within detailed Policy, note should be made of the need to minimise carbon emissions and embedded carbon within any design. This should include consideration of 'whole life' carbon i.e. through to the decommissioning phase. | Clear note is made within the LTP the 'Sustainability throughout plan implementation' section that consideration will be made of embedded carbon in any scheme design. Note is also made of the full decision making process through to the decommissioning phase. |
| 3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding | Within detailed Policy, note the need for any new road and rail infrastructure to implement SuDS where possible and for opportunities to increase permeable area to be taken.<br>Within detailed Policy, note that when working with its Partners, other statutory bodies, such as the Environment Agency and Natural England, TfWM will work with natural processes to promote greater flood resilience to the transport network, ensuring SuDS and Natural Flood Management are incorporated to reduce flood risk when possible. | Note has been made within the LTP 'Delivering a green revolution' on the need to implement SuDS. These issues will be further explored as part of detailed Policy development, as well as any scheme design as per LTP 'Sustainability throughout plan implementation'.<br>The LTP (in the 'Implementation' sections) notes how TfWM will work with a range of partners and stakeholders. |
| 4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain | Within detailed Policy, note should be made that design of any road or transport infrastructure (including mobility hubs and new rail stations) should consider green infrastructure and potential for installing measures that could add to Biodiversity. This should include the planting of species that are native to the West Midlands and could take place at the site of new infrastructure or elsewhere if appropriate.<br>Note should also be made within detailed Policy that through working with its Partners, other statutory bodies, such as the Environment Agency and Natural England, TfWM will realise opportunities for green infrastructure enhancement and the delivery of green infrastructure-based natural solutions to aid mitigation requirements. The latter includes carbon reduction, clean air, flood risk management and increased resilience to climate change, as well as other place-making and visitor economy objectives.<br>TfWM will also maximise the opportunities to contribute towards major new initiatives, including Nature Recovery Networks and large-scale woodland creation and work to help ensure that within or adjacent to | Note has been made within the LTP 'Delivering a green revolution' in relation to Pollinators and enhancing biodiversity.<br>These issues will be further explored as part of detailed Policy development.<br>The LTP (in the 'Implementation' sections) notes how TfWM will work with a range of partners and stakeholders. |

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| | the rail network and Major Road Network, green infrastructure can deliver biodiversity gains, ecological connectivity and ecosystem services. | |
| 5. Protect and enhance sites designated internationally for nature conservation purposes | Reference to be made within the Core Strategy and within detailed Policy for the need to consider HRA in relation to design and route / site selection considering potential locational issues. | Note is made within the per LTP 'Sustainability throughout plan implementation' that Habitats Regulation Assessment will be carried out as required (as part of further scheme assessment). Optioneering and site selection is considered a key decision making stage. |
| 6. Protect, enhance and promote geodiversity | No recommendations made. | N/A |
| 7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings | Within detailed policy, note should be made of the need for the roll out of the EV charging network to ensure careful consideration of design and location for the EV network and any electronic signage required.<br>Reference should also be made within detailed Policy that through working with Partners and other statutory bodies, such Historic England, TfWM will aim to minimise the impact of transport on heritage assets and protect and enhance the quality environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings and ensure that due regard is given to the need to undertake archaeological investigations.<br>The detailed Policy should also note that opportunities will be taken to improve physical access and/or interpretation, understanding and appreciation of the significance of heritage assets as part of transport development where appropriate. | Note is made within the LTP 'Delivering a green revolution' that TfWM will help local authorities to plan and enable appropriate charging and fuelling infrastructure to be implemented, that is appropriate to the needs and characteristics of different places and avoids street clutter.<br>The LTP (in the 'Implementation' sections) how TfWM will work with a range of partners and stakeholders.<br>These issues will be further explored as part of detailed Policy development. |
| 8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity | Within detailed Policy, note should be made of the need for detailed consideration of location and design of any new infrastructure. This could include consideration of materials and styles which are reflective of the vernacular architecture of the West Midlands. Opportunities to ensure that existing infrastructure is better integrated with its local visual environment should be taken where possible. | Note is made within the per LTP 'Sustainability throughout plan implementation' that consideration is to be made of landscape and townscape. These issues are to be explored in more detail as part of further policy development. |
| 9. Protect and enhance the water environment | Within detailed Policy, note should be made that transport interventions that have unacceptable adverse impact on water availability or quality or fail to achieve the targets of the Water Framework Directive will not be considered. | Note is made within the per LTP 'Sustainability throughout plan implementation' that issues relating to the water environment will be considered as part of any scheme assessment.<br>These issues will also be explored further under detailed Policy development. |
| 10. Seek to remediate contaminated land, facilitate | Within detailed Policy, that route / site location should avoid areas of best soils and opportunities taken to remediate contamination. | These issues will be further explored as part of detailed Policy development, but |

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| the re-use of previously developed land, as well as conserve soil and agricultural resources | | also as part of any scheme assessment. For example, contamination and land remediation and quality are noted as being a key consideration in the further assessment of any transport intervention (see LTP 'Sustainability throughout plan implementation'). |
| 11. Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated | Note should be made within detailed Policy of the need for any new road / highway infrastructure scheme to be designed with sustainability principles in mind. Reference should also be made to the 'Circular Economy'.<br>Note should also be made of promotion of more sustainable waste management practices with transport-related infrastructure projects in line with the waste hierarchy. | Note is made within the per LTP 'Sustainability throughout plan implementation' that issues relating to the circular economy will be considered as part of any scheme assessment.<br>These issues will also be explored further under detailed Policy development. |
| 12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all | No recommendations made. | N/A |
| 13. Support the wider coordination of land use, energy planning and transport planning across the West Midlands | No recommendations made. | N/A |
| 14. Improve health and well-being for all citizens and reduce inequalities in health | No recommendations made. | N/A |
| 15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society | Note should be made in detailed Policy of the issue of Severance and how this is to be addressed via design etc. Opportunities to reduce severance should also be taken as part of any upgrade to existing infrastructure. | Community severance is noted as a key area for further assessment within the LTP 'Sustainability throughout plan implementation' section. These issues will be explored in more detail as part of detailed policy development. |
| 16. Promote community safety and reduce crime and fear of crime for all citizens | Specific note should be made within this 'Big Move' in relation to security and how this will be addressed e.g. through 'Secure by Design' practices. This should note that measures should be taken to prevent crime, as well as measures to reduce the fear or perception of crime and security risk – this will help to remove barriers to use of Public Transport. These issues should also be explored in further detail within any detailed Policy. | The LTP notes in the 'Sustainability throughout plan implementation' section that where an intervention takes place, measures will be subject to the appropriate level of assessment by the relevant authority, adhere to the relevant |

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| | | legal framework and be reflective of the scale and nature of the project. This would include safety and security (as well as anti-social behaviour) and these issues will also be explored in more detailed policy development. |

## B.5. A resilient transport network – Improve

| ISA Objectives | Recommendations | How are recommendations addressed? |
|---|---|---|
| 1. Protect and improve air quality | No recommendations made. | N/A |
| 2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon target | No recommendations made. | N/A |
| 3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding | Within detailed Policy, note the need for transport networks to be resilient to flooding and that opportunities to increase permeable areas through, for example, SuDs should be taken. The detailed Policy should also note the need for the transport network to be resilient to the effects of a changing climate. | Flooding and drainage, alongside consideration of the water environment are noted as being key issues for further assessment within the LTP 'Sustainability throughout plan implementation' section. |
| 4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain | Note should be made within detailed Policy that through working with its Partners, other statutory bodies, such as the Environment Agency and Natural England, TfWM will realise opportunities for green infrastructure enhancement and the delivery of green infrastructure-based natural solutions to aid mitigation requirements. The latter includes carbon reduction, clean air, flood risk management and increased resilience to climate change, as well as other place-making and visitor economy objectives. | The LTP (in the 'Implementation' sections) how TfWM will work with a range of partners and stakeholders. It is anticipated this would be in respect of a wide range of sustainability issues. |
| 5. Protect and enhance sites designated internationally for nature conservation purposes | No recommendations made. | N/A |

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| 6. Protect, enhance and promote geodiversity | Reference to be made within detailed Policy that encourages opportunities for connection of active travel networks with sites of geodiversity interest to be fully explored. | Specific note is made of the need to consider sites designated for geodiversity interest in the implementation section of the LTP and these issues would be addressed as part of any scheme design. These issues will also be explored in more detail as part of further policy development. |
| 7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings | Reference should be made within detailed Policy that through working with Partners and other statutory bodies, such Historic England, TfWM will aim to minimise the impact of transport on heritage assets and protect and enhance the quality environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings and ensure that due regard is given to the need to undertake archaeological investigations. | Note is made within the per LTP 'Sustainability throughout plan implementation' that issues relating to historic environment, archaeological remains, listed buildings etc will be considered as part of any scheme assessment.<br>These issues will also be explored further under detailed Policy development. |
| 8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity | Opportunities to ensure that existing infrastructure is better integrated with its local visual environment should be taken where possible. | Consideration of landscape and townscape are to be made as part of any scheme assessment – see LTP 'Sustainability throughout plan implementation'. |
| 9. Protect and enhance the water environment | No recommendations made. | N/A |
| 10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources | Within detailed Policy, that any new multi-modal corridors or active travel routes focus on utilising areas of previously developed land where possible, avoid areas of best soils and opportunities taken to remediate contamination. | These issues will be further explored as part of detailed Policy development, but also as part of any scheme assessment. For example, contamination and land remediation and quality are noted as being a key consideration in the further assessment of any transport intervention (see LTP 'Sustainability throughout plan implementation'). |
| 11. Promote prudent use of finite natural resources from | Note should be made of promotion of more sustainable waste management practices with transport-related infrastructure projects in line with the waste hierarchy. | Note is made within the per LTP 'Sustainability throughout plan |

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| primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated | | implementation' that issues relating to the circular economy will be considered as part of any scheme assessment.<br>These issues will also be explored further under detailed Policy development. |
| 12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all | No recommendations made. | N/A |
| 13. Support the wider coordination of land use, energy planning and transport planning across the West Midlands | Make reference in specific policy to the need to coordinate planning with land use and energy planning strategy. | The LTP notes how TfWM will coordinate planning with a range of partner organisations and stakeholders. |
| 14. Improve health and well-being for all citizens and reduce inequalities in health | No recommendations made. | N/A |
| 15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society | Further consideration should be given to those in rural areas, or those areas not well served by public transport. Consideration of equity should be made in the development of any new scheme / intervention. | All new schemes will be subject to EqIA as appropriate. The LTP recognises the importance of ensuring a 'just transition'. |
| 16. Promote community safety and reduce crime and fear of crime for all citizens | Note should be made in detailed Policy relating to issues such as safety of lone or vulnerable travellers utilising Public Transport or active travel routes. This should include such elements as 'Security by Design' etc. | The LTP notes in the 'Sustainability throughout plan implementation' section that where an intervention takes place, measures will be subject to the appropriate level of assessment by the relevant authority, adhere to the relevant legal framework and be reflective of the scale and nature of the project. This would include safety and security (as well as anti-social behaviour) and these issues will also be explored in more detailed policy development. |

## B.6. Delivering a green revolution – Improve

**No recommendations were made in respect of this 'Big Move'**

# Appendix C. Organisations consulted and responses received

## C.1. List of organisations consulted

Listed below are the key stakeholders that were consulted on the Scoping Report and the responses from this consultation have been used to inform the ISA and have helped refine the LTP5.

- Environment Agency
- Historic England
- Natural England
- Birmingham City Council
- City of Wolverhampton Council
- Coventry City Council
- Dudley Borough Council
- Sandwell Council
- Solihull Council
- Walsall Council
- Staffordshire County Council*
- Warwickshire County Council*
- Worcestershire County Council*

*Relevant Boroughs and Districts engaged via County Councils

## C.2. Consultation comments and how these were addressed

| Consultee | Consultation comment | How was this addressed? |
|---|---|---|
| **Birmingham City Council** | **Additional Plans and Policies**<br>• Decarbonising Transport: A Better, Greener Britain: No commentary is made against this plan in Appendix B.<br>• No reference is made in Appendix B to the adopted Birmingham Transport Plan (October 2021), Route to Zero Action Plan – Call to Action (December 2020) and Our Future City Plan (2021).<br>• Birmingham City Council is due to launch our Clean Air Strategy in early 2022. | These additional Plans and Policies have been reviewed and considered as part of the LTP and ISA development. Reference has been added to the review of PPPs (Appendix D). |
| | **Selection of key sustainability issues**<br>• These appear reasonable and what would be expected based on the review of plans and programmes. However, section 4.1 title is potentially mis-leading as the themes described are not necessarily all environmental – should the title be Sustainability Themes?<br>• Recommended a clear aim is provided – 'protecting and improving the environment for the sake of current and future generations. This would allow headline alignment with other high-level strategic documents – from International – Government and Local Government.<br>• Page 6 - The five motives – recommend an additional motive is added of 'Reduce Air, water and soil pollution', this covers all forms of pollution, from CO2 emissions as well as the numerous pollutants that are harmful to health and the environment, including light and noise. Tackling the climate emergency should remain separate to avoid confusion with the impacts on our infrastructure vs the aim of reduce air pollution. Separating these two elements will provide clarity as to the cause vs the consequences. | Issue regarding Themes noted and addressed separately within the ISA Report.<br>The Motives for Change noted are those as set out in the LTP – the ISA addresses Sustainability issues in respect of how these are addressed. |

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| **Baseline Data**<br>Details regarding freight baseline data across the LTP area appear missing from Appendix D. | Noted – some key baseline data relating to freight have been added to the Baseline data in Appendix E and considered within the ISA. |
| Table 6.1 Air Quality Section gives examples of how government targets could be addressed – we recommend that reducing the need to travel and reducing distance travelled, plus further use of alternative fuels beyond EVs, e.g. hydrogen, is added to these examples. This comments also applies to the greenhouse gas emissions section.<br>Consider the integration of GI into transport schemes (where impacting / modifying public realm) as a dispersal/ interception barrier between source and receptor (people). Even when low gaseous emissions PM levels are still high from tyres and brakes<br>Exposure to air pollution could be stronger, for the public, ecological receptors and especially in the workplace (Highway workers, Bus drivers, New Street Train Station Staff etc) for illnesses that relate to air quality. Compensation claims may be on their way, better to act now.<br>Actions to improve air quality should be reviewed / combined with carbon emission proposals. The sources of air pollution (air quality / CO2) from the transport network are very similar, thus the actions can be linked providing a benefit to both. Isolating one from the other may result in missed opportunities to capitalise on added benefit.<br>Public Messaging is key - An integrated communications strategy needs to be developed that is uniform across the region – [Do you need to travel? If so, how big is your footprint?, big steps, small footprint] with the same messaging that can be disseminated to a local level. Similar to how Covid19 messaging was shared.<br>Road salting as a source of particulate air pollution should be considered.<br>There is a link between air pollution and road run off that may impact blue infrastructure that could be considered.<br>It is good to see that tree planting / vegetation has not been put forward as a way to improve air quality. There is a strong focus on tree planting with regards to CO2 – should consideration be made to peat bogs which are shown to be more efficient CO2 absorbers than trees? They may also help in flood defence.<br>The document states 'The LTP should aim to meet if not exceed Government targets for air quality' – it should be noted that for ecological receptors the legal limit is 35ug/m3 for NO2 whereas for human health it is 40ug/m3 per annum. Should the LTP aim for 35ug/m3 as standard? | Noted – the table relating to Key issues, implications and Opportunities for the LTP has been updated to reflect these comments where appropriate and is contained within the ISA Report (Table 6-1).<br>The ISA recognises the linkages between measures to reduce air pollution emissions and those required to reduce carbon emissions. The ISA also notes linkages between road runoff and the water environment and notes the need to reduce journeys / need to travel and the distances travelled.<br>Note is made of the air quality limits – this aspect will be considered further at detailed Policy stage and in light of updated legal limits anticipated from Government over the course of next 12 months.<br>The text relating to EV charging has been amended to note that as with other areas of England, there are challenges to the provision of a charging network.<br>The ISA recognises the important of retaining or promoting permeable surfaces (often as a part of SuDS).<br>Detailed assessment and development of policy proposals for individual schemes will be undertaken as part of the further iterative development of the LTP i.e. subsequent to this Core Strategy stage. This could include elements such as BNG, SuDS etc. and will include more detailed exploration of how measures such as BNG could be achieved e.g. by planting of roadside verges with wildflower – this could help to meet pollinator strategies.<br>Similarly, individual schemes will consider specific measures as part of scheme design which will be |

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| Suggestion - All proposed schemes should be accompanied by a simple one-page summary pollution footprint – NO2, CO2, PM10, PM2.5 etc for the construction and operation of the scheme. Accompanied by an estimate of the pollution footprint saving over 1, 5, 10 etc years. This can be used as an example of best practice, demonstrating to the public the commitment and capture data that can be used for reporting.<br><br>Table 6.1 greenhouse gas emissions and climate change – perhaps would be better to refer to Nature Based solutions as catch all for carbon capture and climate change resilience, rather than just trees/ vegetation cover. This latter reference does not seem to encompass the opportunities for SUDS and use of attenuated water for passive irrigation.<br><br>'The West Midlands Region is considered to have the second worse ratio of people to charge point and the worst ratio of vehicles to charge point, presenting a short-term risk of EV charging infrastructure undersupply.' Says who? 70% of Birmingham households have off-street parking, and therefore not totally reliant on public charge point infrastructure. Creating the premise for Table 7-1 - ISA Objectives- Environment-Points 1 & 2 should not be as a result of this statement as it is contradictory. Deployment of EV charge points will not be based on a like for like basis i.e. swapping ICE for EV, as pointed out in table 7.1 the aim is to achieve at least 40% modal shift to public transport, walking and cycling and reduce the use of private vehicles.<br><br>Table 6.1 Biodiversity, Fauna/ Flora – could reference the use of the DEFRA 3.0 metric for biodiversity impact assessment and Net gain calcs. Opportunities for biodiversity enhancement will lie outside of designated sites – for example BCC has 470 Ha of amenity roadside grass verges – these could be enhanced along transport corridors to provide improved connectivity between sites.<br><br>Table 6.1 Adaptation to climate change – partially covered but there should be an aim to minimise the paving over of surfaces when delivering new/ altered highways schemes and or seek opportunities to remove previously paved surface and restore to a more permeable finish.<br><br>Table 6.1 Land use and contaminated soils. Phyto-remediation could be included as part of the opportunities for dealing with contaminated land.<br><br>Table 6.1 – Cultural heritage – although parks and gardens are mentioned Birmingham has one of the longest running street tree planting initiatives – some of our street trees still date back to those earliest plantings. Some of the larger verge spaces also contain nationally important trees by way of being notable for age/ size (ancient and veteran trees). These could be impacted by transport schemes if land take close to these is required. Trees especially of this type -*are of significant cultural (and ecological) value. | informed on a case by case basis e.g. need for and approach to remediation of contaminated land.<br><br>In addition, further iterations of the LTP policy development would address issues such as affordability.<br><br>Text relating to Public parks and green spaces has been amended to reflect the importance of these assets across the population, with these playing a key role in providing for more active and healthier lifestyles.<br><br>Text relating to EV charging network has been amended in Baseline section – the LTP considers the need for an enhanced charging network for example in respect of ultra-rapid and residential on-street charging infrastructure. These issues will be explored further in development of detailed policy and area strategies. |

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| Table 6.1 Landscapes and townscapes – just a query on a paragraph “BAME groups value parks and green spaces more highly than white groups and tend to use them more for social purposes (e.g meeting friends, children’s activities and sports). Given that the Met 7 area is more urban and more ethnically diverse than the region as a whole, parks and green spaces are a valuable asset in reducing inequalities, including health, in the region. “<br><br>Where does this assertion come from – while I don’t doubt that some BAME groups do value parks and green spaces in my general experience this generalised statement is not the case and it is something that much effort is being put into to address. If we look at those sectors of the community who are most active in campaigning for and assisting in the management of green spaces and parks for instance it is predominately white ethnic backgrounds.<br><br>Table 6.1 Economy, Employment and Skills: ISA Objectives should also link to promoting economic growth and job creation in the most appropriate places to reduce the need to travel and reduce distance travelled.<br><br>Table 6.1 Patterns of Land use and transport refers to a coordinated approach to land use planning and transport across the region and prioritise investment in this regard. This is welcomed but again should also refer to this approach to facilitate reducing the need to travel and reducing distance travelled. Additionally reference to further use of alternative fuels beyond EVs should be made.<br><br>Table 6.1 Population and Community Safety makes no reference to the LTP also promoting Road Safety linked to the intervention being promoted.<br><br>Table 7.1 Economic Section – suggest reference is also made to ’will the LTP reduce the need to travel and reduce distance travelled’.<br><br>Table 7.2 HIA Sub-objective: Improve connections between and within communities: Suggest adding ‘in particular active travel and public transport modes’ after ‘will the LTP provide opportunities to travel within and between communities’?<br><br>Table 7.3 EqIA Objectives: Under ‘improve affordability of transport’ reference is made to financial accessibility, improving affordability of travel and fare structures. Will any charging regime policies introduced in the LTP be ring-fenced to support this sub-objective? | |
| **Cumulative effects**<br><br>Birmingham Development Plan Review which is being progressed during 2022 could have significant cumulative impacts on the desired outcomes for the LTP. | Noted – this issue will be explored in further iterations of the LTP, but is noted within the cumulative effects section. |

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| | Suburban travel from housing estates rather than high density areas is likely to need greater attention to reduce the travel demand pollution footprint. This also relates to home working and home deliveries. | Noted – the LTP considers such issues across the region and greater detail will be provided through the ongoing development of the Area Strategies (to be undertaken post Core Strategy). |

| Consultee | Consultation comment | How was this addressed? |
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| **Coventry City Council** | Agree with the motives whilst it would be good to see separate out supporting communities from creating a sense of place as the former may relate to accessibility to services in a locality whilst the other is about promoting a greater sense of place by transforming the priority from vehicular movement towards more active travel and reclaiming streets for people over motorised vehicles. | Issue of Motives for Change and their development is set out within the LTP. |
| | With respect to Community Safety there are the Government recommendations regarding 'Safer by Design'<br>Health is would be useful to reference the NICE guidance on obesogenic environments and the need to promote active travel | Noted – reference is now made within the ISA to 'Safer by Design' and obesity. Recognition was previously made that there is an issue within the West Midlands in relation to obesity, with the region being generally more obese and overweight that the national average. |
| | Why is Table 1 Habitats column confined to international sites why does it not incorporate all SINC's including wildlife corridors connecting sites many of which involve travel routes. The Environment Act now makes explicit reference to Local Nature Recovery Areas Plans and there should also be reference to Biodiversity Action Plans.<br>Health Impact Assessments Column should look at positive as well as negative impacts upon health including improvements to accessing health facilities etc and promotion of healthy lifestyles i.e. cross references to the Joint Strategic Needs Assessments (JSNA'S) which drive health interventions and responsive services. | International sites are 'singled out' due to the specific requirements of Habitats Regulation Assessment (produced as a separate report). Note that the ISA does consider all sites designated for nature conservation.<br>The Health Impact Assessment process examines both positive and negative aspects and this is set out in the ISA Report.<br>Issues with access to affordable transport are addressed in the LTP and ISA Report. |
| | A considerable aspect for Equality Impact Assessment relates to the low available incomes and low car ownership figures within communities such as Coventry. | |

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| | Air Quality should include ground level Ozone where possible which has a high connectivity with respiratory illness and increased UV levels that will be connected with climate change<br><br>Adaptation to flooding should also be linked to water quality as well as quantity Sustainable Urban Drainage and natural rates of filtration through sustainable design and the impact upon risk of flooding and biodiversity.<br>The water catchment Partnership is also a significant factor on the management of run off and storage (Water Framework Directive and protection of catchment and water supply. | Noted – The ISA text has been amended to reflect.<br><br>The issue of SuDS is addressed within the ISA Report – it is to be noted that these are not always appropriate in all circumstances.<br><br>Issues relating to the Water Framework Directive are addressed within the ISA Framework, with the ISA Framework specifically noting the need to protect water quality in line with the WFD. |
| | Biodiversity Plans should reference Biodiversity Action Plans and Local Nature Area Recovery Plans with the latter also relating to equality of access to sites of wildlife conservation value and importance<br>Natural Resources & Waste – need to include factors where waste management and recycling generates trips etc and transport impact need for a more holistic view when looking at Local Plans and land use planning to include reference accessing space saving underground recycling facilities and suitable locations for storage or handling of waste which often competes for space for vehicle parking Shared recycling facilities and underground recycling banks like those in Birmingham can enable fewer trips for collection vehicles and enable above ground space for pedestrians and vehicles etc. | The Nature Recovery Network is referenced in the ISA Framework, along with sites designated for nature conservation.<br>Note is made of issue regarding waste – such issues will be explored further in later iterations of the LTP. |
| | Have there been any significant omissions of plans, programmes or environmental protection objectives relevant to the scoping of the ISA?<br>Economic Themes – need for access to low cost zero carbon electricity and support with the provision of charging points for vehicles. Also issues to promote car sharing etc. Parking levies for subsiding public transport and Travel Plans for employers to reduce loss to the economy from congestion etc. | Economic themes list updated, though it was considered that support for business has already been addressed. All noted issues are addressed through a number of areas in both the LTP and ISA. |
| | Health Themes needs to include access to green space, wildlife and countryside for mental wellbeing and physical exercise.<br>Community Safety should include enhancing the sense of place a community identity i.e. Link & Place with greater emphasis on the latter. REF Manual for Streets. | Health themes list updated.<br>Issue of noise, light and odour pollution included – note these issues are addressed within the ISA Framework. |

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| | There should be a section on Noise, the responsibility in relation to traffic noise is limited in the main although there is a requirement to introduce mitigation measures to reduce noise in those particularly problematic areas. | Issue of a 'sense of place' is noted though it is considered that such issues are already addressed via wide ranging nature of Objectives set. |
| | Baseline Information<br>Data is critical and the process of and methodology for collecting data needs to be defined in as much detail as we will discuss the delivery of the transport infrastructure. We have difficulties monitoring details of commuter travel behaviour and trips generated types of vehicle, Euro ratings, electric, hybrid etc or the number of people walking and cycling, speeds distances travelled etc. We need a baseline assessment of the availability of data and how that can be improved as a significant intro to the Transport Strategy.<br>Also we should try to incorporate an assessment of streets across localities ratings using Prof Peter Jones (UCL) Methodology for Link and Place REF: 'Manual for Streets'.<br>Traffic movement data by mode of transport etc. The set of data that is most beneficial and most direct in measuring change relates to movement patterns numbers travelling by what means (if motor vehicles what Euro rating) what average speed journey length and journey time, numbers walking and cycling purpose of trip commuter, dropping off children at school etc. Data that can be used to determine the impacts of initiatives on modal shift etc or accident levels or perception of road safety etc. | The Baseline data used to help inform the development of the ISA Objectives is set out in Appendix E to the ISA Report.<br>Note that Chapter 13 of the ISA Report addresses the issue of Monitoring – this would result in additional baseline information that can be used to help establish a causal link between the implementation of the LTP and the likely significant effects (both positive and negative) being monitored.<br>Baseline data used in relation to individual schemes / transport interventions would be collected at the appropriate time – much of this information would be derived from the further assessment processes noted within the LTP. |
| | Key Sustainability Issues<br>Table 6-1<br>Air Quality should reference PM2.5 and Ground level Ozone the former because of the condensation nuclei effect on the incidence of cancer and the latter for its affect on CPD and serious respiratory illnesses especially during periods of fair weather presenting a significant risk to vulnerable people.<br>Need to reference improvements in monitoring pollutants in relation to vehicle movements to inform highways design TRO's etc and use of mitigation measures e.g. use of green walls and natural vegetation etc for absorption of pollutants etc. Include promotion of car sharing and use of public transport as well as active trav<br>Greenhouse gas emissions need to reference the need for use of public transport and car sharing in the challenge of COVID 19 with the use of autonomous vehicles car clubs and the like and the challenge of bringing in safeguards and building confidence in shared | Key sustainability issues table has been updated to reflect the need to consider all forms of pollution emissions.<br>Reference made to green infrastructure / green walls potentially acting as barriers to pollution.<br>Car sharing etc. as well as issue of travel affordability noted in LTP and referenced in ISA Report.<br>Planting to help promote climate resilience noted in ISA Report.<br>Noise Action Planning Important Areas and road noise are noted within Figures in Appendix F. |

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| | modes of travel. Also an increasing equalities issue as more people have to move to electric vehicles with an increased cost and in a city like Coventry where car ownership is lower than the national average.<br>Land use planning to make facilities more accessible e.g. Paris model of the 15 minute<br>Biodiversity should cover all locations with natural or landscaped green space also provides an opportunity to help protect and mitigate against noise and gaseous pollution needs an experimental approach to establish what methods work best e.g. use of green walls and green roofs etc also will help in cooling down surfaces in city centres and the heat island effect using natural vegetation.<br>Noise Action Plans and Noise Improvement Plans for specific localities where noise is an issue<br>Water Resources should change reference to SuDS and natural rates of filtration 'could achieve' with 'will achieve' need for clear guidelines on their use Also make reference to road surfacing for parking etc and also cars parking on front gardens increasing the risk of flooding as well as adverse affects on the streetscape and sense of place. | Use of SuDS is noted in ISA Report and noted that these are not always appropriate for all circumstances.<br>Issue of trying to ensure permeable surfacing is encouraged is noted in the ISA Report. |
| | Page 25<br>Adaptation to a changing climate should include the increased risk of flooding incidences and the requirement for a rapid response owing to the location and topography of the river catchment where the response times will need to be quicker and more limited for a shorter duration than areas further downstream on the river catchment. Reference should be made to more frequent maintenance and inspection of road drainage where surface drainage can back up during periods of flood. Need to have a clear plan of action for reducing risks to those households in vulnerable areas and the effect flooding will have on the City's traffic congestion levels and to plan for changes in traffic management when flooding occurs.<br><br>Page 27<br>Land use and contaminated land<br>As we shift from fossil fuels to EV Charging we will need to consider the largescale decommissioning of petrol stations and the safe removal and disposal of underground petrol tanks with the serious risk of land contamination from hydrocarbons released into the soil with risks of damage to groundwater and possible nearby watercourses. Reduction in the need for parking spaces may well result in the disposal of more potentially contaminated locations and alternative uses will need to be considered. The opportunity for strategically located park and rides and the introduction of office parking | Issue of flood risk, as well as extreme weather events are noted in ISA Report. The need for ongoing maintenance has been noted and would form a consideration of future schemes – this is outlined in the LTP and would form consideration of any scheme development.<br>Remediation of contaminated land is recognised in the LTP and ISA and it is noted that dealing with the past pollution / contamination legacy is a major issue across the West Midlands and should be addressed at all opportunities due to its ongoing environmental impact.<br>Issue of waste management noted – there are clear implications in terms of land use planning and greater cooperation in this regard is a key element of the ISA. This requirement is also reflected throughout the LTP document. |

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| | levies such as those in Nottingham could help to mitigate a modal shift buy funding alternatives.<br><br>Page 30<br>Waste Management – the shift of the refuse truck vehicle fleet from diesel to electric or gas may experience the use of alternative fuels. In terms of impacts on emissions and the need for space for parking in new housing developments versus the need for recycling bins stores etc. there may be a need for more subtle approaches to recycling using underground facilities such as in Birmingham which has helped to provide more accessible larger stores of recyclables so reducing costs and the number of trips generated. | |
| | Page 31<br>Economy<br>Major need for electricity infrastructure as we move from hydrocarbon fuels to gas and electric with the possibility of some intermediate fuels to meet transport needs. The transport plan will need to focus on the provision of the infrastructure including the generation of zero carbon electricity sooner rather than later and the development of the battery economy will be essential to the future of the automotive industry in the West Midlands. Also the need for infrastructure investment to accommodate locations of civic amenity sites and the use of booking systems during COVID could help to reduce unnecessary trips and congestion<br><br>Page 34<br>Population & Equalities<br>Are people on low incomes aware of the various options for private travel and what is available regarding car clubs etc is there equality of access to such facilities, also as a consequence of COVID how will the plan address these issues and rebuild confidence of people being able to use public transport to commute to work.<br><br>Page 35<br>Community Safety | Issue of EV infrastructure, as well as utilising skills already available within the West Midlands is noted throughout the LTP.<br>Issue of affordability is noted within the LTP and ISA Report.<br>Issue of COVID-19 is addressed within the LTP.<br>Issue of community safety addressed within the ISA. Aspects which will help to promote better community spirit are noted throughout the LTP.<br>Issue of accessibility to green space, active travel to improve health and combat obesity noted in ISA Report.<br>LTP scenarios set out different approaches to carbon emissions / targets for reduction and have informed the approach being proposed within the draft Core Strategy.<br>Issues relating to working parking charges are noted within the LTP and considered in the ISA (see relating to Behaviour change). |

Relationship to the need for a link and place approach to improve community relations by reducing levels of traffic from streets and reclaiming streets for communities as opposed to just cars reference the work of APPLEYARD. The greater the sense of community the greater the feeling of satisfaction and reduction in fear of crime etc.

Page 37

6.1 Population & Health

Critical that places are accessible to enable healthy lifestyles e.g. parks and open space as well as health facilities etc.

Removal of obesogenic environments and clear guidance for planners in how to promote active travel walking and cycling etc.

Page 45

7.2 Assessment Framework

Need to relate to the Tyndall Centre data for Region and targets for Carbon reduction across the Region and City. Use of Climate View or Scatter or equivalent nationally accessible transition goal indicators.

Air quality data citywide from diffusion tubes related to the use of the King's College Air Quality national monitoring station to build an air quality picture across the City.

Measures of infrastructure e.g. EV Charging points per capita etc.

Page 52

Economic

Consider introduction of parking levy for cars using place of work car parks e.g. Nottingham model for raising funds for public transport.

Introduction of TRO's for further parking restrictions with reduced charges for electric vehicles

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| | Page 55<br>Public transport address the fear of COVID issues by having temperature screening of passengers before entry onto a bus and UV cleaning on buses to reduce risk of COVID and to facilitate media campaigns to restore confidence in use of public transport | |
| | Do you agree with the selection of key sustainability issues for the LTP area?<br>Yes in the main with the additions listed above | Noted |
| | Do you agree that the baseline data that have been, or will be collected, are relevant and of sufficient detail to support the ISA?<br>Not the most relevant data need for more data especially relating directly to mode of transport, speed of travel, journey length and mode of travel etc more vehicle count data using blue tooth and other ICT CCTV camera real time data gathering technologies. | The Baseline data used to help inform the development of the ISA Objectives is set out in Appendix E to the ISA Report.<br>Note that Chapter 13 of the ISA Report addresses the issue of Monitoring – this would result in additional baseline information that can be used to help establish a causal link between the implementation of the LTP and the likely significant effects (both positive and negative) being monitored.<br>Baseline data used in relation to individual schemes / transport interventions would be collected at the appropriate time – much of this information would be derived from the further assessment processes noted within the LTP. |
| | Are there any key baseline data available that are or could be used in support of the issues that have not been identified?<br>Yes see data mentioned and please also look at indicators used by SCATTER and Climate View desperately needed for modelling impacts and assessing effectiveness of interventions etc | Noted – see above. |
| | Do the ISA objectives and decision-making questions provide a sound framework against which to assess the sustainability performance of the emerging LTP? | Noted – it is the intention that further more detailed policies, area strategies etc. will be developed after publication of the LTP Core Strategy. |

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| | Yes but additions suggested need for a definite more direct focus on mapping modal shift and change in behaviour and activity etc. | |
| | Are there any major development proposals within the study area that when considered alongside the development of a transport plan have the potential for cumulative effects and therefore need to be considered as part of the ISA for the LTP?<br><br>The Gigafactory, BIC and numerous energy infrastructure projects to support the development of EV charging etc energy Transition hub for vehicles and benefits to the economy and development of the energy infrastructure for EV's etc.<br>Would be useful to incorporate an assessment of the roads network across local authorities applying the Link and Place matrix methodology | Noted – these developments are noted within Chapter 12 Cumulative effects. |

# Appendix D. Policy documents reviewed for ISA

***Note: It is the purpose of this review of Plan, Policy and Legislation to demonstrate the context of the LTP and associated ISA and to show how these are broadly influenced in setting Objectives for both. However, the following review of Plan, Policy and Legislation is not to be considered an exhaustive list and elements may have been superseded. Note in particular that while the United Kingdom has left the European Union, EU Directives are still important to note as they form the basis for a range of existing UK legislation and policy approaches.***

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
|---|---|---|
| **INTERNATIONAL / EUROPEAN** | | |
| **Convention on Biological Diversity 2010** | Sets out a conservation plan to protect global biodiversity, and an international treaty to establish a fair and equitable system to enable nations to co-operate in accessing and sharing the benefits of genetic resources. The new global vision is "By 2050, biodiversity is valued, conserved, restored and wisely used, maintaining ecosystem services, sustaining a healthy planet and delivering benefits essential to all people". | Ensure protection of biodiversity objective within ISA framework. |
| **Berne Convention** | The principal aims of the Convention are to ensure conservation and protection of wild plant and animal species and their natural habitats (listed in Appendices I and II of the Convention), to increase cooperation between contracting parties, and to regulate the exploitation of those species (including migratory species) listed in Appendix 3. To this end the Convention imposes legal obligations on contracting parties, protecting over 500 wild plant species and more than 1000 wild animal species. | Ensure protection of biodiversity objective within ISA framework. |
| **Ramsar Convention** | The Convention covers all aspects of wetland conservation and wise use. The Convention has three main 'pillars' of activity: the designation of wetlands of international importance as Ramsar sites; the promotion of the wise-use of all wetlands in the territory of each country; and international co-operation with other countries to further the wise-use of wetlands and their resources | Ensure protection of biodiversity objective within ISA framework. HRA Screening will assess whether full Appropriate Assessment is necessary. |
| **Bonn Convention** | Contracting Parties work together to conserve migratory species and their habitats by providing strict protection for endangered migratory species (listed in Appendix 1 of the Convention), concluding multilateral Agreements for the conservation and management of migratory species which require or would benefit from international cooperation (listed in Appendix 2), and by undertaking cooperative research activities. | Ensure protection of biodiversity objective within ISA framework. |
| **EU Biodiversity Strategy to 2020** | 2050 vision:<br>By 2050, European Union biodiversity and the ecosystem services it provides — its natural capital — are protected, valued and appropriately restored for biodiversity's intrinsic value and for their essential contribution to human wellbeing and economic prosperity, and so that catastrophic changes caused by the loss of biodiversity are avoided.<br>2020 headline target: | Ensure protection of biodiversity objective within ISA framework. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| | Halting the loss of biodiversity and the degradation of ecosystem services in the EU by 2020, and restoring them in so far as feasible, while stepping up the EU contribution to averting global biodiversity loss. | |
| **Habitats Directive (92/43/EEC)** | Aims to protect wild plants, animals and habitats. Directive created a network of protected areas called Natura 2000 sites, including Special Areas of Conservation (SACs) – supporting rare, endangered or vulnerable natural habitats, plants and animals (other than birds), and Special Protection Areas (SPAs) – supporting significant numbers of wild birds and their habitats. | Ensure protection of biodiversity objective within ISA framework. HRA Screening will assess whether full Appropriate Assessment is necessary. |
| **Birds Directive (2009/147/EC)** | Europe is home to more than 500 wild bird species. But at least 32 % of the EU's bird species are currently not in a good conservation status. The Birds Directive aims to protect all of the 500 wild bird species naturally occurring in the European Union. Habitat loss and degradation are the most serious threats to the conservation of wild birds. The Directive therefore places great emphasis on the protection of habitats for endangered and migratory species. It establishes a network of Special Protection Areas (SPAs) including all the most suitable territories for these species. Since 1994, all SPAs are included in the Natura 2000 ecological network, set up under the Habitats Directive 92/43/EEC. | Ensure protection of biodiversity objective within ISA framework. HRA Screening will assess whether full Appropriate Assessment is necessary. |
| **Water Framework Directive (2000/60/EC)** | Looks at the ecological health of surface water bodies as well as traditional chemical standards. In particular it will help deal with, amongst others diffuse pollution, habitat, ecology, hydromorphology, barriers to fish movement, water quality, flow and sediment. Successful implementation will help to protect all elements of the water cycle and enhance the quality of our groundwater, rivers, lakes, estuaries and seas. | Ensure protection of surface water quality forms part of ISA framework. |
| **Groundwater Directive (2006/118/EC)** | Establishes a regime which sets underground water quality standards and introduces measures to prevent or limit inputs of pollutants into groundwater. Establishes quality criteria taking account of local characteristics. Member States have to establish standards at the most appropriate level and take into account local or regional conditions. It requires groundwater quality standards to be established by the end of 2008; pollution trend studies to be carried out by using existing data and mandatory WFD data; pollution trends to be reversed so that environmental objectives are achieved by 2015; measures to prevent or limit inputs of pollutants into groundwater; reviews of technical provisions of the directive to be carried out in 2013 and every six years thereafter; compliance with good chemical status criteria. This directive was replaced by the WFD at the end of 2013. | Ensure protection of groundwater quality forms part of the ISA framework. |
| **Air Quality Directive (2008/50/EC)** | Merges most existing air quality legislation into a single directive that sets standards and target dates for reducing concentrations of fine particles, which together with coarser particles known as PM10 already subject to legislation, are among the most dangerous pollutants for human health. Under the directive Member States are required to reduce exposure to PM2.5 in urban areas by an average of 20% by 2020 based on 2010 levels. It obliges them to bring exposure levels below 20 micrograms/m3 by 2015 in these areas. | Ensure protection of air quality objective within the ISA framework. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| | Throughout their territory Member States will need to respect the PM2.5 limit value set at 25 micrograms/m3. | |
| **Ambient Air Quality and Cleaner Air for Europe Directive (2008/50/EC)** | This Directive includes the following key elements:<br>• The merging of most of existing legislation into a single directive (except for the fourth daughter directive) with no change to existing air quality objectives*<br>• New air quality objectives for PM2.5 (fine particles) including the limit value and exposure related objectives – exposure concentration obligation and exposure reduction target<br>• The possibility to discount natural sources of pollution when assessing compliance against limit values<br>• The possibility for time extensions of three years (PM10) or up to five years (NO2, benzene) for complying with limit values, based on conditions and the assessment by the European Commission. | Ensure protection of air quality objective within the ISA framework. |
| **Clean Air Programme for Europe 2013** | This programme contains measures to ensure that existing targets are met in the short term, and new air quality objectives for the period up to 2030. The package also includes support measures to help cut air pollution, with a focus on improving air quality in cities, supporting research and innovation, and promoting international cooperation. By 2030, and compared to business as usual, the clean air policy package is estimated to:<br>• avoid 58 000 premature deaths across Europe,<br>• save 123 000 km2 of ecosystems from nitrogen pollution (more than half the area of Romania),<br>• save 56 000 km2 protected Natura 2000 areas (more than the entire area of Croatia) from nitrogen pollution,<br>• save 19 000 km2 forest ecosystems from acidification. | Ensure protection of air quality objective within the ISA framework. |
| **EU Thematic Strategy on Air Quality (2005)** | This thematic strategy on air pollution establishes interim objectives for air pollution in the EU and proposes appropriate measures for achieving them. It recommended that legislation be modernised, be better focused on the most serious pollutants and that more is done to integrate environmental concerns into other policies and programmes. | Ensure air quality objective within the ISA framework. |
| **National Emissions Ceilings Directive (2001/81/EC)** | This directive seeks to reduce emissions of those pollutants that cause acidification, eutrophication and ground-level ozone in order to protect the environment and human health. Its long-term objective is to ensure that pollutant levels remain below their critical loads and critical levels these being the amounts of pollutants below which, significant adverse effects do not occur. The following interim environmental objectives have been set against a 1990 base:<br>• Acidification: areas where critical loads are exceeded to be reduced by at least 50%;<br>• Ground-level ozone (health): load above critical level for human health to be reduced by two-thirds and load in any area not to exceed a specified absolute limit; and<br>• Ground-level ozone (vegetation): load above critical level for vegetation to be reduced by one-third and load in any area not to exceed a specified absolute limit. | Ensure protection of air quality objective within the ISA framework. |
| **UN Framework Convention on** | A series of international agreements setting targets and legally binding agreements for industrialised countries to cut their greenhouse gas emissions. | Ensure reduction of greenhouse gas emissions |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
|---|---|---|
| **Climate Change, Kyoto Protocol, Paris Agreement etc.** | | objective within the ISA framework. |
| **Seventh EU Environmental Action Plan 2013-2020** | This action plan will be guiding European environment policy until 2020. In order to give more long-term direction it sets out a vision beyond that, of where it wants the Union to be by 2050:<br>"In 2050, we live well, within the planet's ecological limits. Our prosperity and healthy environment stem from an innovative, circular economy where nothing is wasted and where natural resources are managed sustainably, and biodiversity is protected, valued and restored in ways that enhance our society's resilience. Our low-carbon growth has long been decoupled from resource use, setting the pace for a safe and sustainable global society."<br>It identifies three key objectives:<br>• to protect, conserve and enhance the Union's natural capital<br>• to turn the Union into a resource-efficient, green, and competitive low-carbon economy<br>• to safeguard the Union's citizens from environment-related pressures and risks to health and wellbeing.<br>Other key aspects include the need for full integration of environmental requirements and considerations into other policies and to make EU cities more sustainable. | Ensure that issues such as carbon minimisation, biodiversity, waste reduction and managing natural resources sustainably are addressed via the ISA. |
| **Renewable Energy Directive (2009/28/EC)** | The Renewable Energy Directive establishes an overall policy for the production and promotion of energy from renewable sources in the EU. It requires the EU to fulfil at least 20% of its total energy needs with renewables by 2020 – to be achieved through the attainment of individual national targets. All EU countries must also ensure that at least 10% of their transport fuels come from renewable sources by 2020. | Ensure an objective considering alternative / renewable technologies for energy production is included within the ISA framework. |
| **Energy Efficiency Directive (2012/27/EU)** | The 2012 Energy Efficiency Directive establishes a set of binding measures to help the EU reach its 20% energy efficiency target by 2020. Under the Directive, all EU countries are required to use energy more efficiently at all stages of the energy chain from its production to its final consumption.<br>On 30 November 2016 the Commission proposed an update to the Energy Efficiency Directive including a new 30% energy efficiency target for 2030, and measures to update the Directive to make sure the new target is met. | Ensure an objective relating to the prudent use of natural resources (including energy) is included within the ISA framework. |
| **EU Strategy on Adaptation to Climate Change** | The EU strategy on adaptation to climate change aims at making Europe more climate-resilient. Taking a coherent approach by complementing the activities of Member States, it supports action by promoting greater coordination and information-sharing and by ensuring that adaptation considerations are addressed in all relevant EU policies. | Ensure an objective relating to extreme weather resilience is included within the ISA framework. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| **Road map to a Single European Transport Area 2011** | The European Commission adopted a roadmap of 40 concrete initiatives to build a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment. At the same time, the proposals aimed to dramatically reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050.<br>By 2050, key goals will include:<br>• No more conventionally-fuelled cars in cities.<br>• 40% use of sustainable low carbon fuels in aviation; at least 40% cut in shipping emissions.<br>• A 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport.<br>• All of which will contribute to a 60% cut in transport emissions by the middle of the century. | Ensure an objective relating to reduction in transport emissions is included in the ISA framework and that the issue of alternative / enabling technologies is considered. |
| **Floods Directive (2007/60/EC)** | Concerns the assessment and management of flood risk and requires Member States to assess if all water courses and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk. Also reinforces the rights of the public to access this information and to have a say in the planning process. | Ensure an objective covering flooding is considered within the ISA framework. |
| **European Thematic Strategy for Soil Protection (2006)** | The overall objective of this strategy is protection and sustainable use of soil, based on the following guiding principles:<br>1. Preventing further soil degradation and preserving its functions:<br>2. when soil is used and its functions are exploited, action has to be taken on soil use and management patterns, and<br>3. when soil acts as a sink/receptor of the effects of human activities or environmental phenomena, action has to be taken at source.<br>4. Restoring degraded soils to a level of functionality consistent at least with current and intended use, thus also considering the cost implications of the restoration of soil. | Ensure that protection of soil resources is included as an objective within the ISA framework |
| **European Landscape Convention** | Promotes landscape protection, management and planning, and European co-operation on landscape issues. The Convention recognizes that the landscape is shaped by natural and cultural influences.<br>Highlights the importance of developing landscape policies dedicated to the protection, management and creation of landscapes, and establishing procedures for the general public and other stakeholders to participate in policy creation and implementation. | Ensure a landscape objective is included in the ISA framework. |
| **Convention for the Protection of the Architectural** | Reinforces and promotes policies for the conservation and enhancement of Europe's heritage. | Ensure protection of historic environment objective within ISA framework. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| **Heritage of Europe (1985)** | | |
| **European Convention on the Protection of the Archaeological Heritage (1992)** | Updates the previous 1969 Convention and makes conservation and enhancement of archaeological heritage a goal of urban and regional planning policies. It is concerned in particular with arrangements to be made for co-operation among archaeologists and town and regional planners in order to ensure optimum conservation of archaeological heritage. Sets guidelines for funding excavation and research work and publication of findings. Also deals with public access and educational actions to develop public awareness of the value of archaeological heritage. | Ensure protection of historic environment objective within ISA framework. |
| **World Heritage Convention 1972** | This convention noted that the cultural heritage and the natural heritage are increasingly threatened with destruction not only by the traditional causes of decay, but also by changing social and economic conditions which aggravate the situation with even more formidable phenomena of damage or destruction, and considered that deterioration or disappearance of any item of the cultural or natural heritage constitutes a harmful impoverishment of the heritage of all the nations of the world. | Ensure protection of historic environment objective within ISA framework. |
| **Aarhus Convention 2001** | The Aarhus Convention is a multilateral environmental agreement through which the opportunities for citizens to access environmental information are increased and transparent and reliable regulation procedure is secured. It encourages access to information, public participation and access to justice. | The ISA will be consulted upon and open to scrutiny as per the requirement of the relevant regulations. |
| **WHO Guidelines for Community Noise 1999** | The World Health Organisation (WHO) publication entitled 'Guidelines for Community Noise' (1999), provides guidance with regard to recommended internal and external noise levels for various building uses, outlining the potential health impacts associated with noise. Specifically, the document recommends internal and external noise levels that would provide an acoustic environment that is conducive to uninterrupted speech and sleep. | Ensure that the health and well-being of people is addressed through an objective in the ISA framework and that noise issues are considered. |
| **WHO Night Noise Guidelines for Europe 2009** | The World Health Organisation (WHO) Night Noise Guidelines for Europe (NNG) 2009 are health-based guidelines and are to be considered an extension and update to the WHO Guidelines for Community Noise 1999.<br>WHO NNG provides evidence based policy advice to member states in the development of future legislation and policy action in the area of control and surveillance of night noise exposure. | Ensure that the health and well-being of people is addressed through an objective in the ISA framework and that noise issues are considered. |
| **Environmental Noise Directive (2002/49/EC)** | This Directive relates to the assessment and management of environmental noise and is the main EU instrument to identify noise pollution levels and to trigger the necessary action both at Member State and at EU level.<br>To pursue its stated aims, the Environmental Noise Directive focuses on three action areas: | Ensure that the health and well-being of people is addressed through an objective in the ISA framework |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| | 1. the determination of exposure to environmental noise<br>2. ensuring that information on environmental noise and its effects is made available to the public<br>3. preventing and reducing environmental noise where necessary and preserving environmental noise quality where it is good<br>The Directive applies to noise to which humans are exposed, particularly in built-up areas, in public parks or other quiet areas in an agglomeration, in quiet areas in open country, near schools, hospitals and other noise-sensitive buildings and areas. It does not apply to noise that is caused by the exposed person himself, noise from domestic activities, noise created by neighbours, noise at work places or noise inside means of transport or due to military activities in military areas.<br>The Directive requires Member States to prepare and publish, every 5 years, noise maps and noise management action plans for:<br>• agglomerations with more than 100,000 inhabitants<br>• major roads (more than 3 million vehicles a year)<br>• major railways (more than 30.000 trains a year)<br>• major airports (more than 50.000 movements a year, including small aircrafts and helicopters) | and that noise issues are considered. |
| **Waste Framework Directive (75/442/EEC)** | The original aim of the Waste Framework Directive was to lay the basis to turn the EU into a recycling society and contained 5 key steps in the waste hierarchy concept:<br>• Prevention<br>• Reuse<br>• Recycle<br>• Recovery<br>• Disposal<br>The revised Waste Directive introduces new provisions aimed at boosting waste prevention and recycling as part of the waste hierarchy and clarifies key concepts such as the definition of waste, recovery and disposal. | Ensure that the issue of the prudent use of natural resources and waste reduction are considered in the ISA framework through an Objective. |
| **NATIONAL** | | |
| **'Levelling Up' White Paper** | This is a moral, social and economic programme for the whole of government. It sets out how the UK will spread opportunity more equally across the country. It comprises a bold programme of systems change, including 12 UK-wide missions to anchor the agenda to 2030, alongside specific policy interventions that build on the 2021 Spending Review to deliver change now. | While this Levelling Up White Paper was published after the development of the LTP and assessment by ISA, the LTP was developed with the emerging principles in mind – the LUWP will be further |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| | | considered as part of the development of detailed policy and area strategies. |
| **A Green Future: 25 Year Environment Plan (2018)** | The Government's 25-Year Environment Plan sets out the Government's position on environmental improvements, focussed on delivering cleaner air and water across the country, protecting at-risk wildlife, and improving natural habitats.<br>The Plan introduces and references a number of external targets. Importantly it notes that 40% of the UK's final energy consumption is the responsibility of the transport sector. The plan includes:<br>• meeting legally binding targets to reduce emissions of five damaging air pollutants (intended to halve the effects of air pollution on health by 2030);<br>• ending the sale of new conventional petrol and diesel cars and vans by 2040;<br>• continuing to cut greenhouse gas emissions including from land use, land use change, the agriculture and waste sectors and the use of fluorinated gases; and<br>• making sure that all policies, programmes and investment decisions take into account the possible extent of climate change this century.<br>The plan emphasises the assumed benefits of the UK's departure from the EU in allowing for a reorganisation and reprioritisation of the UK's efforts related to the environment. Specific examples are not given, however the challenging targets listed, as summarised above, do offer strong opportunities to set high environmental standards, some of which the LTP4 can align itself to. | The ISA will need to consider implications for air and water quality, at risk wildlife and improving natural habitats. |
| **Environment Bill Policy Statement (2020)** | The Government's Environment Bill Policy Statement introduces new incentives, actions and planning tools to drive further improvements for nature. The Bill introduces a mandatory requirement for Biodiversity Net Gain in the planning system, to ensure that new developments contribute to the recovery of biodiversity and this requirement can also create new green spaces for local communities to enjoy. It also adds a new concept of Local Nature Recovery Strategies. | The ISA will need to consider need for improvements to nature and recovery of biodiversity. |
| **Environment Act (2021)** | The Government's Environment Act sets out targets, plans and policies for improving the natural environment; for statements and reports about environmental protection; for the Office for Environmental Protection; about waste and resource efficiency; about air quality; for the recall of products that fail to meet environmental standards; about water; about nature and biodiversity; for conservation covenants; about the regulation of chemicals; and for connected purposes.<br>The Act is Mandating a minimum 10% Biodiversity Net Gain (BNG) target for development. While certain exemptions are predicted, both 'small scale' developments and Nationally Significant Infrastructure Projects | The ISA will need to consider need for improvements to nature and recovery of biodiversity. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| | (NSIPs) will be subject to BNG requirement. BNG is to be secured through planning obligation or conservation covenant and funded for a period of at least 30 years. | |
| **DfT Single Departmental Plan 2019** | The Department for Transport (DfT) Single Departmental Plan provides a summary of the DfT's objectives and its plans to achieve them. The plan provides objectives split by topic, each subdivided into specific goals, with multiple initiatives or policy statements for each providing evidence of how the DfT expects the goals to be achieved. It is expected that the plan will be updated in the near future to cover the period beyond 2020.<br>Due to the nature of the document, there are too many objectives and targets to list, however, the six primary topics are:<br>• supporting the creation of a stronger, cleaner, more productive economy;<br>• helping to connect people and places, balancing investment across the county;<br>• making journeys easier, modern, and reliable;<br>• making sure transport is safe, secure, and sustainable;<br>• preparing the transport system for technological progress and a prosperous future outside the EU; and<br>• promoting a culture of efficiency and productivity in everything we do.<br>Many of the sub-categories include specific, measurable targets, or track progress towards another, more generic target. As such the plan can either be viewed as a directional statement on creating safe, secure, efficient, and reliable transport systems, or even as an action plan. | Note made of primary topic to make transport safe, secure and sustainable |
| **National Planning Policy Framework (NPPF 2021)** | Sets out Government planning policy for England. The purpose of the planning system is to contribute to the achievement of sustainable development, the three dimensions of which are:<br>• economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;<br>• a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being;<br>• environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimize waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy. | The ISA will need to consider full range of sustainability issues set out in the NPPF. This is a core document and area of consideration. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| **Wildlife and Countryside Act (1981)** | The Act [inter alia] prohibits certain methods of killing or taking wild animals; amends the law relating to protection of certain mammals; restricts the introduction of certain animals and plants; amends the Endangered Species (Import and Export) Act 1976; amends the law relating to nature conservation, the countryside and National Parks; and amends the law relating to public rights of way. | Ensure biodiversity and accesses to services are covered by objectives within ISA framework. |
| **Countryside and Rights of Way Act 2000 (CROW Act)** | This Act contains five Parts and 16 Schedules and provides for public access on foot to certain types of land, amends the law relating to public rights of way, increases measures for the management and protection for Sites of Special Scientific Interest (SSSI) and strengthens wildlife enforcement legislation, and provides for better management of Areas of Outstanding Natural Beauty (AONB).<br>The Act is compliant with the provisions of the European Convention on Human Rights, requiring consultation where the rights of the individual may be affected by these measures. | Ensure that the issue of access to the countryside and protection of landscapes is considered as part of the ISA. |
| **Conservation of Habitats and Species Regulations 2010** | This act consolidates all the various amendments made to the Conservation (Natural Habitats, &c.) Regulations 1994 in respect of England and Wales. The Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites.<br>Under the Regulations, competent authorities i.e. any Minister, government department, public body, or person holding public office, have a general duty, in the exercise of any of their functions, to have regard to the EC Habitats Directive. | Potential effects on areas designated for nature conservation at the European level will need to be considered through the HRA process. |
| **Environmental Protection Act (1990)** | This act brings in a system of integrated pollution control for the disposal of wastes to land, water and air. There are three parts of the Act. These are:<br>• Part I- establishes integrated pollution control and gives Local Authorities new powers to control air pollution from a range of prescribed processes;<br>• Part II- improves the rules on waste disposal; and<br>• Part III- covers statutory nuisances and clean air. | Ensure protection of Natura 2000 sites and consider these through HRA. |
| **National Parks and Access to Countryside Act 2006** | The Act established powers to declare National Nature Reserves (NNRs); to notify sites of Sites of Special Scientific Interest (SSSI's) and for local authorities to establish Local Nature Reserves (LNRs).<br>These provisions were strengthened by the Wildlife & Countryside Act 1981. An NNR is an area which is among the best examples of a particular habitat. NNRs are of national importance. They are in many cases owned and managed by the statutory authority, (for example English Nature), but not always. An NNR, unlike an SSSI, has to be managed appropriately to retain its special status. | Ensure protection of sites designated for nature conservation at the national and local level are protected. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| **Landscape Character Framework** | This is a project that aims to map and describe the diverse landscape of England at a regional scale. It develops the idea of a landscape as a framework leading to better management of the environment.<br>Key components are:<br>• Regional landscape character and associated descriptions. The key characteristics of each landscape type are described under 'physical landscape', 'biodiversity', 'historic character' and 'perceptual landscape' headings.<br>• Regional landscape character and associated descriptions.<br>• Physical landscape UNITS and associated geology, landform, ground type and land cover information upon which the landscape types and areas mapping and descriptions are based. | Ensure protection and enhancement of landscapes is considered as an Objective within the ISA. |
| **Natural Environment and Rural Communities Act 2006** | Section 40 of the Act requires all public bodies to have regard to biodiversity conservation when carrying out their functions. This is commonly referred to as the 'biodiversity duty'.<br>The aim of the biodiversity duty is to raise the profile of biodiversity in England and Wales, so that the conservation of biodiversity becomes properly embedded in all relevant policies and decisions made by public authorities. | Ensure biodiversity objective within ISA framework. |
| **Guidance for Local Authorities on Implementing the Biodiversity Duty (2007)** | The guidance is intended to assist local authorities in meeting the Biodiversity Duty. The conservation of biodiversity is highly dependent on the extent to which it is addressed in infrastructure and development projects and how well the planning process integrates biodiversity into planning and development control policies.<br>Core Strategies and Local Development Plan Strategies set out the overarching policy framework for the plan area. Strategic objectives and policies should be developed for biodiversity, including objectives for enhancement. Consideration should also be given to how biodiversity enhancement can be used to bring about more sustainable development, through integration with other policy objectives and other land uses, for example housing and economic development, health, education and social inclusion. | Ensure biodiversity objective within the ISA framework. |
| **UK Biodiversity Plan (1994)** | This document represents the first United Kingdom biodiversity action plan. It contains three sections;<br>• Section 1 – describes the UKs biological resources and their global importance as well as the range of biodiversity within the UK from a historical and geological importance<br>• Section 2- describes the UK's strategy and programmes and examines threats, problems and opportunities of biodiversity.<br>• Section 3- draws the components of the action plan together and provides a forward work programme. | Ensure the protection and enhancement of biodiversity is included as an objective within the ISA. |
| **Biodiversity 2020: A strategy for England's wildlife and ecosystem services** | This is a new biodiversity strategy for England which builds on the Natural Environment White Paper and provides a comprehensive picture of how the government are implementing international and EU commitments.<br>It sets out the strategic direction for biodiversity policy for the next decade on land (including rivers and lakes) and at sea. It builds on the successful work that has gone before, but also seeks to deliver a real step change | Ensure the protection and enhancement of biodiversity is included as an objective within the ISA. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| **UK Post-2010 Biodiversity Framework (2012)** | This is a Framework that covers the period from 2011 to 2020, and was developed in response to two main drivers: the Convention on Biological Diversity's (CBD's) Strategic Plan for Biodiversity 2011-2020 and its 5 strategic goals and 20 'Aichi Biodiversity Targets', published in October 2010; and the EU Biodiversity Strategy (EUBS), released in May 2011.<br>The Framework shows how the work of the four UK countries joins up with work at a UK level to achieve the 'Aichi Biodiversity Targets' and the aims of the EU biodiversity strategy. It identifies the activities required to complement the country biodiversity strategies, and where work in the country strategies contributes to international obligations. In total, 23 areas of work have been identified where all the countries have agreed that they want to contribute to, and benefit from, a continued UK focus, and an Implementation Plan was published in November 2013. | UK Post-2010 Biodiversity Framework (2012) |
| **A Strategy for England's Trees, Woods and Forests (2007)** | Aims to provide a resource of trees, woods and forests where they can contribute environmental, economic and social benefits now and for future generations; to ensure that existing and newly planted trees, woods and forests are resilient to climate change and contribute to biodiversity and natural resources adjusting to a changing climate; to protect and enhance water, soil, air, biodiversity and landscape, and the cultural and amenity values of trees and woodland; to increase the contribution that trees, woods and forests make to quality of life; and to improve the competitiveness of woodland businesses and promote development of new/improved markets for sustainable woodland products and ecosystem services.<br>It seeks to do this through the long-term sustainable management of trees, woods and forests; by seeking 'the right tree in the right place'; by effective use of public investment; and by ensuring synergies with other Government policies. | ISA needs to consider protection of Trees and Woodlands |
| **Children's Environment and Health Action Plan for Europe (CEHAPE) 2004** | This Plan outlines the regional priority goals that are put in place to ensure the effective action of various principles to protect children's health especially those children who are deemed more at risk due to various factors such as unsafe environments and physical factors. It outlines those children most at risk as being poor, underprivileged children or those who live in adverse conditions such as war zones.<br>It also outlines the need for internal collaboration to achieve these priority goals from all of the EU and governing bodies. As well as promoting national children's environment and health action plans. | ISA needs to consider all vulnerable groups, including children. |
| **Towards Social Investment for Growth and Cohesion 2014 - 2020** | This document, alongside a series of Staff Working Documents, form the Social Investment Package. This outlines a policy framework for redirecting Member States policies where needed towards social investment throughout life, with a view to ensuring the adequate and sustainability of budgets for social policies and for the government and private sector as a whole. | No implications. Informative only. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| **Health Impact Assessment in Strategic Environmental Assessment (2001)** | This is a review of Health Impact Assessment concepts, methods and practices to support the development of a protocol on Strategic Environmental Assessment which adequately covers health impacts. It discusses how decisions taken outside of the health sector can affect the health of individuals and populations by modifying their physical and social environment, and how this in turn affects social and economic development.<br>It describes methods, procedures and practices to carry out health impact assessments of policies, plans and projects, highlighting the similarities with and opportunities for integrating health impact assessment within strategic environmental assessments, and other forms of impact assessment under use.<br>It also draws attention to the opportunities for achieving health benefits and avoiding health costs by considering health impacts early in the planning process. It is aimed at inspiring policy makers to include health considerations early in their planning process by showing how different perspectives can feasibly be incorporated into everyday decisions. | ISA needs to consider health impacts and needs to note all elements of this document. |
| **A Children's Environment and Health Strategy for the United Kingdom (2009)** | This document provide an overview of current activities in the UK. Following a public consultation process, recommendations will be made on the measures necessary to improve children's and young people's environmental health in the UK as well as encouraging a coherent cross-government approach. This strategy aims to build on and complement policies and activities already undertaken by government departments, devolved administrations, local and regional authorities and the National Health Service (NHS). Some areas for improvement highlighted in this strategy include:<br>• counteracting the increased number of overweight and obese children and young adults, coupled with improving the amount of physical activity they undertake<br>• addressing concerns regarding the number of children whose asthma is affected by air pollution and the effects of air pollution on the long-term lung function of children | ISA needs to consider all vulnerable groups, including children. |
| **Healthy Lives, Healthy People: Our strategy for public health in England (2010)** | This white paper sets out the government's long-term vision for the future of public health in England. The aim is to create a 'wellness' service (Public Health England) and to strengthen both national and local leadership.<br>The plans set out put local communities at the heart of public health. It states that central control will end and give local government the freedom, responsibility and funding to innovate and develop their own ways of improving public health in their area. There will also be real financial incentives to reward their progress on improving health and reducing health inequalities, and greater transparency so people can see the results they achieve. | ISA needs to consider all vulnerable groups, as well as the wider population. |
| **Air Quality Standards Regulations 2010** | These regulations sets legally binding limits for concentrations in outdoor air of major air pollutants that impact public health such as particulate matter (PM10 and PM2.5) and nitrogen dioxide (NO2). As well as having direct effects, these pollutants can combine in the atmosphere to form ozone, a harmful air pollutant (and potent greenhouse gas) which can be transported great distances by weather systems. It also incorporates the 4th air | Ensure the inclusion of an air quality objective within the ISA framework. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| | quality daughter directive that sets targets for levels in outdoor air of certain toxic heavy metals and polycyclic aromatic hydrocarbons. | |
| **Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2007** | This Air Quality Strategy sets out air quality objectives and policy options to further improve air quality in the UK from today into the long term. As well as direct benefits to public health, these options are intended to provide important benefits to quality of life and help to protect our environment. | Ensure the inclusion of an air quality objective within the ISA framework. |
| **Clean Air Strategy, 2019** | The Clean Air Strategy explains how the UK Government will tackle all sources of air pollution, sets out policy direction, and outlines measures that will drive the move to zero emission transport modes. The strategy links into other national level policies, outlining the same targets and strategies across multiple documents.<br>The strategy includes numerous aims and goals, many drawn from other policy documents, that are collated in brief in the executive summary . These are framed in the following topics:<br>• protecting the nation's health;<br>• protecting the environment;<br>• securing clean growth and innovation;<br>• action to reduce emissions from transport;<br>• action to reduce emissions at home;<br>• action to reduce emissions from farming;<br>• action to reduce emissions from industry; and<br>• leadership at all levels.<br>The Clean Air Strategy effectively summarises government policy with an impact on air quality from multiple different areas. Multiple government initiatives are listed where action has been taken by central government. Of particular importance, and reinforced by the Clean Air Strategy, is the adoption of challenging and enforceable local Air Quality Strategies. | Ensure the inclusion of an air quality objective within the ISA framework. |
| **Air Quality Plan for Nitrogen Dioxide in the UK, 2017** | Jointly produced by the DfT and DEFRA, this national plan determines an approach for areas with the worst levels of traffic-related air pollution to mitigate the effects. It sets out the framework for Clean Air Zones, allowing for targeted action to improve air quality in the "shortest possible time" as required by legal obligations to meet NO2 concentration thresholds.<br>The document also sets out plans for ending the sale of new, conventional petrol and diesel cars and vans by 2040. The plan argues that NO2 accumulation is a local issue, as the pollutants do not disperse widely like greenhouse gasses. In line with this local approach, the plan sets out support to local authorities, including:<br>• setting up a £255 million Implementation Fund; | Ensure the inclusion of an air quality objective within the ISA framework. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| | • establishing a Clean Air Fund; and<br>• providing £100m for retrofitting and new low emission buses.<br>The plan outlines the introduction of several new funding streams that local authorities can utilise to finance measures to reduce NO2 emissions. | |
| **Glasgow Climate Pact (2021)** | The agreements reached at the COP26 through the Glasgow Climate Pact include reducing coal emissions by 40% as well as a pledge to phase out fossil fuel subsidies. While no firm dates were set for these goals, the pact also included the goals of ending deforestation and cutting 30% of methane emissions by 2030. | Ensure consideration of climate change issues |
| **Climate Change Act 2008 and its 2050 Target Amendment Order, 2019** | The Act aims to improve carbon management, helping the transition towards a low-carbon economy in the UK and to demonstrate UK leadership internationally. Key provisions of the Act include:<br>• a legally binding target of at least an 80% cut in greenhouse gas emissions by 2050 and a reduction in emissions of at least 34% by 2020 (both against 1990 baseline). Note the 2050 target has now been amended to Net Zero<br>• a carbon budgeting system that caps emissions over five-year periods;<br>• creation of the Committee on Climate Change;<br>• further measures to reduce emissions, including measures on biofuels;<br>• a requirement for the Government to report at least every five years on the risks to the UK of climate change, and to publish a programme setting out how these will be addressed. The Act also introduces powers for Government to require public bodies and statutory undertakers to carry out their own risk assessment and make plans to address those risks | Ensure that climate change resilience is addressed within the ISA framework through the inclusion of an appropriate objective. Note also the amended Target of Net Zero by 2050. |
| **Climate Change Risk Assessment 2012 and subsequent risk assessments** | The Government published the UK Climate Change Risk Assessment (CCRA) on 25 January 2012, the first assessment of its kind for the UK and the first in a 5 year cycle.<br>It sets out the main priorities for adaptation in the UK under 5 key themes identified in the CCRA 2012 Evidence Report:<br>• Agriculture and Forestry<br>• Business, industries and Services<br>• Health and Wellbeing<br>• Natural Environment<br>• Buildings and Infrastructure<br><br>It describes the policy context, and action already in place to tackle some of the risks in each area.as well as highlights the constraints of the CCRA analysis and provides advice on how to take account of the uncertainty within the analysis. | Ensure that climate change resilience is addressed within the ISA framework through the inclusion of an appropriate objective. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| **Decarbonising Transport: Setting the Challenge 2020** | Setting the Challenge is a policy and baselining report, establishing the groundwork from which a latter 2020 Transport Decarbonisation Plan (TDP) will work. It is not a plan in itself. The TDP was planned to be published ahead of the 2020 United Nations Framework Convention on Climate Change Conference in November 2020. No word has been given on a delayed release date, given the postponement of the conference to November 2021 due to the Coronavirus pandemic.<br><br>Regardless, it is intended that the TDP will put forward a credible implementation plan for how ambitious greenhouse gas and decarbonisation targets will be met across the whole UK transport network.<br><br>Setting the Challenge therefore investigates the role of transport in carbon and other greenhouse gas emissions, and gives the current position of each transport mode, in terms of emission levels, compared to historical emissions, describes related current governmental aims and targets, and lists current policies aiming to deliver planned targets and future work.<br><br>The priorities for the Government, further distilled in the ministerial foreword, appear to be as follows:<br>• Public transport and active travel will be the natural first choice for our daily activities. We will use our cars less and be able to rely on a convenient, cost-effective and coherent public transport network.<br>• From motorcycles to HGVs, all road vehicles will be zero emission. Technological advances, including new modes of transport and mobility innovation, will change the way vehicles are used.<br>• Our goods will be delivered through an integrated, efficient and sustainable delivery system.<br>• Clean, place-based solutions will meet the needs of local people. Changes and leadership at a local level will make an important contribution to reducing national GHG emissions.<br>• The UK will be an internationally recognised leader in environmentally sustainable, low carbon technology and innovation in transport.<br>• We will lead the development of sustainable biofuels, hybrid and electric aircraft to lessen and remove the impact of aviation on the environment and by 2050, zero emission ships will be commonplace globally. | ISA needs to set Objectives that will aid decarbonisation of the transport network. |
| **Decarbonising Transport: A Better, Greener Britain** | "Decarbonising Transport: Setting the Challenge", was published in March 2020, which brought together existing work to reduce emissions across all forms of transport, and for the first time laid out the scale of the additional reductions needed to deliver transport's contribution to legally binding carbon budgets and delivering net zero by 2050.<br><br>Following that the "Decarbonising Transport: A Better, Greener Britain", plan sets out how emissions reductions and the associated benefits that will be realised from it across the UK, will be delivered.<br><br>This plan considers GHG emissions produced from use of the UK's transport system, modelling of future emissions is on this basis and low carbon fuel emissions are generally reported as zero emission (except where there are fossil elements) in line with carbon budget accounting rules. | |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| **Carbon Plan: Delivering our low carbon future 2011** | This plan sets out how the UK will achieve decarbonisation within the framework of energy policy: to make the transition to a low carbon economy while maintaining energy security, and minimising costs to consumers, particularly those in poorer households. It outlines the progress so far in terms of emissions as well the future vision in order to cut emissions by 80% by 2050. | Ensure that reduction of Carbon, with a particular emphasis on road transport is included as an Objective within the ISA.<br>Ensure that the prudent use of natural resources (including energy) is included as an Objective within the ISA. |
| **Planning Practice Guidance – Climate Change 2015** | Advises how planning can identify suitable mitigation and adaptation measures in plan-making and the planning application process to address the potential impacts of climate | Ensure that climate change resilience is addressed within the ISA framework through the inclusion of an appropriate objective. |
| **Clean Growth Strategy 2017** | The Clean Growth Strategy deals specifically with the challenge of trying to grow the UKs economy whilst reducing its emissions. This issue is dealt with across multiple strategies, and several sectors have a large role to play. This strategy details the approach of each sector and sets out key policies for each<br>The guiding principles of the Clean Growth Strategy are to, through nurturing low carbon technologies, processes, and systems:<br>• meeting the UK's domestic commitments at the lowest possible net cost to UK taxpayers, consumers, and businesses; and<br>• maximising the social and economic benefits for the UK from this transition.<br>The key policies to achieve this are sorted into the following categories:<br>• accelerating clean growth;<br>• improving business and industry efficiency (25% of emissions);<br>• improving our homes (13% of emissions);<br>• accelerating the shift to low carbon transport (24% of emissions);<br>• delivering clean, smart, flexible power (21% of emissions);<br>• enhancing the benefits and value of our natural resources (15% of emissions);<br>• leading in the public sector (2% of emissions); and<br>• government leadership in driving clean growth.<br>Regarding transport, the primary aim described in detail is a pathway to, by 2032, achieve a 32% reduction in carbon emissions compared to 1990, by: | ISA needs to recognise and set Objectives that will reduce emissions of Carbon and other GHG, as well as other air pollutants. This can be achieved through uptake of EV's, cleaner public transport etc. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| | • accelerating uptake of ULEVs;<br>• developing a more efficient and low carbon freight system;<br>• a cleaner public transport system;<br>• a reduction in the number of shorter journeys made by car; and<br>• a near doubling of sustainable bioenergy used in the transport sector. | |
| **The Road to Zero, 2018** | The Road to Zero strategy is a broad governmental "next steps" policy that outlines an ambition to decarbonise transport, and to strengthen the UK's offering in design and manufacturing of zero emission vehicles, and the role of zero emission road vehicles in the government's Industrial Strategy. The strategy is aligned to other national polices mentioned in this section.<br>The policy sets targets for 50-70% of new car sales, and up to 40% of new van sales to be ultra-low emission by 2030. To support this, emphasis is given to several key policies:<br>• reducing emissions from the vehicles already on our roads;<br>• driving the uptake of the cleanest vehicles;<br>• reducing emissions from heavy goods vehicles (HGVs) and road freight;<br>• putting the UK at the forefront of the design and manufacturing of zero emission vehicles; and<br>• supporting the development of one of the best electric vehicle infrastructure networks in the world<br>• supporting local actions.<br>The strategy sets out in detail the challenges brought about by the emissions of road transport, and the specifics of how different types of road transport produce these emissions. The strategy also acknowledges the difficulty in maintaining a required level of road use for vital travel, commerce, and services, whilst restricting vehicle choice. Given the significant consequences of failing to act to reduce emissions, the report strikes a balance to prioritise reductions in emissions and maintain economic growth.<br>Although the strategy refers to changes in travel modes for certain types of journeys, the emphasis of the report lies with maintaining a required level of road travel, with reductions in emissions achieved through encouraging a high proportion of low-emission vehicles on the roads. | ISA needs to recognise the importance of reducing emissions – including Carbon and all other GHG. As such, ensure that reduction of Carbon, with a particular emphasis on road transport is included as an Objective within the ISA. This policy sets out ways in which this can be achieved. |
| **Net Zero Strategy: Build Back Greener, 2021** | The Build back Greener Net Zero Strategy sets out clear policies and proposals for keeping the UK on track for the coming carbon budgets, ambitious Nationally Determined Contribution (NDC), and then sets out the vision for a decarbonised economy in 2050.<br>This Strategy aims to set the next steps to cut emissions, seize green economic opportunities, and leverage further private investment into net zero. The policies and spending brought forward in the Net Zero Strategy mean that since the Ten Point Plan the UK have mobilised over £26 billion of government capital investment for the green industrial revolution. Along with regulations, this will support 190,000 jobs by 2025, and 440,000 jobs by 2030, and leverage up to £90 billion of private investment by 2030. | ISA needs to recognise the importance of reducing emissions – including Carbon and all other GHG. As such, ensure that reduction of Carbon, with a particular emphasis on road transport is included as an Objective within the ISA. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| **Environment Act 1995** | The Environment Act 1995 updates much of the earlier legislation on the areas that it extends to. The Act comprises:<br>• Part 1 the Environment Agency and the Scottish Environmental Protection Agency,<br>• Part II Contaminated Land and Abandoned Mines,<br>• Part III National Parks<br>• Part IV Air Quality,<br>• Part V Miscellaneous, General and Supplemental Provisions (e.g. waste, mineral planning permissions, hedgerows, drainage, fisheries etc.). | Ensure that a range of environmental objectives such as air quality protection are considered in relation to the LTP. |
| **National Forest Inventory** | This programme monitors woodland and trees within Great Britain. It includes the most in depth survey carried out on Britain's woodland and trees to date. The NFI provides an extensive and unique record of key information about our forests and woodlands. Woodland surveys and compiled forest inventories have been carried out at 10-15 year intervals since 1924. | Ensure flora and fauna is considered within the ISA framework |
| **Ancient Woodland Inventory** | The AWI is a provisional guide and map based tool to the location of Ancient and long established Woodland. Ancient woodland is defined as land that is currently wooded and has been continually wooded in England at least since 1600. This type of woodland has important biodiversity and cultural values by its virtue of its antiquity. | Ensure flora and fauna is considered within the ISA framework |
| **Heritage Protection for the 21st Century 2007** | The paper sets out a vision of a unified and simpler heritage protection system, which will have more opportunities for public involvement and community engagement. The proposed system will be more open, accountable and transparent. It will offer all those with an interest in the historic environment a clearer record of what is protected and why; it will enable people who own or manage historic buildings and sites to have a better understanding of what features are important; it will streamline the consent procedures and create a more consultative and collaborative protection system.<br>It is predominantly aimed for England and Wales with some UK wide elements. | Ensure historic environment objective within ISA framework. |
| **Ancient Monuments and Archaeological Areas Act 1979** | Under the Act a monument which has been scheduled is protected against any disturbance including unlicensed metal detecting.<br>Permission must be obtained for any work which might affect a monument above or below ground. English Heritage gives advice to the Government on each application. In assessing an application the Secretary of State will try to ensure any works on protected sites are beneficial to the site or are essential for its long term sustainability. | Ensure historic environment objective within ISA framework. |
| **Planning (Listed Buildings and Conservation Areas) Act 1990** | Governs special controls in respect of buildings and areas of special architectural or historic interest. Any alteration, extension or demolition of a listed building in a way that affects its character as a building of special interest requires Listed Building Consent. | Ensure historic environment objective within ISA framework. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| **National Parks and Access to the Countryside Act 1949** | This was an act that made provision for National Parks and the establishment of a National Parks Commission. It was also to confer on the Nature Conservancy and local authorities' powers for the establishment and maintenance of nature reserves, it made further provision for the recording, creation, maintenance and improvement of public paths and for securing access to open country and to amend laws relating to rights of way. | Ensure that an objective relating to protecting the character and quality of important landscapes is included within the ISA framework. |
| **National Environment and Rural Communities Act 2006** | The Act establishes an independent body - Natural England - responsible for conserving, enhancing and managing England's natural environment for the benefit of current and future generations. Natural England will work in close partnership with other organisations and bodies that have a major role in relation to the natural environment, in particular the Environment Agency, the Forestry Commission, English Heritage and local authorities. It established the Commission for Rural Communities and reconstitutes the Joint Nature Conservation Committee. Details of the act include<br>• Nature Conservation in the UK<br>• Wildlife<br>• Sites of Special Scientific Interest<br>• National Parks and the Broads<br>• Rights of way<br>• Inland Waterways<br>• Flexible Administrative Arrangements | Ensure that a range of environmental objectives such as wildlife protection, SSSI, National Parks, Inland Waterways etc are considered in relation to the LTP. |
| **Contaminated Land (England) Regulations 2006** | Outlines the regulations on contaminated land in order to prevent new land becoming contaminated by polluting substances whilst also tackling historic contamination of sites as it poses risks to human health and the environment. | Ensure that the issue of contamination is addressed through an Objective in the ISA framework. |
| **Environmental Damage (Prevention and Remediation) (England) Regulations 2015** | These regulations came into force on 19th July 2015. They impose obligations on operators of certain activities requiring them to prevent or remediate environmental damage. They apply to damage to protected species, natural habitats, sites of special scientific interest (SSSIs), water and land | Ensure that the issue of protection and enhancement of biodiversity and designated sites is addressed through an Objective in the ISA framework. |
| **Safeguarding our Soils: a strategy for England 2009** | The purpose of this strategy is to highlight the areas in which soil will be prioritised and to focus attention on tackling degradation threats. The vision of this paper is to try and ensure that by 2030, all England's soils will be managed sustainably and depredation threats tackled successfully and that this will improve the quality of England's soils and safeguard their ability to provide essential services for future generations. Key topics include | Ensure that protection of soil resources is included as an objective within the ISA framework |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| | • Better protection for agricultural soils<br>• Protecting and enhancing stores of soil carbon<br>• Building the resilience of soils to a changing climate<br>• Preventing soil pollution<br>• Future research and monitoring | |
| **Flood and Water Management Act 2010** | This act provides for a better, more comprehensive management of flood risk for people, homes and businesses, helps safeguard community groups from unaffordable rises in surface water drainage charges and protects water supplies to the consumer. The key concepts include:<br>• Flood and Coastal Erosion Risk Management<br>• Strategies for Natural flood and coastal erosion<br>• The establishment of regional flood and coastal communities. | Ensure that flood risk and coastal erosion risk is included as an objective within the ISA framework. |
| **River Basin Management Plans** | These plans set out how organizations, stakeholders and communities will work together to improve the water environment. A RBD covers an entire river system, including river, lake, groundwater, estuarine and coastal water bodies and are designed to protect and improve the quality of the water environment. | Ensure that the issue of water quality protection and enhancement is included as an Objective within the ISA framework. |
| **Flood Risk Regulations 2009** | The Regulations identify and take action in areas with the most significant flood risks.<br>The purpose of the Act is to:<br>• Introduce the concept of flood risk management and the framework for the delivery of flood and coastal erosion risk management through national and local strategies<br>• Provide new definitions, for example “flood”, “surface runoff”, “Risk Management Authorities”, Lead Local Flood Authority”<br>• Establish the roles and responsibilities of the different risk management authorities | Ensure that flood and coastal erosion risk is included as an objective within the ISA framework. |
| **Flood and Water Management Act 2010** | The Bill responds to recent pressure to introduce legislation to address the threat of flooding and water scarcity, both of which are predicted to increase with climate change.<br>Key areas include:<br>• requires the Environment Agency to create a National Flood and Coastal Erosion Risk Management Strategy, which a number of organisations will have to follow<br>• requires leading local flood authorities to create local flood risk management strategies<br>• enables the Environment Agency and local authorities more easily to carry out flood risk management works<br>• introduces a more risk-based approach to reservoir management<br>• changes the arrangements that would apply should a water company go into administration | Ensure that flood and coastal erosion risk is included as an objective within the ISA framework. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| | • enables water companies more easily to control non-essential uses of water, such as the use of hosepipes<br>• enables water companies to offer concessions to community groups for surface water drainage charges<br>• requires the use of sustainable drainage systems in certain new developments | |
| **Water Resources Act 1991** | This Act aims to prevent and minimise pollution of water. The policing of this act is the responsibility of the Environment Agency. Under the act it is an offence to cause or knowingly permit any poisonous, noxious or polluting material, or any solid waste to enter any controlled water.<br>Silt and soil from eroded areas are included in the definition of polluting material. If eroded soil is found to be polluting a water body or watercourse, the Environment Agency may prevent or clear up the pollution, and recover the damages from the landowner or responsible person | Ensure that the issue of water quality protection and enhancement is included as an Objective within the ISA framework. |
| **Waste (England and Wales) Regulations 2011** | These regulations implement the revised EU Waste Framework Directive 2008/98 which sets requirements for the collection, transport, recovery and disposal of waste. It outlines that it is a requirement for businesses to confirm that they have applied the waste management hierarchy when transferring waste and include a declaration to this effect on their waste transfer note or consignment note. The regulations apply to businesses that:<br>• Produce waste<br>• Import or export waste<br>• Carry or transport waste<br>• Keep or store waste<br>• Treat waste<br>• Dispose of waste<br>• Operate as waste brokers or dealers | Ensure that waste minimisation and resource efficiency are included as an Objective within the ISA. |
| **National Review of Waste Policy in England 2011** | This document is a review of waste policy in England and is guided by a waste hierarchy which is a guide to sustainable waste management and a legal requirement. Key objectives are the use of more sustainable approaches to the use of materials and to improve the service to householders and businesses in order to deliver environmental benefits and support economic growth. This review covers a range of topics including:<br>• Sustainable use of materials and waste prevention<br>• Regulations and enforcement<br>• Food waste<br>• Energy recovery<br>• Infrastructure and planning<br>• Next steps in waste policy. | Ensure that waste minimisation and resource efficiency are included as an Objective within the ISA. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| **Waste Management Plan for England** | This document provides an analysis of the current waste management situation in England and fulfils the mandatory requirements of article 28 of the revised Waste Framework Directive (rWFD).<br>The plan does not introduce new policies or change the landscape of how waste is managed in England. Its core aim is to bring current waste management policies under the umbrella of one national plan. | No implications. Informative only. |
| **Waste Prevention Programme for England 2013** | This Programme sets out the government's view of the key roles and actions which should be taken to move towards a more resource efficient economy. As well as describing the actions the government is taking to support this move, it also highlights actions businesses, the wider public sector, the civil society and consumers can take to benefit from preventing waste. | Ensure that waste minimisation and resource efficiency are included as an Objective within the ISA. |
| **Resource Security Action Plan 2012** | This document was developed in response to private sector concerns about the availability of some raw materials. It details how the government recognises these issues, provides a framework for business action to address resource risks, and sets out a high level actions to build on the developing partnership between government and businesses to address resource concerns. | Ensure that waste minimisation and resource efficiency are included as an Objective within the ISA. |
| **Environmental Noise Regulations 2006** | The European Environmental Noise Directive (END) is implemented in England by The Environmental Noise (England) Regulations 2006 and seeks to manage the impact of environmental noise through strategic noise mapping and the preparation and implementation of noise Action Plans. Under these regulations, the second round of strategic noise mapping has been undertaken and updated Noise Action Plans have been prepared. | Ensure that the health and well-being of people is addressed through an objective in the ISA framework and that noise issues are considered. |
| **Noise Policy Statement for England 2010** | The objectives of the Noise Policy Statement for England (NPSE) sets out three noise levels to be defined by the noise assessor: These are as follows:<br>• NOEL – No Observed Effect Level. This is the level below which no effect can be detected. Below this level there is no detectable effect on health and quality of life due to noise.<br>• LOAEL – Lowest Observed Adverse Effect Level. This is the level above which adverse effects on health and quality of life can be detected.<br>• SOAEL – Significant Observed Adverse Effect Level – This is the level above which significant adverse effects on health and quality of life can occur.<br>The NPSE considers that the noise levels above the SOAEL would be seen to have, by definition, significant adverse effects and would be considered unacceptable. Where the assessed noise levels fall between the LOAEL and the SOAEL noise levels the policy statement requires that:<br>"all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life while also taking into account the guiding principles of sustainable development. This does not mean that such adverse effects cannot occur but that efforts should be focused on minimising such effects" | Ensure that the health and well-being of people is addressed through an objective in the ISA framework and that noise issues are considered. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| | Where noise levels are below the LOAEL it is considered there will be no adverse effect. Once the noise levels are below the NOEL there will be no observable change. For the present guidance a numerical definition of LOAEL is given by the WHO Guidelines for Community Noise and BS8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings. | |
| **Transport Act 2000** | The aim of the Act is to give effect to the Government's strategy for an integrated transport policy set out in the White Paper "A New Deal for Transport: Better for Everyone" (Cm 3950) published in July 1998.<br>This Act contains measures to create a more integrated transport system and provide for a public-private partnership for National Air Traffic Services Ltd ("NATS"). The Act aimed to improve quality in local passenger transport services such as helping limit traffic congestion and improving air quality as well introducing road user charges and workplace parking levies to help tackle congestion.<br>The use of railways was promoted through the Strategic Rail Authority and makes provision for the better regulation of the railway industry. | No implications. Informative only. |
| **Local Transport Act 2008** | This act makes further provision in relation to local transport authorities, the provision and regulation of road transport services and the subsidising of passenger transport services. It looks at important areas of public transport such as local bus services and sets out proposals for a more consistent approach to local transport planning. It plans to reform the existing laws on road pricing schemes for local authorities who wish to have schemes in their areas. | No implications. Informative only. |
| **Road Safety Act 2006** | The provisions contained in the Act are designed to improve road safety and help achieve casualty reduction targets. The Act creates a new criminal offence of causing death by careless, or inconsiderate, driving. This offence was introduced because of public concern about deaths on the roads and the minimal sentence allowed under the law as it was before the introduction of the Act.<br>The provisions of the Act cover:<br>• Drink driving<br>• Speeding<br>• New offences<br>• Penalties and enforcement<br>• Driver training<br>• Driver fatigue<br>• Driver and vehicle licensing<br>• Motor insurance | HIA / EqIA implications |
| **Transport Investment Strategy 2017** | The Transport Investment Strategy sets out how the Government proposes to allocate funding to transport projects supporting its goals for economic growth and infrastructure improvements. The strategy also seeks to | No implications. Informative only. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| | put the travelling public at the heart of transport decision making. Four headline objectives are set out to support this, covered below.<br>The strategy also stresses the need for decision-making to be more focussed and undertaken at a more local level than previously, endorsing sub-national transport bodies and aiming to create institutional decision-making frameworks.<br>The four key objectives of transport investment are listed as:<br>• create a transport network that works for users, wherever they live;<br>• improve productivity and rebalance growth across the UK;<br>• enhance our global competitiveness by making Britain a more attractive place to invest; and<br>• support the creation of new housing.<br>In the process of pursuing these objectives, it is also expected that the Government will:<br>• ensure our investment consistently meets the needs of users and helps to create a balanced economy;<br>• focus on getting the best value out of the network and our investment;<br>• retain a resolute focus on delivery; and<br>• remain adaptable in the face of change. | |
| **National Infrastructure Strategy - Fairer, faster, greener 2020.** | The Fairer, faster, greener Infrastructure strategy sets out the government's plans to deliver on this ambition. It is the first of its kind: rooted in the expert advice of the highly respected National Infrastructure Commission (NIC) and responding to its ground-breaking 2018 assessment of the country's infrastructure needs.<br>This Strategy sets out how the government will address these issues and do things differently: how it will build back fairer, faster and greener. It describes how the government will:<br>• Boost growth and productivity across the whole of the UK, levelling up and strengthening the Union<br>• Put the UK on the path to meeting its net zero emissions target by 2050: bold action is needed to transform the UK's infrastructure to meet net zero and climate change commitments<br>• Support private investment: the UK has a proud record of attracting private investment into its infrastructure<br>• Accelerate and improve delivery: the government wants to transform the way infrastructure projects are delivered in the UK | No implications. Informative only. |
| **Door to door – A Strategy for Improving Sustainable Transport Integration 2013** | The 'Door to door' strategy describes the government's vision for integrated sustainable journeys. It sets out what is wanted from transport providers and what is being done across the department to support door-to-door journeys.<br>The strategy focuses on 4 core areas which need to be addressed so that people can be confident in choosing greener modes of transport:<br>• accurate, accessible and reliable information about different transport options for their journey | Ensure that door-door journeys are a consideration in the ISA framework. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| | • convenient and affordable tickets, for an entire journey<br>• regular and straightforward connections at all stages of the journey and between different modes of transport<br>• safe and comfortable transport facilities | |
| **National Policy Statement for National Networks 2013** | The 'National networks national policy statement' sets out the:<br>• need for development of road, rail and strategic rail freight interchange projects on the national networks<br>• the policy against which decisions on major road and rail projects will be made<br>Baseline information relating to relevant environmental, social and economic issues was also released as part of a draft consultation. The NPS will be used by the Secretary of State as a primary basis for making decisions on development consent applications for national networks. | No implications. Informative only. |
| **Roads Investment Strategy 2020 - 2025** | The second Road Investment Strategy outlines the policy drivers for the allocation of £27.4 billion investment into the SRN in the period 2020-2025, that will also have an influence beyond, looking to prepare the SRN to align with net zero targets by 2050. The Government Objectives document set this direction early, with the full RIS2 providing detail. The Government Objectives sets out the vision for the SRN, by 2050, to be:<br>• a network that supports the economy;<br>• a safer and more reliable network;<br>• a greener network;<br>• a more integrated network; and<br>• a smarter network.<br>These objectives are echoed in more detail in the full RIS2 as well as a roadmap for delivering the vision, focussing on economic growth, housing, tackling emissions, safety, resilience, and innovation, as well as efforts to place users at the heart of everything.<br>RIS2 also sets specific monitoring targets for Highways England to ensure:<br>• improving safety for all;<br>• fast and reliable journeys;<br>• a well maintained and resilient network;<br>• being environmentally responsible;<br>• meeting the needs of all users; and<br>• achieving real efficiency. | No implications. Informative only. |
| **Planning for the Future: A guide to** | This document describes the approach taken to engage in the planning system and the issues looked at when considering draft planning documents and planning applications. It is aimed at local authorities, developers, | Consideration of the need for transport planning to integrate |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| **working with Highways England on planning matters** | Local Enterprise Partnerships (LEPS), community groups and others involved in plan making/development management in respect of land close to any part of the Strategic Road Network (SRN). | with land use planning in the ISA framework. |
| **Highways England Growth and Housing Fund** | The ROAD Investment Strategy established a £100 million Growth and Housing Fund (GHF) to be administrated by Highways England. It provides leverage and flexibility for Highways England to support Local Enterprise Partnerships, local authorities and the private sector to mobilise development sites that require prompt investment in the network to allow them to progress quickly.<br>Maximum investment in an individual scheme is £5 million though £10 million may be considered. It can provide capital investment to bridge funding gaps in highway works and associated transport infrastructure which are preventing economic and housing sites from being progressed. Only schemes that demonstrate that the intervention would be a complement to and not a replacement for other funds from private or public sources are eligible. | No implications. Informative only. |
| **Network Rail Delivery Plan 2019-2024** | Network Rail has set out how it will spend funding allocated to it by the Government in Control Period 6 (CP6, 2019-2024), through a new operational structure, to deliver the below objectives.<br>Over CP6, Network Rail has a vision to be "a company that is on the side of passengers and freight users", with the purpose to "connect people to places and goods, driving economic growth." It frames is activities around six themes:<br>• safety;<br>• efficiency;<br>• sustainable growth;<br>• people;<br>• train service delivery; and<br>• customers and communities.<br>Each of these themes features individual targets related to the running of the rail network. | No implications. Informative only. |
| **Inclusive Transport Strategy 2018** | The DfT's Inclusive Transport Strategy outlines the Government's plans to achieve equal access for disabled people across the transport network. The strategy details work already undertaken and sets out rights for disabled travellers going forwards, as well as efforts that will be made to raise awareness of issued surrounding physical access, access to information, and training for staff on the transport network.<br>The primary ambition listed is for "disabled people to have the same access to transport as everyone else, and to be able to travel confidently, easily, and without extra cost." This is framed by the target to achieve equal access by 2030, with assistance where physical infrastructure remains a barrier. | The ISA needs to recognise the need to ensure that the transport network is inclusive for all section of society and set Objectives in this regard. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
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| | The strategy also puts forward various funding streams and updated to guidance with the intention of upgrading physical infrastructure across the country, and monitoring programmes to track delivery of the strategy. | |
| **A connected society – A strategy for tackling loneliness, 2018** | This strategy notes the importance on local transport links and infrastructure in supporting social networks and facilitating interaction, key elements in combating loneliness | No implications. Informative only. |
| **REGIONAL / LOCAL** | | |
| **Integrated Rail Plan for the North and Midlands** | The Plan sets out the government's proposals to transform the rail network in the North and Midlands. The plan confirms that the government will:<br>• build 3 new high-speed lines including:<br>- HS2 from Crewe to Manchester<br>- HS2 from the West Midlands to East Midlands Parkway, enabling HS2 trains to join existing lines to serve Nottingham and Derby city centres (unlike original plans)<br>- a new high-speed line between Warrington, Manchester and Yorkshire, as part of Northern Powerhouse Rail<br>• electrify and/or upgrade 3 existing main lines including:<br>- the Transpennine Main Line between Manchester, Leeds and York<br>- the Midland Main Line between London St Pancras, the East Midlands, and Sheffield<br>upgrading and improving line speeds on the East Coast Main Line | No implications. Informative only. |
| **Reimagining Transport in the West Midlands Green Paper** | WMCA must produce a Local Transport Plan that sets out policies to promote safe, integrated, efficient and economic transport to, from and within the area as well as plans to implement those policies. This must be done in a way that addresses the regions economic, social and environmental challenges and opportunities.<br>This Green Paper sets out the challenges and opportunities facing the transport system to inspire deliberation with the public over the kind of transport system there will be in the future. The decisions that are made now about how to plan, invest in and manage the transport system will affect all, as well as deciding what legacy is left for future generations. | No implications. Informative only as this outlines the options for approaching the development of this LTP. |
| **Movement for Growth: The West Midlands** | The current West Midlands Local Transport Plan (LTP4), Movement for Growth, adopted in 2016 sets out the long-term approach to guide many improvements, to be made over a twenty year period. The Combined Authority's role will be to ensure that this delivery is joined-up and in accordance with this over-arching long term plan for transport. | Ensure reduction of greenhouse gas emissions objective within the ISA framework. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
|---|---|---|
| **Strategic Transport Plan** | There are five challenges for which an excellent transport system is an essential part of the solution:<br>• Economic Growth and Economic Inclusion - Better transport will serve economic growth in the West Midlands by widening labour markets, unlocking sites for development, providing attractive centres for business location, giving people access to skills, education and training, encouraging high value growth cluster<br>• Population Growth and Housing Development - Transport improvements will allow suitable sites to be developed for new homes and enable new travel demand to be met by sustainable forms of travel, alongside supporting a shift for more established travel patterns.<br>• Environment – Transport related ambient noise also needs to be reduced. Currently 25% of controllable CO2 emissions are from transport, so there is much scope for this role.<br>• Public Health - Transport investment, such as new and improved public transport routes serving deprived communities and travel training, also help reduce health inequalities, allow greater access to fresh food retail outlets and can encourage positive mental health and reduced social isolation. Noise reduction techniques akin to those used for Dutch motorways can reduce health related impacts of continuous exposure to traffic related noise.<br>• Social Well-Being – improved quality of life due to better access to shops, services, healthcare, education, family and friends, entertainment and other life-enhancing opportunities is needed for all, particularly for socially excluded groups<br><br>The Strategy is supported by evidence which shows that a “Business as Usual” strategy would lead to economic development being severely hindered with significantly worse congestion across the West Midlands. In addition, there would be serious air quality issues persisting from transport –derived nitrogen oxide pollutants, and continued carbon emissions at a rate exceeding that required for national obligations. | |
| **Movement for Growth: 2026 Delivery Plan for Transport** | The 2026 Delivery Plan is the Implementation Plan for LTP4.<br><br>The West Midlands Combined Authority has set out an ambitious plan for growth in its Strategic Economic Plan and has established a 20 year vision for the transport system needed to support this. The measures set out in this plan are designed to unlock economic growth opportunities and support wider initiatives to improve the social well-being and lives of residents.<br>Over the next 20 years the WMCA area is predicted that population growth will increase by 444,000. The Combined Authority‘s Strategic Economic Plan aims to create 500,000 new jobs in the wider area | No implications. Informative only. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
|---|---|---|
| | by 2030 and 1.2m additional journeys every day will need to be accommodated in the West Midlands by 2035.<br>Movement for Growth's long term strategy will see a shift in emphasis of travel in line with thriving, prosperous, attractive, large European city regions, where car use is typically 35 – 45 % of all journeys, compared to 63% in the West Midlands. | |
| **WM2041** | WM2041 is a framework for developing a series of 5-year plans to decarbonise the WM in response to the pressing climate emergency and the ambition for the region to be carbon neutral by 2041. It calls for a substantial investment programme in the order of £40bn over 21 years (2020-2041) and a 10-point strategy for decarbonising the region. | Ensure that issue of carbon emission is addressed through an ISA Objective.<br>Ensure that climate change resilience is addressed within the ISA framework through the inclusion of an appropriate objective. |
| **A West Midlands Approach to healthy and active streets** | Manual for Streets recommends a hierarchy of user priorities, with the needs of more physically active modes such as walking or cycling considered first, followed by public transport and then private vehicles<br>Transport connections also increase the amount of walking, and either the total number of transport connections or how close by they are important factors.<br>Connected walking routes that connect popular destinations are important. If they are provided in places where they are not needed then they are unlikely to be used well. A reallocation of road space for more active forms of transport or closing roads off to some traffic can help to locate infrastructure in the right place. A mix of social public spaces, local landmarks and interesting frontages can create more interesting walking routes.<br>Dropped kerbs to street level or other ways to prevent steps between roads and pavements can be essential for many disabled users | Ensure inclusion of health and wellbeing objectives within the ISA. |
| **WMCA Inclusive Growth Framework** | The aim of this framework is to help ensure socially equitable and environmentally sustainable growth secures long term benefits for everyone in the region.<br>The concept of 'Inclusive Growth Corridors' are reflecting the approach of the Inclusive Growth Framework by creating more holistic vehicle for investment – which goes beyond 'site-by-site' development, embedding whole-system thinking and offering the possibility of a different order of change for communities and places. | Ensure that the ideas and approach to inclusive growth are included within the ISA framework. |
| **A Regional Energy Strategy for the West Midlands** | This strategy is about influencing these financial flows to deliver a vision for energy across the region by 2030 which includes:<br>• reducing energy costs for our strategic industrial sectors to at least match those of our international competitors; | No implications. Informative only. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
|---|---|---|
| | • reducing the incidence of fuel poverty across our region by hitting current government targets for energy efficient housing five years ahead of schedule;<br>• delivering the West Midlands' share of national and global carbon budgets by reducing regional carbon emissions;<br>• creating a regional energy infrastructure that adds £1bn to GVA by 2025 by putting the region at the leading edge of the global energy and transport systems transition | |
| **West Midlands Natural Environment Plan 2021 - 2026** | The West Midlands Natural Environment Plan sets out Priority actions with the aim of improving the environment in its own right, promoting biodiversity net gain, as well as for all the region's communities to enjoy. The Priority actions for Transport are:<br>• Explore ways to ensure biodiversity net gain across new transport infrastructure and other developments funded by the WMCA<br>• Develop a plan for including green infrastructure as part of the transport network at project development stage e.g. green roofs on shelters, semi-natural habitat into verges or leftover land.<br>• Explore incorporating tree-lined streets into the finished design for every West Midlands transport scheme which involves redesigning streets and is funded by the Combined Authority | Ensure that the issue of protection and enhancement of biodiversity and designated sites is addressed through an Objective in the ISA framework. |
| **WMCA's Strategic Economic Plan** | The WMCA's Strategic Economic Plan (SEP) sets out a vision for improving the quality of life for everyone who lives and works in the West Midlands. The SEP's ambition, which informed our Council Plan 2019-2024, recognises that the West Midlands' economy can be strengthened to benefit not only local residents and businesses, but also the UK.<br>To propel economic growth in the region, the WMCA is focused on the following key areas:<br>• economic growth<br>• environment<br>• health and wellbeing<br>• housing and land<br>• productivity and skills<br>• public service reform<br>• transport | No implications. Informative only. |
| **Levelling up through Green Infrastructure Investment** | There is a renewed focus on green space enhancement, not only to restore nature and mitigate climate change, but to improve wellbeing. Throughout the Covid-19 crisis there has been growing recognition of inequities in access to green space.<br>On behalf of the West Midlands Combined Authority a study was carried out to investigate the intersection between green space access and social inequity, and to develop an approach to targeting interventions. The Study indicates that: | Ensure consideration of equity across population groups within the ISA |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
|---|---|---|
| | • All seven LAs in WMCA rank very low in terms of relative park space per person in the UK (population per m2 of green space);<br>• There is a strong correlation between population pressure and socioeconomic deprivation was identified;<br>• Black, Asian and Minority Ethnic (BAME) populations in Birmingham, Coventry and Walsall showed greater population pressure on green space than non-BAME populations; and<br>• Older populations experience less population pressure on green space in comparison to younger populations but are also often further away from green space. | |
| **Environmental Strategy, Think Global: Act Local 2014 – 2019** | The vision of this Strategy is for the WMCA to become a leader in the field of environmental sustainability through sustainable development. The Environmental Strategy, has three core areas - being an environmentally responsible organisation, providing leadership and influence to support low carbon growth and reducing public transport's contribution to carbon emission and reporting & benchmarking. | Ensure that the issue of protection and enhancement of biodiversity and designated sites is addressed through an Objective in the ISA framework. |
| **West Midlands Land Commission - Final Report to the West Midlands Combined Authority Board** | The aim of this report is to identify means by which the stock of developable land can be increased with a view to raising the level of housing completions and the stock of developable employment sites to accommodate the ambitious levels of growth outlined in the Strategic Economic Plan.<br>The West Midlands needs urgently to increase its capacity to bring forward sites for housing development and employment. In relation to housing, there would need to be a 60% increase on the current annual level of completions to meet anticipated population growth with a large increase in employment land also needed.<br>This plan anticipates and commits the region to achieving an increase of some 500,000 new jobs in the region by 2030.<br>One of the 4 overarching principles that the Commission believes are essential to future success is aligning development and infrastructure – ensuring that infrastructure investment, especially in strategic transport and provision of utilities, and the development of housing and employment sites, need to be closely aligned | No implications. Informative only. |
| **West Midlands Local Industrial Strategy** | This integrated plan aims to drive long-term sustainable economic growth across the whole of the West Midlands. Developed locally and agreed with government, this Local Industrial Strategy (LIS) sets out the priorities to increase the productivity of the West Midlands and the national economy. It places the 'Future of Mobility' at its the heart and is a key strategic enabler of Inclusive Growth. | Ensure economic issues are considered within the ISA Objectives. |
| **Electric Vehicle Charging and Enabling Energy Infrastructure: A** | The purpose of this report is to look closer options available to expand electric vehicle charging across the West Midlands. | Ensure reduction of greenhouse gas emissions objective within the ISA framework. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
|---|---|---|
| **West Midlands Approach** | Shifting to ultra-low emission vehicles on roads and in urban centres is a key plank of the strategic agenda around clean transport, clean air and climate change. It is core to realising the ambitions of our industrial strategy and is an area in which our cities and places are already innovating.<br>Meeting the climate change and air quality goals as a country and a region inevitably means being more proactive about moving away from fossil fuel based transport, initially through electric vehicles, then progressively to hydrogen, whilst in parallel increasing the proportion of this fuel source that is generated from renewable sources.<br>In July 2019, WMCA committed to setting a West Midlands target of net-zero emissions no later than 2041, with interim targets based on a 2018 baseline of 36% reduction by 2022, and 69% reduction by 2027. Through the prevalence of strategic highways throughout the region, it is noted that the West Midlands as whole has disproportionately high carbon emissions from transport (37% compared to 24% as a whole). | |
| **West Midlands Low Emission Bus Delivery Plan** | The West Midlands Transport Emissions Framework signifies the increased importance of air quality in the transport agenda and the Low Emission Bus Delivery plan was a key part of this.<br>The West Midlands, is the second most populated region in England, is affected by urban air quality problems, in six out of the seven districts of the region nitrogen dioxide and/or particulate matter concentration thresholds are exceeded (relative to EU limits). | Ensure reduction of greenhouse gas emissions objective within the ISA framework. |
| **Bus Service Improvement Plan** | Excellent bus services are pivotal in delivering a transport system that the region can be proud of, and our Bus Service Improvement Plan sets out how we intend to deliver that. The West Midlands Bus Alliance has developed a collaborative approach to delivering better bus services, so much more is yet be done to ensure that bus operators, local authorities, and other partners can achieve the ambitions of the West Midlands Vision for Bus.<br>Buses matter to residents, employers, workers, and visitors and in support of this Bus Alliance aim to bring about;<br>• Better Buses – with more zero emission buses with 750 more zero emission buses by 2025 and the fastest region to 100% zero emission by 2030<br>• Better Journeys – through an enhanced network with more bus priority<br>• Better Fares – by keeping the lowest, simplest fares in England | Ensure reduction of greenhouse gas emissions objective within the ISA framework. |
| **Transport for West Midlands Report** | The report highlights what the Transport for West Midlands (TfWM) team achieved in response to the Covid-19 pandemic and sets out the work to be undertaken in 2021. | No implications. Informative only. |
| **Walsall Corporate Plan 2018-2021** | The purpose of this plan is to create an environment that provides opportunities for all individuals and communities to fulfil their potential. | No implications. Informative only. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
|---|---|---|
| | Walsall Council will ensure that priorities for affordable housing, employment sites and significant regeneration and transport projects can enjoy funding and support from the WMCA. | |
| **Black Country Plan** | The Black Country Plan is a joint Local Plan prepared by the four Black Country Authorities (Dudley, Sandwell, Walsall and Wolverhampton). The Plan will direct where new housing, employment development and investment for new infrastructure, such as transport, schools and green space will be made. will be located in the Black Country up to 2039.<br>Note that this document is currently under review. | No implications. Informative only. |
| **Dudley Borough Development Strategy** | The aim of this Strategy is to guide development within the Borough until 2026, by providing allocations and local planning policies to give greater certainty to the development process. This strategy is based on concentrating development within regeneration corridors and centres to provide the quantities of housing growth and employment land across the Black Country. In addition, this Strategy aims to promotes the infrastructure requirements to achieve sustainable communities particularly with regard to requirements for transport, community facilities, education, health as well as the natural, built and historic environment. | No implications. Informative only. |
| **Dudley Sustainability Appraisal** | The report promotes sustainable development through the integration of environmental, social and economic conditions throughout the preparation of the AAP. The Sustainability Appraisal Report has assessed both the policies and allocations and concluded that they are broadly consistent with the SA objectives and the opportunity sites are likely to lead to positive changes in the image and character of the area. | No implications. Informative only. |
| **Dudley Area Action Plan** | The Area Action Plan is looking to create a town centre with a vibrant mix of activities including retail, residential, education, offices, civic functions and leisure and tourism to be used by people throughout the day and evening. To deliver the vision for Dudley, clearly defined and measurable objectives are needed, the three main themes within this Plan are:<br>• Achieving economic prosperity<br>• Maintaining a high quality built, historic and natural environment<br>• Developing and ensuring social inclusion | Ensure biodiversity and historic environment form part of ISA framework. |
| **Wolverhampton Our Council Plan 2019-2024** | The Council Plan 2019-2024 sets out how it will work with communities to deliver improved outcomes for the people of our city, over the next five years. The Plan will focus on six strategic priorities:<br>• Children and young people get the best possible start in life<br>• Well skilled people working in an inclusive economy<br>• More good jobs and investment in our city<br>• Better homes for all<br>• Strong, resilient and healthy communities<br>• A vibrant, green city we can all be proud of | No implications. Informative only. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
|---|---|---|
| **Draft Coventry Transport Strategy** | The strategy sets out a long-term (15 year) vision for the way that people and goods will travel to, from and around the city in the future. It is intended to achieve 4 broad objectives -<br>• supporting the city's economic recovery and enabling long-term growth;<br>• delivering a sustainable, low carbon transport system;<br>• ensuring equality of opportunity and maximising health wellbeing; and<br>• seeks to exploit new technologies and ideas, which are being developed in the city, in order to achieve these. | No implications. Informative only. |
| **Solihull Connected** | The strategies vision is 'Solihull Connected will enable great mobility and connections for all by attracting major investment in our transport system and places – enhancing the Borough as an attractive, sustainable and economically vibrant place to live, work and visit'. It's objectives are:<br>• Ensure that major transport investment enables and manages growth to achieve the council priorities for homes and jobs.<br>• Support and enable the integrated delivery of sustainable and efficient forms of transport like mass-transit, cycling and walking.<br>• Contribute to the council priorities to support people's everyday lives and improve health and wellbeing through the promotion of smarter choices programmes linked to major and local infrastructure investment.<br>• Identify a prioritised short, medium and long-term delivery plan to achieve the overarching vision and objectives whilst recognising the specific needs of the different parts of the Borough<br>• Ensure that the objectives of Solihull Connected are embedded in Local Plan and Health and Wellbeing policies to support walking, cycling and public transport use. | No implications. Informative only. |
| **West Midlands Road Safety Strategy** | The Strategy provides direction to address road safety for all road users across the West Midlands Metropolitan region. The Strategy sets out how it intends to reduce KSI road casualties by 40% over the next ten years based on the 2015-2017 three-year average, in the West Midlands Metropolitan region. It is based on the UN's five nations pillars approach;<br>• Road Safety Management;<br>• Safer Roads and Mobility;<br>• Safer Vehicles;<br>• Safer Road Users; and<br>• Post-Crash Response. | No implications. Informative only. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
|---|---|---|
| **West Midlands Rail Investment Strategy** | The Strategy has 7 principal components, driven by their value to the West Midlands economy:<br>• West Midlands rail franchise and other franchises 'quick wins': 2018 to 2026<br>• High frequency '6-4-2' rail services matching our growing, vibrant economy<br>• Midlands Rail Hub: 2026 to 2032<br>• Our high growth rail corridors: 2018 to 2032<br>• High Speed 2: 2026/7 and 2033<br>• Radical change towards 2047<br>• Supporting rail-freight development and growth | No implications. Informative only. |
| **Movement for Growth, Health & Transport Strategy** | The Strategies vision is 'We will make great progress for a Midlands economic<br>'Engine for Growth', clean air, improved heath and quality of life for the people of the West Midlands. We will do this by creating a transport system befitting a sustainable, attractive and economically vibrant conurbation in the world's sixth largest economy'. Nine objectives have been set for the Strategic Transport Plan:<br>**Economic Growth and Economic Inclusion**<br>• ECON1 To support growth in wealth creation (GVA) and employment (jobs) in the West Midlands Metropolitan Area, as a prized national economic asset.<br>• ECON2 To support improved levels of economic well-being for people with low incomes in the West Midlands Metropolitan Area to help make it a successful, inclusive, European city region economy.<br>**Population Growth and Housing Development**<br>• POP1 To help meet future housing needs, by supporting new housing development in locations deemed appropriate by local planning authorities, following their consideration of sustainable development criteria.<br>**Environment**<br>• ENV1 To significantly improve the quality of the local environment in the West Midlands Metropolitan Area.<br>• ENV2 To help tackle climate change by ensuring large decreases in greenhouse gas emissions from the West Midlands Metropolitan Area.<br>**Public Health**<br>• PUBH1 To significantly increase the amount of active travel in the West Midlands Metropolitan Area<br>• PUBH2 To significantly reduce the number and severity of road traffic casualties in the West Midlands Metropolitan Area | No implications. Informative only. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
|---|---|---|
| | • PUBH3 To assist with the reduction of health inequalities in the West Midlands Metropolitan Area<br>**Social Well-Being**<br>• SOC1 To improve the well-being of socially excluded people | |
| **West Midlands CA City Regional Sustainable Transport Settlement Submission to HMG** | The City Region Sustainable Transport Settlement (CRSTS) is a new, consolidated fund for local transport investment in England's eight large metropolitan areas. The programme is designed to meet the ambitious vision set out in the Local Transport Plan Green Paper for a greener, more active, fairer and economically successful West Midlands, whilst taking strides towards a 2041 carbon neutral target as part of the #WM2041 initiative. | No implications. Informative only. |
| **Solihull Local Plan Shaping a Sustainable Future** | The Plan strategy promotes economic and job growth in the Borough and provides for new housing to meet the Borough's needs, as well as land for other activities including retail, sport and leisure. The strategy aims to conserve and improve the character and quality of the environment, an important component of the Borough's attractiveness to investment and success.<br>The Strategy seeks to develop the potential of each part of the Borough to contribute to the growth agenda through a place making approach aimed at enhancing Solihull as a place where people aspire to live, learn, work and play, whilst recognising and protecting character and local distinctiveness. Opportunities for development to meet the Borough's local needs will be balanced with the importance of protecting the Mature Suburbs and the open countryside within the Solihull Green Belt.<br>Note that a new Plan to replace this is at Inquiry stage. | No implications. Informative only. |
| **Coventry City Council Local Plan** | The overarching vision of Local Plan reflects the Council's wider corporate plan, "Coventry – A top ten City that is globally connected and locally committed". This promotes Coventry as a city that is open for business and growth, providing jobs and prosperity for local people. Furthermore, the Council remains locally committed to improving the quality of life for all the city's residents, creating jobs and increasing spend power, whilst also making sure people who need support receive it when they need it. | No implications. Informative only. |
| **Birmingham's Development Plan** | The Birmingham's Development Plan (BDP) sets out how and where new homes, jobs, services and infrastructure will be delivered and the type of places and environments that will be created.<br>The Strategy sets out how to meet Birmingham's future needs and achieve its vision, the need to provide for significant new growth in the most sustainable way, ensuring that the development of new homes is matched by the provision of opportunities for new employment, accessible local services and a high-quality environment Note this Plan is to be reviewed in coming months. . | No implications. Informative only. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
|---|---|---|
| **Decarbonising Transport: A Better, Greener Britain** | The plan sets out how the UK will deliver the emissions reductions needed to deliver transport's contribution to legally binding carbon budgets and delivering net zero by 2050, and the associated benefits that will be realised from it across the UK. Commitments include:<br>• Increasing cycling and walking<br>• Zero emission buses and coaches<br>• Decarbonising our railways<br>• A zero emission fleet of cars, vans, motorcycles, and scooters<br>• Accelerating maritime decarbonisation<br>• Accelerating aviation decarbonisation<br>• Delivering a zero emission freight and logistics sector<br>• Maximising the benefits of sustainable low carbon fuels<br>• Delivering decarbonisation through places<br>• Hydrogen's role in a decarbonised transport system<br>• Future transport – more choice, better efficiency<br>Supporting UK research and development as a decarbonisation enabler | Ensure that reduction of Carbon is included as an Objective within the SEA. |
| **Birmingham Transport Plan (October 2021)** | The Plan's objectives are to:<br>• Sustain economic success and support the creation of new jobs, development of new skills, and inward investment.<br>• Support, empower and connect communities to create a healthier and just society, and a better quality of life for all citizens.<br>• Reduce the negative impacts of transport on the environment to make Birmingham a great place to live, grow up, and age in.<br>• Urgently and drastically reduce carbon emissions from transport to contribute to the City Council's and the region's decarbonisation commitments.<br>The climate emergency underpins the economic, social and environmental objectives for the city and therefore is the driver for this Plan. | Ensure that climate change resilience is addressed within the SEA framework through the inclusion of an appropriate objective. |
| **Route to Zero Action Plan – Call to Action (December 2020)** | The Plan identifies six areas which directly and indirectly will help combat climate change. The six areas include: Using and managing land sustainably, recovering nature and enhancing the beauty of landscapes, connecting people with the environment to improve health and wellbeing, increasing resource efficiency, reducing pollution and waste, securing clean, productive and biologically diverse seas and oceans and protecting and improving the global environment. | Ensure that climate change resilience is addressed within the SEA framework through the inclusion of an appropriate objective. |

| Plan, Policy or Legislation | Key Objectives / Targets / Guidance | Implications for the ISA |
|---|---|---|
| **Birmingham - Our Future City Plan (2021)** | The Future City Plan provides a new vision and strategy for investment that will stimulate green, inclusive growth that meets the diverse needs, and maximises the potential of all Brummie communities. The vision is; 'An innovative, global city where prosperity is shared by all - happy, healthy and affordable. Our connected, culturally-distinct neighbourhoods showcase the best environmental quality, resilience and adaptability. A city proud of our unique identity and diversity that embraces technology and creativity, beauty and imagination.' | Ensure that climate change resilience is addressed within the SEA framework through the inclusion of an appropriate objective. |
| **Birmingham City Council Clean Air Strategy** | The priorities for cleaning up the air are:<br>1. A reduction in the number of dirty journeys by reducing the most polluting vehicles whilst improving the infrastructure for electric and low emission vehicles to support cleaner vehicle journeys.<br>2. Improving the wider transport network to support smoother and faster journeys, whilst increasing the range of cleaner and environmentally/healthfriendly journey options available to travellers e.g. cycling networks, walking schemes.<br>3. Continuing to invest in our public transport network to produce services which the city can be proud of and which encourage more people to shift from private vehicle journeys.<br>4. Ensuring that reducing emissions and exposure to air pollution are key considerations for decision making when planning development of buildings and public space.<br>5. Embedding behaviour change as a golden thread that runs through and supports all of our conversations with residents of Birmingham, As we make physical changes to the infrastructure and transport of the city to make it easier to travel in ways that don't contribute to poor air quality, it is important that we support citizens to respond.<br>6. Building support for the agenda at a local, regional and national level. | The SEA will need to consider implications for air quality. |

# Appendix E. Baseline and contextual information

## Biodiversity

| | International / National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| **Special Protection Areas (SPA)** | As of November 2021, there were 86 Classified SPAs in England, covering an area of 1,097,850.40 ha[1]. There is one site crossing the England / Scotland border (135,807 ha), two across the England / Wales border (38,810 ha), one classified as England / Wales / Offshore (252,311 ha) and two classified as England / offshore (745,722 ha). SPAs in England are predominantly located in coastal and estuarine areas, with various sites distributed inland[2]. | As of September 2021, there is one classified SPAs within the West Midlands of England.<br>Note that the boundary to the SPA extends beyond the boundary of the West Midland Region. | Within the Met 7 area, there are no classified SPAs. |
| | **Explanatory Text and anticipated future trends:**<br>Special Protection Areas (SPAs) are protected areas for birds in the UK. SPAs are classified in accordance with European Council Directive 2009/147/EC on the conservation of wild birds, known as the Birds Directive. SPAs protect rare and vulnerable birds (as listed on Annex I of the Birds Directive), and regularly occurring migratory species. JNCC[3] is responsible for advising the UK Government and Devolved Administrations on aspects of the classification and management of SPAs from a UK perspective, including reporting on the implementation of the UK SPA programme and the status and trends of protected bird species. New potential Special Protection Areas (pSPAs) for classification or updates to existing SPAs are submitted in tranches.<br>The UK's Statutory Nature Conservation Bodies (SNCBs) are responsible for assessing the condition of SPAs. Approximately 41% of all SPA's in England are classified as being in favourable condition, with 51% classed as unfavourable but recovering. Approximately 2.8% of SPAs are in a declining condition with 0.03% being partially destroyed.<br>The locations of SPAs within the WMCA Region are shown in Error! Reference source not found..<br>Anticipated Future Trends[4]:<br>- The composition of flora and fauna on each Protected Area (PA) will change – high confidence (medium evidence, high agreement)<br>- Cold adapted species of high latitudes and altitudes will tend to decrease on PAs, whilst warm adapted species will tend to increase – medium confidence (medium evidence, medium agreement) | | |

[1] Natural England (2021) *Designated Sites View.* Available https://designatedsites.naturalengland.org.uk/ReportConditionSummary.aspx?SiteType=SPA
[2] Joint Nature Conservation Committee JNCC (2020) *Special Protection Areas – overview.* Available https://jncc.gov.uk/our-work/special-protection-areas-overview/
[3] Joint Nature Conservation Committee JNCC (2020) *Special Protection Areas – Overview.* Available: https://jncc.gov.uk/our-work/special-protection-areas-overview/
[4] Bournemouth University (2015) *Biodiversity Report Card.* Available: https://nerc.ukri.org/research/partnerships/ride/lwec/report-cards/biodiversity-source04/

| | International / National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | - PAs in the North of the UK will gain plant species overall, whilst PAs in the south may lose some native plant species. This pattern is reversed for UK breeding birds – low confidence (medium evidence, low agreement)<br>- Species with lower dispersal capacities and those for which urban and intensive agricultural areas are a barrier to dispersal will be unable to colonize PAs that become climatically suitable – low confidence (limited evidence, medium agreement<br>- Increasing range mismatching of interacting species, such as butterflies and their host plants, might mean that more management is necessary on PAs to preserve species that interact with each other – low confidence (limited evidence, medium agreement).<br>Integrating consideration of climate change into management plans for the PA network is likely to result in more effective (and cost-effective) conservation solutions. In order to facilitate this integration, monitoring of climate change impacts and management actions should be carried out to enable adaptive decision making. | | |
| **Special Areas of Conservation (SAC's)** | As of September 2021, there were 256 SACs in England, covering an area of 5,748,138 ha[5]. There are no SCI's. There are three SACs crossing the England / Scotland border (112,770 ha) and seven across the England / Wales border (95,182 ha). Additionally, there are three SACs which are classified as England / offshore (3,795,179 ha) and one England / Wales / Offshore (584,989 ha)[6]. SACs are widely distributed throughout England; however, the highest concentrations correspond with the more remote rural and upland locations. | As of September 2021, there are 9 classified SACs in the West Midlands of England:<br>○ Mottey Meadows<br>○ Fens Pools<br>○ Pasturefields Salt Marsh<br>○ Cannock Extension Canal<br>○ Lyppard Grange Ponds<br>○ River Mease<br>○ West Midlands Mosses<br>○ Ensor's Pool<br>○ Cannock Chase | Within the Met 7 area there are 2 SACs:<br>Dudley Metropolitan Borough Council:<br>- Fens Pools UK0030150<br>Walsall Council:<br>- Cannock Extension Canal UK0012672 |
| | **Explanatory Text and anticipated future trends:**<br>SACs are strictly protected sites designated under the EC Habitats Directive. Article 3 of the Habitats Directive requires the establishment of a European network of important high-quality conservation sites that will make a significant contribution to conserving the 189 habitat types and 788 species identified in Annexes I and II of the Directive (as amended). The listed habitat types and species are those considered to be most in need of conservation at a European level (excluding birds). Sites of Community Importance (SCIs) are sites that have been adopted by the European Commission but not yet formally designated by the government of each country. Candidate SACs (cSACs) are sites that have been submitted to the European Commission, but not yet formally adopted. JNCC is responsible for advising the UK Government and devolved administrations on aspects of the designation and management of SACs from a UK perspective. | | |

[5] Natural England (2021) Designated Sites View. Available: https://designatedsites.naturalengland.org.uk/

[6] Joint Nature Conservation Committee JNCC (2020) Special Areas of Conservation – overview. Available: https://jncc.gov.uk/our-work/special-areas-of-conservation-overview/

| | International / National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
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| | SACs are of national and international conservation importance.<br>Approximately 35% of all SACs in England are classified as being in favourable condition, with 58% classed as unfavourable but recovering. Approximately 2% of SACs are in a declining condition with 0.03% being partially destroyed.<br>The locations of SACs within the WMCA Region are shown in Error! Reference source not found..<br>Anticipated Future Trends[7]:<br>See above details that are applicable to all forms of PA. | | |
| **Sites of Special Scientific Interest (SSSI)**<br>NB. The SSSI / ASSI information shown includes sites designated for both biological and geological reasons. | There are over 4,100 SSSIs in England, covering about 1,099,505 ha[8]. Some of these sites correspond with other designations, such as SACs, SPAs and NNRs. SSSIs are widespread throughout the whole of England and cover a wide variety of habitats and geological features. | As of September 2021, there are 437 classified SSSI's in the West Midlands of England Region[9]. | In the Met 7 area:<br>Wolverhampton: 0<br>Walsall: 7<br>Dudley: 10<br>Sandwell: 0<br>Birmingham: 2<br>Solihull: 4<br>Coventry: 2<br>**Total: 25** |
| | **Explanatory Text and anticipated future trends:**<br>A Site of Special Scientific Interest (SSSI) is a formal conservation designation of international importance. Usually, it describes an area that's of particular interest to science due to the rare species of fauna or flora it contains - or even important geological or physiological features that may lie in its boundaries. SSSIs often contain important habitats such as grasslands, parkland and woodland. Some even contain ancient woodland and ancient trees. In other words, these areas have high conservation value, and need to be protected. Official authorities in each country determine which sites should have SSSI status, for England this is Natural England.<br>Approximately 39% of all SSSIs in England are classified as being in favourable condition, with 53% classed as unfavourable but recovering. Approximately 3% of SSSIs are in a declining condition with 0.03% being partially destroyed.<br>The locations of SACs within the WMCA region are shown in **Error! Reference source not found..** | | |

[7] https://nerc.ukri.org/research/partnerships/ride/lwec/report-cards/biodiversity-source04/
[8] Natural England (2016) *Designated Sites View.* Available: https://designatedsites.naturalengland.org.uk/.
[9] Natural England (2016) *Designated Sites View SSSI's.* Available: https://designatedsites.naturalengland.org.uk/ReportConditionSummary.aspx?regionName=WEST+MIDLANDS&ReportTitle=WEST+MIDLANDS

| | International / National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
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| | Anticipated Future Trends[10]:<br>See above details that are applicable to all forms of PA. | | |
| **Ancient Woodland & Veteran trees etc.** | As of April 2021, the Ancient Woodland Inventory for England identifies over 52,000 ancient woodland sites in England[11], covering 340,000 Ha. Ancient Woodland sites are scattered throughout England, with the densest concentrations being in the south east[12]. | N/A | Areas of Ancient Woodland, i.e. those areas that have been continuously wooded since at least 1600AD are scattered across the WMCA area. |
| | **Explanatory Text and anticipated future trends:**<br>Ancient woods are areas of woodland that have persisted since 1600 in England and Wales, and 1750 in Scotland. They are relatively undisturbed by human development. As a result, they are unique and complex communities of plants, fungi, insects and other microorganisms. Ancient woodlands can be classified into different categories, including Ancient semi-natural woods (woods that have developed naturally) and plantations on ancient woodland sites (ancient woodlands that have been felled and replanted with non-native species). Ancient woodland is identified using presence or absence of woods from old maps, information about the wood's name, shape, internal boundaries, location relative to other features, ground survey, and aerial photography. The Forestry Commission is responsible for protecting, expanding and promoting the sustainable management of woodlands.<br>Approximately 1,225 ancient woodlands are under threat in the UK due to conifer plantations, overgrazing, infrastructure development and the spread of invasive species.<br>Anticipated Future Events:<br>See above details that are applicable to all forms of PA. In addition to the threat of climate change, ancient woodlands are at particular threat from major infrastructure projects, including road and rail schemes. Whilst many schemes take part in some form of habitat regeneration (such as replanting), the replacement habitat is not comparable to the ecological value of ancient woodlands that have been preserved since 1600. Once these habitats are removed, they cannot be replaced or regrown. | | |
| **Biosphere Reserves** | There are six Biosphere Reserves in England.<br>Brighton and Lewes Downs:<br>The Brighton and Lewes Downs Biosphere reserve covers almost 400km$^2$ of land and sea between the River Adur and the River | N/A | N/A |

[10] https://nerc.ukri.org/research/partnerships/ride/lwec/report-cards/biodiversity-source04/
[11] Natural England (2016) *Ancient Woodland Inventory (provisional for England – Digital Boundaries.* Available: http://www.gis.naturalengland.org.uk/pubs/gis/tech_aw.htm
[12] Defra (2016) *MAgiC – Ancient Woodland (England).* Available: http://magic.defra.gov.uk/MagicMap.aspx

| | International / National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | Ouse, bringing together the three environments of countryside, coast, and city & towns under one united approach.<br>Brighton and Lewes Downs was classified as a Biosphere reserve in 2017.<br>North Devon:<br>The North Devon Biosphere Reserve covers 3,300km$^2$ of land and sea. The reserve extends from the catchments of the Rivers Taw and Torridge and out to the island of Lundy, with its core at Braunton Burrows sand dune system.<br>Biosffer Dyf[13]i:<br>The Biosffer Dyfi is situated at the coast of south-central Wales in the estuary of the Dyfi River. The reserve is representative of salt marshes and estuarine systems in the west of the United Kingdom, covering an ares of 81,883 ha.<br>Galloway and Southern Ayrshire[14]<br>The Galloway and Southern Ayrshire is located in the south-west of Scotland covering an area of 5,268km$^2$.<br>Isle of Man[15]<br>The Isle of Man Biosphere Reserve was designated in 2016, covering an area of 572 km$^2$.<br>Wester Ross[16] | | |

[13] Biosffer Dyfi Biosphere Reserve, United Kingdom (unesco.org)
[14] Galloway and Southern Ayrshire Biosphere Reserve (gsabiosphere.org.uk)
[15] The Isle of Man - Biosphere
[16] Wester Ross | United Nations Educational, Scientific and Cultural Organization (unesco.org)

| | International / National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | The Wester Ross biosphere reserve is situated in the northwest of Scotland covering an area of 529,904 ha. | | |
| | **Explanatory Text and anticipated future trends:**<br>Biosphere Reserves are all about improving the relationship between people and their local environment, globally. They are sites created by UNESCO that find creative ways for people and nature to thrive together. They act as extraordinary testing grounds to put into practice a revolutionary approach to managing our ecosystems sustainably for future generations.<br>Biosphere reserves are recognised under UNESCO's Man and the Biosphere (MAB) Programme with the aim of promoting sustainable development founded on the work of the local community. Once designated, they lie under the United Kingdom's authority, but when grouped together in the global community together they make up a network of sites within the World Network of Biosphere Reserves (WNBR).<br>Anticipated Future Trends[17]:<br>See above details that are applicable to all forms of PA. | | |
| **Nature Reserves (National and Local)** | National Nature Reserves (NNR)<br>As of September 2021, there are 225 NNRs in England, covering over 98,600 Ha of land[18].<br>Local Nature Reserves (LNR)<br>As of September 2021, there are 1,679 LNRs in England[19]. | National Nature Reserves (NNR)<br>In the West Midlands of England, there are 16 NNR recorded.<br>Local Nature Reserves (LNR)<br>In the West Midlands of England, there are 195 NNR recorded. | There are 3 NNR recorded within the WMCA:<br>- Saltwells<br>- Wren's Nest<br>- Sutton Park<br><br>There are 83 LNR recorded in the WMCA:<br>Wolverhampton: 1<br>Walsall: 12<br>Dudley: 8<br>Sandwell: 9<br>Birmingham: 13<br>Solihull: 25<br>Coventry: 15 |

[17] https://nerc.ukri.org/research/partnerships/ride/lwec/report-cards/biodiversity-source04/
[18] https://www.gov.uk/government/collections/national-nature-reserves-in-england
[19] https://designatedsites.naturalengland.org.uk/SiteList.aspx?siteName=&countyCode=&responsiblePerson=&DesignationType=LNR

| | International / National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | **Explanatory Text and anticipated future trends:**<br>National Nature Reserves (NNRs) were established to protect some of our most important habitats, species and geology, and to provide 'outdoor laboratories' for research. Natural England manages approximately two thirds of England's NNRs. The remaining reserves are managed by organisations approved by Natural England, such as the National Trust, Forestry Commission, RSPB, Wildlife Trusts and local authorities.<br>Approximately 53% of all NNRs in England are classified as being in favourable condition, with 39% classed as unfavourable but recovering. Approximately 4.5% of NNRs are in a declining condition with 0% being partially destroyed.<br>Local Nature Reserves (LNRs) are a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949 by principal local authorities. Parish and Town Councils can also declare LNRs but they must have the powers to do so delegated to them by a principal local authority. LNRs are places with wildlife or geological features that are of special interest locally. They offer people opportunities to study or learn about nature or simply to enjoy it. They range from windswept coastal headlands, ancient woodlands and flower-rich meadows to former inner-city railways, long abandoned landfill sites and industrial areas now re-colonised by wildlife. They are an impressive natural resource which makes an important contribution to England's biodiversity.<br>The locations of NNRs and LNRs within the WMCA region are shown in **Appendix F.**<br>Anticipated Future Trends:<br>See above details that are applicable to all forms of PA. | | |
| **Ramsar Sites** | As of September 2020, there are 73 Ramsar sites in England, covering an area of 404,248 Ha. | As of September 2021, there are 2 Ramsar sites in the West Midlands of England (Midland Meres and Mosses Phase 1 & 2). | Within the WMCA Region, there are no classified Ramsar sites. |
| | **Explanatory Text and anticipated future trends:**<br>Ramsar sites are wetlands of international importance designated under the Ramsar Convention. The initial emphasis was on selecting sites of importance to water birds within the UK, and consequently many Ramsar sites are also Special Protection Areas (SPAs) classified under the Birds Directive. Sites proposed for selection are advised by the UK statutory nature conservation agencies, or the relevant administration in the case of Overseas Territories and Crown Dependencies, co-ordinated through JNCC.<br>Approximately 57% of all Ramsar Site in England are classified as being in favourable condition, with 34% classed as unfavourable but recovering. Approximately 5% of Ramsar Sites are in a declining condition with 0% being partially destroyed.<br>Anticipated Future Trends[20]:<br>See above details that are applicable to all forms of PA. | | |

[20] https://nerc.ukri.org/research/partnerships/ride/lwec/report-cards/biodiversity-source04/

| | International / National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| **RSPB Reserves** | As of September 2021, there are 212 RSPB reserves in England, covering 158,725 Ha[21]. | N/A | There are 2 RSPB Reserves recorded in WMCA:<br>- Sandwell Valley<br>  ○ Middleton Lakes[22] |
| | **Explanatory Text and anticipated future trends:**<br>RSPB reserves are nature reserves run by the Royal Society for the Protection of Birds (RSPB); a non-statutory body incorporated by Royal Charter. RSPB reserves cover a broad range of habitat and landscapes, including heathland, estuaries, cliffs.<br>Anticipated Future Trends:<br>See above details that are applicable to all forms of PA. | | |
| **Woodland Priority Habitat** | As of October 2020, 39% of total priority habitats in England are classified as deciduous woodland[23]. The majority of woodland priority habitats are located in the South East of England. | N/A | N/A |
| | **Explanatory Text and anticipated future trends:**<br>Priority habitats can be designated as protected areas called Sites of Special Scientific Interest (SSSIs). They can also be outside of these SSSI protected areas but be under Higher Level Stewardship (HLS) or Countryside Stewardship (CS) agreements or fall within Forestry Commission (FC) 'Managed woodland'. Some priority habitats, however, fall outside of the protection of all these schemes.<br>Anticipated Future Trends:<br>See above details that are applicable to all forms of PA. | | |

[21] https://www.rspb.org.uk/globalassets/downloads/annual-report-2020/rspb-annual-report-2020-interactive-pdf.pdf
[22] RSPB Reserves | RSPB Reserves | RSPB Open Data (arcgis.com)
[23] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/829194/2a_Priority_habitats_2019_rev.pdf

## Air Quality

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| **Air Quality Management Areas** | As of September 2020, there were 532 AQMAs in England[24]. AQMAs are distributed throughout England, although they are principally located in areas of high population. The largest AQMAs are within major cities, including London, Birmingham, Manchester, Liverpool, Sheffield and Bristol. A significant amount of AQMAs are designated along major trunk roads and are generally associated with areas of high congestion. | Within the West Midlands Region there are 41 AQMA's. | West Midlands Metropolitan 7:<br>- Wolverhampton AQMA 2005<br>- Walsall AQMA<br>- Sandwell AQMA<br>- Dudley AQMA<br>- Birmingham AQMA<br>- Coventry City-Wide AQMA |

**Explanatory Text and anticipated future trends:**

Since December 1997 each local authority in the UK must review and assess air quality in their area to determine performance against national air quality objectives. Where air quality objectives are not likely to be achieved an AQMA must be declared. AQMAs are typically associated with vehicle emissions, principally oxides of nitrogen (NOx), oxides of sulphur ($SO_2$) and particulates (PM10). As such, AQMAs are predominantly associated with urban areas and the road network[25]).

The quality of our air in the UK has improved considerably over the last decade. Road transport is a key source of many air pollutants, particularly in urban areas. There are two main trends in the transport sector working in opposite directions: new vehicles are becoming individually cleaner in response to European emission standards legislation, but total vehicle kilometres are increasing. Overall emissions of key air pollutants from road transport have fallen by about 50% over the last decade, despite increases in traffic, and are expected to reduce by a further 25% over the next decade. This is mainly a result of progressively tighter vehicle emission and fuel standards agreed at European level and set in UK regulations[26].

The locations of AQMAs within the WMCA Region are shown in **Appendix F.**

Note that there is also increasing recognition of the role solid fuel use in domestic properties plays in poor air quality, with wood burning making a significant contribution toward wintertime $PM^{10}$ concentrations in many towns and cities. $PM^{10}$ attributable to wood burning tends to peak during wintertime evenings and weekends. This suggests that wood is used principally as a secondary or 'lifestyle' fuel, rather than a primary source of heating. It also suggests that the majority of current air quality impacts are linked to simpler appliances such as open fires and stoves, rather than more complex appliances such as biomass boilers and Combined Heat and Power systems. Local authorities

[24] Department for Environment and Rural Affairs (2016) *AQMAs interactive map*. Available: https://uk-air.defra.gov.uk/aqma/maps
[25] Department for Environment and Rural Affairs (2016) *Current AQMAs by Source.* Available: https://uk-air.defra.gov.uk/aqma/summary
[26] Department for Environment and Rural Affairs (2011) *The Air Quality Strategy for England. Scotland, Wales and Northern Ireland - Volume 1.* Available: https://www.gov.uk/government/publications/the-air-quality-strategy-for-england-scotland-wales-and-northern-ireland-volume-1

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
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| | have experienced a number of gross pollution and nuisance cases linked to solid fuel appliances, and the frequency of these cases may be increasing. In many cases these problems occur when appliances are poorly installed, misused and/or inappropriate fuels are used[27]. | | |

[27] Solid Fuel and Air Quality: An update for Local Authorities, 2013 https://www.environmental-protection.org.uk/wp-content/uploads/2013/07/Solid-Fuel-and-Air-Quality-Update-for-LAs-final-060413.pdf

## Climate Change

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| **Climate Change**<br>Distribution of GHG emissions | As of 2019[28], greenhouse gas (GHG) emissions for the UK totalled 455 $MtCO_2e$, of this 365 $MtCO_2e$ was $CO_2$ emissions. This was a reduction of 40% compared to the figures recorded for 1990.<br>*Please note more recent datasets are not currently available* | As of 2019, end-user carbon dioxide emissions in the West Midlands were 30 $MtCO_2$[29]. | N/A |
| | **Explanatory Text and anticipated future trends:**<br>The UK's yearly publication[30] on GHG emissions provides the latest estimates of 1990-2018 UK territorial greenhouse gas emissions, which are presented in carbon dioxide equivalent units (CO2e). They show greenhouse gas emissions occurring within the UK's borders and cover the Kyoto "basket" of seven greenhouse gases: carbon dioxide ($CO_2$), methane ($CH_4$), nitrous oxide ($N_2O$), hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulphur hexafluoride ($SF_6$) and nitrogen trifluoride ($NF_3$).<br>The UK has domestic targets for reducing greenhouse gas emissions under the Climate Change Act 2008 (CCA). The CCA established a long-term legally binding framework to reduce emissions, initially committing the UK to reducing emissions by at least 80% below 1990/95 baselines by 2050. In June 2019, following the IPCC's Special Report on Global Warming of 1.5°C and advice from the independent Committee on Climate Change, the CCA was amended to commit the UK to achieving a 100% reduction in emissions (to net zero) by 2050.<br>The CCA also introduced carbon budgets, which set legally binding limits on the total amount of greenhouse gas emissions the UK can emit for a given five-year period[5]. The first carbon budget ran from 2008-12. In 2014, the UK confirmed that it had met the budget, with emissions 36 $MtCO_2e$ below the cap of 3,018 $MtCO_2e$. The second carbon budget ran from 2013-17. In 2019, the UK confirmed that it had met the budget, with emissions 384 $MtCO_2e$ below the cap of 2,782 $MtCO_2e$.<br>Anticipated Future Trends:<br>Recent trends illustrate that GHG emissions are primarily being reduced in the energy sector due to the change in fuel mix for electricity generation, in particular a reduction in the use of goal and gas. It is expected that this will continue over the next few years and decades in favour of more renewable and low-carbon sources. It can also be expected that GHG emissions in the transportation sector are likely to decrease with the increasing availability and feasibility of electric vehicles and business fleets. | | |

[28] Department for Business, Energy & Industrial Strategy (2021) *2019 UK GHG Emissions, Final Figures.* Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957887/2019_Final_greenhouse_gas_emissions_statistical_release.pdf
[29] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/996056/2005-19-local-authority-co2-emissions-statistical-release.pdf
[30] Department for Business, Energy & Industrial Strategy (2020) *2018 UK GHG Emissions, Final Figures.* Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/862887/2018_Final_greenhouse_gas_emissions_statistical_release.pdf

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| **Climate Change**<br>Contribution of sectors to GHG emissions | As of 2019, Transport was the largest emitting sector of UK GHG emissions in 2019, with 27%, followed by the Energy Supply sector at 23%. The remaining sectors contributed to UK GHG emissions as follows: Business (17%), Residential (15%), Agriculture (10%), and Other (10%).<br><br>The Energy supply sector delivered the largest reduction in emissions from 2018 to 2019, with a 8% reduction. | In 2018 Transport was the highest emitting sector in terms of end-user carbon dioxide emissions at 12.4 $MtCO^2$.<br><br>Industrial, commercial, and public use was the next highest sector emitting 10.5$MtCO_2$[31]. | N/A |
| | **Explanatory Text and anticipated future trends:**<br><br>The UK's yearly publication[32] on GHG emissions provides the latest estimates of 1990-2018 UK territorial greenhouse gas emissions, which are presented in carbon dioxide equivalent units (CO2e). They show greenhouse gas emissions occurring within the UK's borders and cover the Kyoto "basket" of seven greenhouse gases: carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulphur hexafluoride (SF6) and nitrogen trifluoride (NF3).<br><br>The UK has domestic targets for reducing greenhouse gas emissions under the Climate Change Act 2008 (CCA). The CCA established a long-term legally binding framework to reduce emissions, initially committing the UK to reducing emissions by at least 80% below 1990/95 baselines by 2050. In June 2019, following the IPCC's Special Report on Global Warming of 1.5°C and advice from the independent Committee on Climate Change, the CCA was amended to commit the UK to achieving a 100% reduction in emissions (to net zero) by 2050.<br><br>The CCA also introduced carbon budgets, which set legally binding limits on the total amount of greenhouse gas emissions the UK can emit for a given five-year period5. The first carbon budget ran from 2008-12. In 2014, the UK confirmed that it had met the budget, with emissions 36 $MtCO_2e$ below the cap of 3,018 $MtCO_2e$. The second carbon budget ran from 2013-17. In 2019, the UK confirmed that it had met the budget, with emissions 384 $MtCO_2e$ below the cap of 2,782 $MtCO_2e$.<br><br><u>Anticipated Future Trends:</u><br><br>Recent trends illustrate that GHG emissions are primarily being reduced in the energy sector due to the change in fuel mix for electricity generation, in particular a reduction in the use of goal and gas. It is expected that this will continue over the next few years and decades in favour of more renewable and low-carbon sources. It can also be expected that GHG emissions in the transportation sector are likely to decrease with the increasing availability and feasibility of electric vehicles and business fleets. | | |

[31] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/894785/2005-18-local-authority-co2-emissions-statistical-release.pdf

[32] Department for Business, Energy & Industrial Strategy (2020) *2018 UK GHG Emissions, Final Figures*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/862887/2018_Final_greenhouse_gas_emissions_statistical_release.pdf

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| **Climate Change**<br>Predicted changes to temperature and weather patterns | As of November 2018[33], the following climate change impacts are predicted for England:<br>- More frequent hotter, drier summers;<br>- More frequent milder, wetter winters;<br>- Rising sea levels; and<br>- More extreme weather events, such as flooding and drought.<br>In the last decade sea levels around the UK rose on average by over 3mm a year. | N/A | N/A |
| | **Explanatory Text and anticipated future trends:**<br>In December 2015, climate change issues were highlighted during the UN Conference of the Parties (COP) 21. At COP21, 189 parties ratified The Paris Agreement. The Paris Agreement's long-term temperature goal is to keep the increase in global average temperature to well below 2 °C above pre-industrial levels; and to pursue efforts to limit the increase to 1.5 °C, recognising that this would substantially reduce the risks and impacts of climate change globally. It also aims to increase the ability of parties to adapt to the adverse impacts of climate change and make "finance flows consistent with a pathway towards low greenhouse gas emissions and climate-resilient development."<br>Under the Paris Agreement, each country must determine, plan, and regularly report on the contribution that it undertakes to mitigate global warming. No mechanism forces a country to set a specific emissions target by a specific date, but each target should go beyond previously set targets. | | |

[33] Environment Agency (2018) *Climate Change Impacts and Adaptation.* Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/758983/Climate_change_impacts_and_adaptation.pdf

## Flood Risk

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| **Location of Flood Zones** | The National Flood and Coastal Erosion Risk Management Strategy for England identifies that approximately 5.2 million, or one in six residential properties are located in areas at risk of flooding from rivers, the sea and surface water[34]. Flood Zones 2 and 3 and located across the whole of England associated with river and coastal areas. Lowland areas are of particular risk as a consequence of floodplains being associated with the lower reaches of rivers[35]. | In the WMCA Region, areas located next to rivers are at risk of flooding, with this area designated as Flood Zone 2. However, it should be noted that this area benefits from flood defences[36]. | There are no Environment Agency designated critical drainage areas in the WMCA Region. |

**Explanatory Text and anticipated future trends:**

In England, the flood risk (river and tidal) is categorised into three zones[37] for planning purposes (noting that the NPPF further subdivides flood zone 3 into 3a and Functional Floodplain 3b (land where water has to flow or be stored in times of flood):

- Flood Zone 1 – Land unlikely to be affected by flooding, with a less than 0.1% (less than 1 in 1000) chance of flooding each year.
- Flood Zone 2 – Land likely to be affected by a major flood, with up to a 0.1% (1 in 1000) chance of occurring each year.
- Flood Zone 3 – Land likely to be affected by flooding from the sea by a flood that has a 0.5% (1 in 200) or greater chance of happening each year, or from a river by a flood that has a 1 per cent (1 in 100) or greater chance of happening each year.

The risk of surface water flooding also needs to be considered:

- Very low risk area (less than 0.1% (1:1000)) chance of flooding.
- Low risk area (0.1% to 1% (1:1000 – 1:100)) chance of flooding.
- Medium risk area (1% to 3.3% (1:100 – 1:30)) chance of flooding.
- High risk area (3.3% (1:30)) or greater chance of flooding.

Estimates of flood risk from different sources across the UK vary, but it is known that the level of risk is substantial – England has approximately 5.2million properties at risk[38]

[34] Environment Agency (2009) *Flooding in England: A National Assessment of Flood Risk*. Available: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/292928/geho0609bqds-e-e.pdf
[35] Environment Agency (2017) *Flood Map for Planning (Rivers and Sea)*. Available: http://apps.environment-agency.gov.uk/wiyby/37837.aspx
[36] UK Government Flood Map for Planning. Available: https://flood-map-for-planning.service.gov.uk/summary?easting=375000&northing=164707
[37] Environment Agency (2013) *Flood Map for Planning*. Available: http://apps.environment-agency.gov.uk/wiyby/37837.aspx
[38] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/292928/geho0609bqds-e-e.pdf

| | |
|---|---|
| | While new development is expected to occur in the plan area making use of a sequential approach, **without a strategic approach, there is increased potential for the inappropriate siting of new development which may aggravate existing flood risk**.<br>Flood Zones in the WMCA Region are shown in Appendix E. |

## Historic Environment

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| **World Heritage Sites** | There are 17 World Heritage Sites in England[39] with 31 distributed across the entirety of the United Kingdom. The sites in England are:<br>• Blenheim Palace<br>• Canterbury Cathedral, St Augustine's Abbey, and St Martin's Church<br>• City of Bath<br>• Cornwall and West Devon Mining Landscape<br>• Derwent Valley Mills<br>• Dorset and East Devon Coast<br>• Durham Castle and Cathedral<br>• Frontiers of the Roman Empire<br>• Ironbridge Gorge<br>• Lake District<br>• Maritime Greenwich<br>• Palace of Westminster and Westminster Abbey, including Saint Margaret's Church<br>• Royal Botanic Gardens, Kew<br>• Saltaire<br>• Stonehenge, Avebury and Associated Sites<br>• Studley Royal Park including the Ruins of Fountains Abbey<br>• Tower of London | The West Midlands Region contains two World Heritage Sites.<br>• Ironbridge Gorge<br>• Pontcysyllte Aqueduct and Canal | WMCA contains no World Heritage Sites |

[39] UNESCO (2017) *World Heritage Convention - United Kingdom of Great Britain and Northern Ireland*. Available: http://whc.unesco.org/en/statesparties/gb

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | To be included on the World Heritage List, sites must be of "Outstanding Universal Value". This is demonstrated by meeting one of the ten selection criteria. These criteria are divided between those of cultural and natural importance. Within England the majority of sites (17) have been notified for their cultural value, with only one site (Dorset and East Devon Coast) notified for its natural value[40].<br><br>As of 2021 Liverpool – Maritime Mercantile City has been removed from the list. | | |
| | **Explanatory Text and anticipated future trends:**<br><br>World Heritage Sites are designated to meet the UK's commitments under the World Heritage Convention and the sites are designated for their globally important cultural or natural interest and require appropriate management and protection measures[41].<br><br>The first World Heritage Sites within the UK were designated in 1986. Sites can continue to be nominated, with the last site on the UK mainland being the Forth Rail Bridge, designated in 2015[42]. Sites are inscribed by the United Nations Educational, Scientific and Cultural Organisation (UNESCO). In England the Department for (DCMS) acts as the UK 'State Party' which is responsible for nominating new sites. The DCMS receives advice from Historic England in this regard[43]. The Outstanding Universal Value of a World Heritage Site indicates its importance as a heritage asset of the highest significance. This is to be taken into account by the relevant authorities in plan-making and determining planning applications[44].<br><br>Of the sites in England, none have been placed on the List of World Heritage in Danger. The list presently comprises 52 sites in total worldwide. These are sites at which conditions are present to threaten the characteristics for which a site was placed on the World Heritage List[45]. | | |

[40] UNESCO (2020) *About World Heritage: United Kingdom of Great Britain and Northern Ireland.* Available: https://whc.unesco.org/en/statesparties/gb
[41] UNESCO (2017) *World Heritage Convention - United Kingdom of Great Britain and Northern Ireland*. Available: http://whc.unesco.org/en/statesparties/gb
[42] UNESCO (2017) *World Heritage Convention - United Kingdom of Great Britain and Northern Ireland*. Available: http://whc.unesco.org/en/statesparties/gb
[43] Historic England (2020) *World Heritage.* Available: https://historicengland.org.uk/advice/planning/international/world-heritage
[44] MHCLG (2019) *Planning practice guidance. Further guidance on World Heritage Sites. Paragraph: 028 Reference ID: 18a-028-20190723.* Available: https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment#World-Heritage-Sites
[45] UNESCO (2020) *List of World Heritage in Danger.* Available at: https://whc.unesco.org/en/danger

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | Additional transport in the WMCA Region may be **inappropriately located or designated to pose a risk to the** W**orld Heritage Site in the West Midlands Region as well as its setting**. Without a co-ordinated strategic approach to development and infrastructure there is an increased potential for this risk to result.<br><br>The location of the World Heritage Site in the West Midlands Region is shown in Error! Reference source not found.**.** | | |
| **Scheduled Monuments** | As of 2020, there are almost 20,000 Scheduled Monuments located throughout England[46].<br><br>The criteria for determining whether Scheduled Monuments are of national importance are guided by the Principles of Selection laid down by the Secretary of State for Digital, Culture, Media and Sport, covering the basic characteristics of monuments[47]. They are:<br><br>• Period<br>• Rarity<br>• Documentation/Finds<br>• Group value<br>• Survival/condition<br>• Fragility/vulnerability<br>• Diversity<br>• Potential | The West Midlands region covers an area of over 13,000km$^2$ and has a population of more than 5 million of which c.20% live in rural areas.<br><br>The region is topographically diverse, with a mixture of urban and rural landscapes.<br><br>There is one scheduled monument for every 9km$^2$ of land[48]. | As of 2021, the following number of Scheduled Monuments in each sub-WMCA Region:<br><br>Birmingham: 13<br>Walsall: 5<br>Wolverhampton: 4<br>Dudley: 10<br>Sandwell: 7<br>Solihull: 14<br>Coventry: 10 |
| | **Explanatory Text and anticipated future trends:**<br><br>Scheduling is the selection of nationally important archaeological sites which are legally protected. The monitoring and identification of sites is undertaken by Historic England. Scheduled Monuments cover the whole range of archaeological sites and are not always visible or above ground sites. | | |

[46] Historic England (2020) *Scheduled Monuments.* Available: https://www.historicengland.org.uk/listing/what-is-designation/scheduled-monuments/
[47] Department for Culture, Media and Sport (2013) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/249695/SM_policy_statement_10-2013__2_.pdf
[48] Historic England, Scheduled Monuments at Risk Monuments at risk - West Midlands (historicengland.org.uk)

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | The condition of Scheduled Monuments is monitored as part of Historic England's 'Heritage at Risk' programme. Local government archaeological services, plus independent national and local heritage organisations and community groups, can also play important roles in their curation, plus that of non-scheduled but nationally important monuments[49].<br><br>Additional transport in the WMCA Region may be **inappropriately located or designated to pose a risk to scheduled monuments and their setting**s. Without a co-ordinated strategic approach to development and infrastructure there is an increased potential for this risk to result.<br><br>The locations of Scheduled Monuments are shown in Appendix F. | | |
| **Listed Buildings and Conservation Areas** | As noted by Historic England[50], the total number of listed buildings is unknown, but is estimated to be around 500,000 in England.<br><br>Conservation Areas are designated for their special architectural and historic interested and were first designated in 1967 with over 10,000 in England as of 2021[51]. | N/A | The WMCA contains the following Listed Buildings:<br>• Birmingham: 1,513<br>• Coventry: 309<br>• Dudley: 268<br>• Sandwell: 205<br>• Walsall: 163<br>• Wolverhampton: 376<br>• Solihull: 381<br><br>As of 2020[52], the following number of Listed Buildings in each local authority in the WMCA Region are at particular risk of being lost through neglect, decay or deterioration:<br>• Birmingham: 19<br>• Coventry: 8<br>• Dudley: 4<br>• Sandwell: 2 |

[49] Department for Culture, Media and Sport (2013) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/249695/SM_policy_statement_10-2013__2_.pdf
[50] Historic England (2020) *Listed Buildings*. Available: https://historicengland.org.uk/listing/what-is-designation/listed-buildings/
[51] Historic England (2020) *Conservation Areas*. Available : https://historicengland.org.uk/listing/what-is-designation/local/conservation-areas/
[52] Historic England (2020) Historic England - Heritage at Risk Register 2020, Midlands

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | | | • Walsall: 2<br>• Wolverhampton: 6<br><br>The WMCA contains the following Conservation Areas:<br>• Birmingham: 29<br>• Coventry: 16<br>• Dudley: 1<br>• Sandwell: 9<br>• Walsall: 18<br>• Wolverhampton: 1<br>• Solihull: 1<br>Total: 75 |
| | **Explanatory Text and anticipated future trends:**<br>Listing of buildings is concerned with recognising the buildings special architectural and historic interest, with a view to protecting the building, under the planning system for future generations to enjoy. All buildings built before 1700 which survive in anything like their original condition are listed, as are most of those built between 1700 and 1840. Particularly careful selection is required for buildings from the period after 1945. Usually a building has to be over 30 years old to be eligible for listing[53].<br>Buildings are considered by the Secretary of State (for Digital, Culture, Media and Sport) and where they are deemed to be of special architectural or historic interest they can be included on the list. The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the designation regime[54].<br>There are three categories of listed building:<br>• Grade I buildings are of exceptional interest, only 2.5% of listed buildings are Grade I<br>• Grade II* buildings are particularly important buildings of more than special interest; 5.8% of listed buildings are Grade II*<br>• Grade II buildings are of special interest; 91.7% of all listed buildings are in this class and it is the most likely grade of listing for a homeowner. | | |

[53] Historic England (2020) *Listed Buildings*. Available: https://historicengland.org.uk/listing/what-is-designation/listed-buildings/
[54] Historic England (2020) Listed Buildings Identification and Extent. Available: https://historicengland.org.uk/advice/hpg/has/listed-buildings/

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | Local authorities have a positive legal duty to designate conservation areas where parts of their own area are of special architectural or historic interest. In exceptional circumstances, where the local authority has not done so, the Secretary of State (for Digital, Culture, Media and Sport) may designate a conservation area anywhere in England. The Planning (Listed Buildings and Conservation Areas) Act 1990 also sets out the requirement for local authority's proposals for the preservation and enhancement of conservation areas.<br><br>Additional transport in the WMCA Region may be **inappropriately located or designed to pose a risk to listed building and conservation areas and their setting**s. Without a co-ordinated strategic approach to development and infrastructure there is an increased potential for this risk to result.<br><br>The locations of listed buildings and conservation areas in the WMCA Region are shown in Appendix F. | | |
| **Historic Battlefields** | As of 2020, there are 47 Historic Battlefields in England[55]. Of these, three battlefields are on the Heritage at Risk Register[56].<br><br>The purpose of the Register of Historic Battlefields in England is to provide protection through the planning system and to promote a better understanding of the significance and public enjoyment of these sites. If the site of a battle is to merit registration it has to have been an engagement of national significance, and to be capable of close definition on the ground. | The West Midlands region contains 6 Historic Battlefields[57]. | The WMCA Region contains one Historic Battlefield indicating the Battle of Edgehill 1642[58] (Stafford-on-Avon) |
| | **Explanatory Text and anticipated future trends:**<br><br>Historic battlefields are designated by Historic England as conferred under the Historic Buildings and Ancient Monuments Act, 1983 (as amended). **While only one Historic Battlefield lies within the WMCA Region, without a co-ordinated strategic approach to additional development in the WMCA Region there is likely to be increased potential for this to be inappropriately located or designed to pose a risk to the site and it settings.**<br><br>Locations of Historic Battlefields in WMCA are shown in Appendix F. | | |

[55] Historic England (2020) *The List [Search criteria – Battlefields]*. Available: https://historicengland.org.uk/listing/the-list/advanced-search-results
[56] Historic England (2020) *Heritage at Risk Register [Search criteria – Battlefields]*. Available: https://historicengland.org.uk/advice/heritage-at-risk/search-register/results/?advsearch=1&at=Battlefield&searchtype=harsearch
[57] Historic England (2020) *Heritage Indicators 2020*. Available: https://historicengland.org.uk/content/heritage-counts/pub/2020/heritage-indicators-2020/
[58] Battle of Edgehill 1642, Burton Dassett - 1000009 | Historic England

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| **Parks and Gardens** | As of 2020, there are 1,670 Registered Historic Parks and Gardens within England[59], which represents an increase of 64 since 2010 (see Historic England heritage indicators 2020).<br><br>There are 103 registered parks and gardens on the Heritage at Risk (HAR) Register, representing 6.2% of the total number of registered parks and gardens in England[60] | As of 2020, there are 155 Registered Historic Parks and Gardens within the West Midlands Region[61]. | Within the WMCA region there are 30 Registered Historic Parks and Gardens<br>• Birmingham: 14<br>• Coventry: 4<br>• Dudley: 2<br>• Sandwell: 4<br>• Walsall: 3<br>• Wolverhampton: 2<br>• Solihull: 1 |

**Explanatory Text and anticipated future trends:**

The purpose of Registers of Historic Parks and Gardens in England is to encourage the protection of gardens, grounds and other open spaces which are of historic importance. The majority of sites registered are, or started life as, the grounds of private houses, but public parks and cemeteries form important categories too.

The emphasis of the Register is on 'designed' landscapes, rather than on planting or botanical importance. The various types of designed landscape included on the Register are designated in the following four themes:

- Rural Landscapes
- Urban Landscapes
- Landscapes of Remembrance
- Institutional Landscapes

There are also numerous unregistered parks and gardens in the WMCA Region. Whilst they are non-statutory designations, they remain relevant considerations for local planning and developments.

The plan area contains numerous heritage assets some of which are on Historic England's Heritage at Risk Register. This includes a small number of Registered Parks and Gardens. **New development within the plan area may result in pressure on areas of importance for their cultural heritage and aesthetic quality and there is a requirement for them to be preserved and enhanced**.

Locations of Parks and Gardens are shown in Appendix F.

[59] Historic England (2020) *Heritage Indicators 2020*. Available: https://historicengland.org.uk/content/heritage-counts/pub/2020/heritage-indicators-2020/
[60] Historic England (2021) *Registered Parks and Gardens at Risk*. Available: https://historicengland.org.uk/advice/heritage-at-risk/landscapes/registered-parks-and-gardens-at-risk/
[61] Historic England (2020) Historic England (2020) *Heritage Indicators 2020*. Available: https://historicengland.org.uk/content/heritage-counts/pub/2020/heritage-indicators-2020/

## Landscape

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| **National Parks** | There are 10 National Parks in England[62]:<br>• Broads<br>• Dartmoor<br>• Exmoor.<br>• Lake District<br>• New Forest<br>• Northumberland<br>• North York Moors<br>• Peak District<br>• South Downs<br>• Yorkshire Dales | There is one National Parks in the wider West Midlands area, though none are within WMCA Region. | There are no national parks in the WMCA area, the closest is Peak District National Park in Staffordshire Moorlands. |
| | **Explanatory Text and anticipated future trends:**<br>In England and Wales, the purpose of National Parks is to conserve and enhance landscapes within the countryside whilst promoting public enjoyment of them and having regard for the social and economic well-being of those living within them.<br>The National Parks and Access to the Countryside Act 1949 established the National Park designation in England and Wales. In addition, the Environment Act 1995 requires relevant authorities to have regard for nature conservation.<br>The designation of National Parks is an ongoing process with two being added in England since 2008 (South Downs and Broads).<br>While the WMCA Region takes in important areas of landscape features there are presently no National Parks within the region. | | |
| **Areas of Outstanding Natural Beauty** | There are 34 AONBs located within England[63]:<br>• Arnside & Silverdale<br>• Blackdown Hills<br>• Cannock Chase<br>• Chichester Harbour<br>• Chilterns<br>• Cornwall<br>• Cotswolds | As of September 2021, the West Midlands Region contains land within five Areas of Outstanding Natural Beauty. | No AONB within WMCA. |

[62] National Parks (2016) *National Parks – Britain's Breathing Space*. Available: http://www.nationalparks.gov.uk/quick-guide-to-the-uks-national-parks
[63] The National Association of Areas of Outstanding Natural Beauty (2017) *Areas of Outstanding Natural Beauty*. Available: http://www.landscapesforlife.org.uk/

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | • Cranborne Chase and West Wiltshire Downs<br>• Dedham Vale<br>• Dorset<br>• East Devon<br>• Forest of Bowland<br>• Howardian Hills<br>• High Weald<br>• Isle of Wight<br>• Isles of Scilly<br>• Kent Downs<br>• Lincolnshire Wolds<br>• Malvern Hills<br>• Mendip Hills<br>• Norfolk Coast<br>• North Devon<br>• North Pennines<br>• North Wessex Downs<br>• Nidderdale<br>• Northumberland Coast<br>• Quantock Hills<br>• Shropshire Hills<br>• Solway Coast<br>• South Devon<br>• Suffolk Coast and Heaths<br>• Surrey Hills<br>• Tamar Valley<br>• Wye Valley (England and Wales)[64] | | |
| | **Explanatory Text and anticipated future trends:**<br>In England, the primary purpose of the AONB designation is to conserve natural beauty – which by statute includes wildlife, physiographic features and cultural heritage as well as the more conventional concepts of landscape and scenery. Account is taken of the need to | | |

[64] The Wye Valley takes in land within both England and Wales.

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | safeguard agriculture, forestry and other rural industries and the economic and social needs of local communities. Particular regard should be paid to promoting sustainable forms of social and economic development, that in themselves conserve and enhance the environment.<br><br>AONBs are designated under the National Parks and Access to the Countryside Act 1949, amended in the Environment Act 1995. The Countryside and Rights of Way Act 2000 clarifies the procedure and purpose of designating AONBs.<br><br>There is a need to **protect landscape character from potential threats. This includes issues such as inappropriate development, lack of appropriate management and climate change**. Without a co-ordinated strategic approach to development and infrastructure degradation of the special qualities of the AONBs within the region is more likely to result. | | |
| **Landscape Character Areas** | Natural England has produced National Character Area (NCAs) Profiles [65] which divide England into 159 distinct natural areas. Each is defined by a unique combination of landscape, biodiversity, geodiversity, history, and cultural and economic activity. Their boundaries follow natural lines in the landscape rather than administrative boundaries. They can be used for planning and development. | There are 26 National Character Area's located within the West Midlands Region[66] | There are 4 NCA's located within the WMCA Region as follows:<br>67 "Cannock Chase and Cank Wood"<br>66 "Mid Severn Sandstone Plateau"<br>97 "Arden"<br>96 "Dunsmore and Feldon" |
| | **Explanatory Text and anticipated future trends:**<br><br>Landscape Character Areas or Landscape Character Assessments encompass various aspects of landscape, biodiversity, heritage, cultural and geological features. These are non-statutory and used as an aid in the planning process and for decision making.<br><br>Each LCA profile produced by Natural England includes a description of the natural and cultural features that shape our landscapes, how the landscape has changed over time, the current key drivers for ongoing change, and a broad analysis of each area's characteristics and ecosystem services. Statements of Environmental Opportunity (SEOs) are suggested, which draw on this integrated information. The SEOs offer guidance on the critical issues, which could help to achieve sustainable growth and a more secure environmental future.<br><br>There is a need to **protect landscape character from potential threats. This includes issues such as inappropriate development, lack of appropriate management and climate change**. **Without a co-ordinated strategic approach to development and infrastructure degradation of the special qualities of landscapes within the region is more likely to result.**<br><br>Locations of the NCAs in the WMCA region are shown in Appendix E. . | | |

[65] Natural England (2014) *National Character Area profiles: data for local decision making.* Available: https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making

[66] Natural England (2014) *National Character Area profiles*. Available : https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making/national-character-area-profiles

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| **Designated Dark Skies** | Of the 16 International Dark Sky Reserves (IDSRs), three are located in England as of 2020[67]:<br>• Cranborne Chase<br>• Exmoor National Park<br>• Moore's Reserve (South Downs) | As of 2021, there is one Dark Sky Discovery Site in the WMCA region, "Barr Beacon Local Nature Reserve"[68]. | N/A |
| | **Explanatory Text and anticipated future trends:**<br>An International Dark Sky Reserve (IDSR)[69] is a public or private land of substantial size (at least 700 km², or about 173,000 acres) possessing an exceptional or distinguished quality of starry nights and nocturnal environment, and that is specifically protected for its scientific, natural, educational, cultural heritage, and/or public enjoyment.<br>The IDSR consists of two regions:<br>1) A "core" area meeting the minimum criteria for sky quality and natural darkness; and<br>2) A "peripheral" or "buffer" area that supports dark sky values in the core and receives similar benefits.<br>The IDSR is formed through a partnership of landowners and/or administrators that recognize the value of the natural night-time environment through regulations, formal agreements, and long term planning.<br>While the character of both the Cannock Chase AONB and Cotswolds AONB is influenced by their extensive dark skies, none of the WMCA Region is internationally designated as an IDSR. | | |
| **Areas of Tranquillity** | The latest mapping of areas of tranquillity was conducted by CPRE in 2007[70] which broadly designates;<br>• Undisturbed areas;<br>• Areas disturbed by urban development, major infrastructure projects and other noise and visual intrusion; | Using the 2007 CPRE mapping, the WMCA Region is largely indicated as being disturbed by urban development, major infrastructure projects and other noise and visual intrusion. This is largely a result of the main Birmingham urban area.<br>Tranquillity is a special quality of both the Cotswolds AONB and the Cannock Chase AONB. The Cotswolds AONB has produced | N/A |

[67] International Dark Sky Assocation (2020) *International Dark Sky Reserves*. Available: https://www.darksky.org/our-work/conservation/idsp/finder/
[68] Dark Sky Discovery Sites
[69] International Dark Sky Association (2018) *International Dark Sky Reserve Program Guidelines – June 2018*. Available: https://www.darksky.org/wp-content/uploads/2018/12/IDSR-Guidelines-2018.pdf
[70] CPRE (2007) *Intrusion Map: England, 2007*. Available: https://www.cpre.org.uk/wp-content/uploads/2019/11/intrusion_map_england_2007_1.pdf

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | • Urban areas.<br>Broadly, the least tranquil areas in England correlate with more densely populated localities and areas where transport networks are located. The Greater London area is the least tranquil area in England followed by the areas surrounding Liverpool/Manchester/Leeds. Some of the most tranquil areas in England are located in the North Pennines, Dartmoor and Exmoor. | a Tranquillity Position Statement[71] indicating that whilst the area has relatively high levels of tranquillity, there is a serious risk of decline as a result of increasing levels of development, infrastructure, traffic and visitor numbers. | |
| | **Explanatory Text and anticipated future trends:**<br>'Tranquillity' is a widely used term. It is considered to be a state of calm, quietude and is associated with peace; a state of mind that promotes mental well-being. It is considered to be a significant asset of landscape, appearing as an objective attribute in a range of strategies, policies and plans[72].<br>CPRE has estimated that the extent of undisturbed countryside in England has been reduced from 75% coverage in the 1960s to 50% in 2007[73].<br>Paragraph 180 of the National Planning Policy Framework[74] states planning policies and decisions should ensure that new development is appropriate for its location. In doing so, they should identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.<br>Although outside the Plan area, there is a need to protect the special quality of both the Cotswolds AONB and the Cannock Chase AONB. This includes the relative tranquillity of many parts of both AONBs. Without a co-ordinated strategic approach to development and infrastructure degradation of the special qualities of the AONBs within the region is more likely to result. | | |

[71] Cotswolds Conservation Board (2019) *Tranquillity Position Statement*. Available: https://www.cotswoldsaonb.org.uk/wp-content/uploads/2019/06/Tranquillity-Position-Statement-FINAL-June-2019.pdf
[72] Jackson, S., Fuller, D., Dunsford, H., Mowbray, R., Hext, S., MacFarlane R. and Haggett, C. (2008). *Tranquillity Mapping: developing a robust methodology for planning support*. Available at: https://www.cpre.org.uk/wp-content/uploads/2019/11/tranquillity_mapping_developing_a_robust_methodology_for_planning_support.pdf
[73] CPRE (2007) *Intrusion Map: England, 2007*. Available: https://www.cpre.org.uk/wp-content/uploads/2019/11/intrusion_map_england_2007_1.pdf
[74] MHCLG (2019) *National Planning Policy Framework*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

## Soils, Geology and Land-use

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| **Agricultural Land Classifications** | The Agricultural Land Classification system classifies land into five grades, with Grade 3 subdivided into Sub-grades 3a and 3b. The best and most versatile agricultural land is defined as Grades 1, 2 and 3a of the Agricultural Land Classification (ALC) system. As of 2012 it is estimated that of the farmland in England,[75] Grades 1 and 2 together form about 21% of soils. The subgrade 3a also covers about 21% of farmland in England. | The West Midlands Regional Agricultural Land Classification map produced by Natural England is relevant to the WMCA Region[76]. Grade 3 soils and Non-agricultural land – 'Land predominantly in urban use' cover the highest proportion of the WMCA Region. There are much smaller areas of Grades 1 or 2 soils and some areas of 'Other land primarily in non-agricultural use'. | N/A |
| | **Explanatory Text and anticipated future trends:** ALC uses a grading system to assess and compare the quality of agricultural land at national, regional and local levels. It assesses the potential for land to support different agricultural uses, such as growing crops for food. It does not consider the land's current use and intensity of use. Natural England has a statutory role in advising local planning authorities about land quality issues.<br>A combination of climate, site and soil characteristics and their unique interaction determines the limitation and grade of the land. These affect the:<br>• range of crops that can be grown;<br>• yield of crop;<br>• consistency of yield; and<br>• cost of producing the crop.<br>When considering development proposals that affect agricultural land, developers and LPAs should aim to protect the best and most versatile (BMV) agricultural land and soils in England from significant, inappropriate or unsustainable development proposals.<br>BMV agricultural land is graded 1 to 3a. The highest grade goes to land that[77]:<br>• gives the highest yield or output;<br>• has the widest range and versatility of use; | | |

[75] Natural England (2012) *Agricultural Land Classification: protecting the best and most versatile agricultural land (TIN049)*. Available: http://publications.naturalengland.org.uk/publication/35012

[76] Natural England (2010) *Agricultural Land Classification Map West Midlands Region (ALC004)*. Available: Agricultural Land Classification map West Midlands Region - ALC004 (naturalengland.org.uk)

[77] Natural England (2018) *Guide to assessing development proposals on agricultural land*. Available: https://www.gov.uk/government/publications/agricultural-land-assess-proposals-for-development/guide-to-assessing-development-proposals-on-agricultural-land

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | • produces the most consistent yield from a narrower range of crops; and<br>• requires less input.<br>There is **increased potential for development to occur in areas which would affect higher value agricultural land without a co-ordinated strategic approach to development and infrastructure in the region.**<br>Appendix E shows agricultural land classifications | | |
| **Geological SSSIs and RIGS** | As of June 2011, there were more than 1,200 SSSIs notified for geological interest in England and 300 in Wales. At that time, 72% of geological features were judged to be in favourable condition[78].<br>There are over 4,100 SSSIs in England, covering about 1,099,505 ha[79]. Of the total area covered 90.4% are in favourable or unfavourable recovering condition[80]. | N/A | Within the WMCA the following SSSIs can be found:<br>• Birmingham: 2<br>• Coventry: 2<br>• Dudley: 10<br>• Sandwell: 0<br>• Walsall: 7<br>• Wolverhampton: 0<br>• Solihull: 4<br>Total: 25 |
| | **Explanatory Text and anticipated future trends:**<br>SSSIs represent the principal national designation for places of importance for biodiversity and geodiversity in the UK. The designation of areas as SSSIs attaches certain legal requirements to the management of these sites. In addition to designating areas as SSSIs when the land's wildlife is of special interest, Natural England will select and notify an area as a new SSSI when it believes the geology or landform is of special interest[81]. At a national level the majority of SSSIs are in favourable or unfavourable recovering condition.<br>In the WMCA Region the majority of SSSIs in favourable or unfavourable recovering condition. However, some sites contain units that are in unfavourable condition which are reported to have not improved or are in decline from when previously reported on[82].<br>Geology in the WMCA Region is likely to face threats from development; human activities such as pollution, roads, disturbance, farming practices; loss of habitat; loss of food sources and a changing climate. **Without a co-ordinated strategic approach to development and** | | |

[78] Defra (2011) Benefits of Sites of Special Scientific Interest
[79] Natural England (2016) *Designated Sites View.* Available: https://designatedsites.naturalengland.org.uk/.
[80] Natural England (2016) Designated Sites View. Available: https://designatedsites.naturalengland.org.uk/
[81] Natural England (2020) Sites of special scientific interest. Available: https://www.gov.uk/guidance/protected-areas-sites-of-special-scientific-interest
[82] Natural England (2016) Designated Sites View. Available: https://designatedsites.naturalengland.org.uk/

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
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| | **infrastructure is likely to increase the potential for inappropriate greenfield development to occur which could increase pressures on SSSIs designated for their geological importance**.<br>The locations of Geological SSSIs are included alongside the other SSSIs and RIGS in the WMCA Region in Error! Reference source not found.. | | |
| Contaminated Land | As of 2020[83], there are 54 special sites of contaminated land in England. These are sites that due to specific land uses, past activities or water pollution are passed from the local council to the Environment Agency to regulate.<br>The National Planning Policy Framework places the onus with the developer and/or landowner for securing a safe land/development. | There are 4 special sites of contamination in the West Midlands Region[84]:<br>• Former Leek Gasworks<br>• Windsor Street<br>• Former Kenilworth Gasworks<br>• Former BA Tubes | N/A |
| | **Explanatory Text and anticipated future trends:**<br>Land is legally defined as 'contaminated land' where substances are causing or could cause:<br>• Significant harm to people, property or protected species;<br>• Significant pollution of surface waters (for example lakes and rivers) or groundwater; and<br>• Harm to people as a result of radioactivity.<br>Land may be contaminated by various substances including:<br>• Heavy metals such as arsenic, cadmium and lead;<br>• Oils and tars;<br>• Chemical substances and preparations, like solvents;<br>• Gases;<br>• Asbestos; and<br>• Radioactive substances.<br>Some types of contaminated land are classed as 'special sites', which are then regulated by the Environment Agency in England once a local council has decided that an area is a special site[85]. The National Planning Policy Framework requires a risk assessment of land | | |

[83] Environment Agency (2020) *Contaminated Land Special Sites*. Available: https://data.gov.uk/dataset/e3770885-fc05-4813-9e60-42b03ec411cf/contaminated-land-special-sites
[84] Contaminated Land Special Sites (data.gov.uk)
[85] Environment Agency (2020) *Contaminated land*. Available at: https://www.gov.uk/contaminated-land

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
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| | potentially affected by contamination and expects all investigations to be undertaken in accordance with established practices such as BS10175 (2002) 'Code of Practice for the Investigation of Potentially Contaminated Sites'.<br>There are presently no special sites of contamination in the WMCA Region. | | |
| **Green Belt** | As of 2020 the extent of land designated as Green Belt in England was estimated at 1,615,800 hectares, around 12.4% of the land area of England[86]. Land designated as Green Belt in England is distributed around the following 16 urban cores (listed by largest area to smallest area):<br>• London;<br>• Merseyside and Greater Manchester;<br>• South and West Yorkshire;<br>• Birmingham;<br>• Tyne and Wear;<br>• Bath and Bristol;<br>• Derby and Nottingham;<br>• Stoke-on-Trent;<br>• Bournemouth, Christchurch and Poole;<br>• Oxford;<br>• York;<br>• Cambridge;<br>• Cheltenham and Gloucester;<br>• Blackpool;<br>• Camforth, Lancaster and Morecambe; and<br>• Burton-upon-Trent and Swadlincote. | The West Midlands has the second largest area of land designated as Green Belt with 265,010 hectares.[87]. | The Birmingham Green Belt falls within all the Met 7 areas. The hectares of the Green Belt which fall under each area are as follows[88];<br>• Birmingham – 3752.6 ha<br>• Coventry – 1478.5 ha<br>• Dudley – 1766.7 ha<br>• Sandwell – 823.1 ha<br>• Solihull – 11,870.6 ha<br>• Walsall – 3,944.9 ha<br>• Wolverhampton – 799.3 ha |
| | **Explanatory Text and anticipated future trends:** | | |

[86] MHCLG (2020) *Local Authority Green Belt: England 2019-20*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/916232/England_Green_Belt_Statistics_2019-20.pdf
[87] MHCLG (2020) *Local Authority Green Belt: England 2019-20*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/916232/England_Green_Belt_Statistics_2019-20.pdf
[88] Local authority green belt statistics for England: 2020 to 2021 - GOV.UK (www.gov.uk)

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | The National Planning Policy Framework attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence[89]. 183 out of 317 local authorities have some land designated as Green Belt.<br>Green Belt serves five purposes:<br>• to check the unrestricted sprawl of large built-up areas;<br>• to prevent neighbouring towns merging into one another;<br>• to assist in safeguarding the countryside from encroachment;<br>• to preserve the setting and special character of historic towns; and<br>• to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.<br>Once Green Belts have been defined, local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land.<br>Across England between March 2019 and March 2020 there was a decrease of 3,520 hectares (0.2%) in the area of land designated as Green Belt. In the Met 7 area there has been little change in the land mass covered by the Birmingham Green Belt.<br>In spite of its strong protection through national planning policy Green Belt may come under pressure as areas are targeted for potential release and development in inappropriate locations as housing needs increase. There is **increased potential for Green Belt land that has not been identified as suitable for strategic growth to be subject to development without a co-ordinated strategic planning approach.**<br>The location of Green Belt within WMCA is shown in Appendix F. | | |
| **Geoparks** | There are currently three Geoparks in England, the English Riviera, located in the south of Devon in the south west, the North Pennines, between Cumbia and Northumberland in the north, and the Black Country located in the Midlands[90]. | There is one Geopark in the WMCA Region. | The Black Country Geopark is the only Geopark in the West Midlands and was recognised as an UNESCO Global Geopark as of July 2020. |
| | **Explanatory Text and anticipated future trends:** | | |

[89] MHCLG (2020) *Local Authority Green Belt: England 2019-20.* Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/916232/England_Green_Belt_Statistics_2019-20.pdf
[90] United Kingdom National Commission for UNESCO (2017) *Global Geoparks.* Available: http://www.unesco.org.uk/designation/geoparks/

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
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| | Geoparks are endorsed by UNESCO and are not designated under legislation. They are locally-led partnerships within areas of internationally significant geology that work to support sustainable economic development of the area, primarily through geological and eco-tourism[91]. There is a total of three Geoparks across England, with one being within the WMCA Region. | | |
| **Open Green Space** | The NPPF[92] puts the onus on local planning authorities to prepare an authority-wide, evidence-based greenspace strategy that includes an assessment of current greenspace provision. It also suggests LPAs use Local Green Space (LGS) as a designation to provide special protection against development for green areas of particular importance. | The West Midlands Green Infrastructure Prospectus for the West Midlands states that "Green infrastructure is the network of green spaces and natural elements that intersperse and connect our cities, towns and villages. It is the open spaces, waterways, gardens, woodlands, green corridors, wildlife habitats, street trees, natural heritage and open countryside. Green infrastructure provides multiple benefits for the economy, the environment and people"[93] | Sandwell recorded higher relative levels of green space use between March 2020 and July 2020 in comparison to the other local authorities across WMCA<br>In 2020, Dudley, Birmingham and Wolverhampton saw the lowest use of green space in WMCA<br>The average combined size of parks, public gardens, or playing fields within 1,000m radius ($m^2$)[94]:<br>Birmingham 19<br>Coventry 141<br>Dudley 187<br>Sandwell 115<br>Solihull 45<br>Walsall 22<br>Wolverhampton 231 |
| | **Explanatory Text and anticipated future trends:**<br>Open space, which includes all open space of public value, can take many forms, from formal sports pitches to open areas within a development, linear corridors and country parks. It can provide health and recreation benefits to people living and working nearby; have an | | |

[91] United Kingdom National Commission for UNESCO (2017) *Global Geoparks.* Available: http://www.unesco.org.uk/designation/geoparks/
[92] MHCLG (2014) *Open space, sports and recreation facilities, public rights of way and local green space*. Available: https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space
[93] https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKEwjWh5PjzoDzAhVih_0HHfy5A6gQFnoECA4QAQ&url=http%3A%2F%2Fpublications.naturalengland.org.uk%2Ffile%2F98026&usg=AOvVaw3CfhpyapG8CUaGC8-WGqyG
[94] Appendix 1.pdf (wmca.org.uk)

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | ecological value and contribute to green infrastructure, as well as being an important part of the landscape and setting of built development, and an important component in the achievement of sustainable development[95].<br>Local authorities play a vital role in[96]:<br>• providing new, good quality greenspace that is inclusive and equitable<br>• improving, maintaining and protecting existing greenspace<br>• increasing green infrastructure within public spaces and promoting healthy streets<br>• improving transport links, pathways and other means of access to greenspace, and providing imaginative routes linking areas of greenspace for active travel<br>**Without a co-ordinated strategic approach to development and infrastructure, there is increased potential for planning decisions to result in inappropriate development, which could fragment existing networks of open space thereby reducing connectivity**. | | |
| **Existing and Consented Urban Areas** | N/A | N/A | The main settlements in the WMCA Region include:<br>• Birmingham;<br>• West Bromwich;<br>• Walsall;<br>• Wolverhampton;<br>• Dudley;<br>• Solihull; and<br>• Coventry. |
| | **Explanatory Text and anticipated future trends:**<br>The WMCA Region is expected to accommodate substantial amounts of development in the coming years as planned for in each of the local authority areas' adopted plans. The delivery of this development will allow for cross boundary benefits to be achieved in terms of meeting local housing requirements and limiting residents' journey times to service and facilities and jobs considering the strong cross boundary relationships which already exist. **Without a strategic approach to the delivery of future development in the WMCA Region there is likely to be reduced potential to build on the benefits of existing cross boundary relationships in the plan area.** | | |

[95] MHCLG (2014) *Open space, sports and recreation facilities, public rights of way and local green space*. Available: https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space
[96] Public Health England (2020) *Improving access to greenspace – A new review for 2020*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904439/Improving_access_to_greenspace_2020_review.pdf

## Water Quality and Resources

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| **Water Framework Directive (WFD)** | As of 2019, in England, the quality status of water bodies assessed under the WFD were[97]:<br>Lakes:<br>• High – 10%<br>• Good – 24%<br>• Moderate – 54%<br>• Poor – 12%<br>• Bad – 1%<br>Rivers and Canals:<br>• High – 2%<br>• Good – 30%<br>• Moderate – 48%<br>• Poor – 16%<br>• Bad – 4%<br>Estuaries and Coastal:<br>• High – 21%<br>• Good – 55%<br>• Moderate – 23%<br>• Poor – 1%<br>• Bad – 1%<br>• | In line with the WFD, River Basin Management Plans (RBMPs) are relevant for the West Midlands Region and the status of waterbodies. Local government is involved in regulating, operating, influencing, and undertaking projects in the river basin district (RBD) of the associated RBMP.<br>The WMCA Region is mainly located within the Severn RBD[98]. As of 2015, the status of surface and groundwater water bodies in the RBD is as follows:<br>Surface Waters (including lakes, coastal, estuarine and rivers, canals and surface water transfers) totalling 755:<br>• High – 0% (0)<br>• Good – 20% (151)<br>• Moderate – 61% (462)<br>• Poor – 18% (134)<br>• Bad – 1% (8)<br>Groundwaters (Chemical Status) totalling 42:<br>• Good – 27<br>• Poor – 15<br>Some parts of the WMCA area are also located within the Humber RBD.<br>As of 2015, the status of surface and groundwater water bodies in the RBD is as follows[99]: | N/A |

[97] Joint Nature Conservation Committee (2021) *UK Biodiversity Indicators 2020 – B7. Surface water status*. Available: https://hub.jncc.gov.uk/assets/b6dbbc22-235a-4664-8192-3a178d32ffde
[98] DEFRA and Environment Agency (2015) *Water for life and livelihoods – Part 1: Severn river basin district River basin management plan.* Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/718336/Severn_RBD_Part_1_river_basin_management_plan.pdf
[99] Humber_RBD_Part_1_river_basin_management_plan.pdf (publishing.service.gov.uk)

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | | Surface Waters (including lakes, coastal, estuarine and rivers, canals and surface water transfers) totalling 987:<br>• High – 0% (0)<br>• Good – 15% (148)<br>• Moderate – 68% (671)<br>• Poor – 14% (136)<br>• Bad – 3% (32)<br>Groundwaters (Chemical Status) totalling 51:<br>• Good – 26<br>• Poor – 25 | |
| | **Explanatory Text and anticipated future trends:**<br>The EU WFD is transposed into UK law through the following regulations: The Water Environment (WFD) (England and Wales) Regulations 2017 for England and Wales; the Water Environment and Water Services (Scotland) Act 2003 (WEWS Act) and The Water Environment (WFD) Regulations (Northern Ireland) 2003) for Northern Ireland.<br>The purpose of the Directive is to establish a framework for the protection of inland surface waters (rivers and lakes), transitional waters (estuaries), coastal waters and groundwater. Groundwater is an important natural resource that supports river flows as well as ecological diversity in rivers, lakes and wetlands. It is also available for use, across the United Kingdom, for water supply by abstraction from boreholes, wells and springs.<br>The number of waterbodies assessed each year varies and has decreased from 10,761 in 2009 to 9,301 in 2019. There was a small decrease in the overall number of water bodies awarded high or good surface water status between 2009 and 2018. In 2019, 36% of surface water bodies assessed under the WFD in the UK were in high or good status. This this is the same as the 36% of surface water bodies assessed in 2009 and one percent higher than the 35% in 2014[100].<br>The Severn RBD[101] indicates that only 20% of its overall number of surface water bodies are at good or better overall status. This is predicted to increase to 27% by 2021, although this would still remain as a moderately lower percentage than the national average of 35%.<br>RBMPs are prepared in line with the WFD to protect and improve the quality of our water environment. The RBMPs support the government's framework for the 25-year environment plan and will allow local communities to find more cost-effective ways to take action to further improve our water environment[102]. | | |

[100] Joint Nature Conservation Committee (2020) *Surface Water Status – Datasheet*. Available: http://jncc.defra.gov.uk/docs/UKBI2015_DS_B7_Final2.xlsx
[101] DEFRA and Environment Agency (2015) Water for life and livelihoods – Part 1: Severn river basin district River basin management plan. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/718336/Severn_RBD_Part_1_river_basin_management_plan.pdf
[102] DEFRA and Environment Agency (2019) *River basin management plans: 2015*. Available: https://www.gov.uk/government/collections/river-basin-management-plans-2015

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | As with most water bodies in England, there are a range of significant water management issues manifested in the Severn RBD, with pollution from towns, cities and transport noted as being an issue for 12% of water bodies in this RBD. This includes Rainwater draining from roofs, roads and pavements carries pollutants, including grit, bacteria, oils, metals, vehicle emissions, detergent and road salt drains to surface water, including estuaries and coastal waters. Many homes and workplaces have 'misconnected' drains, meaning that dirty water often enters surface waters and groundwater rather than foul sewer drains.<br>New development can also result in increased discharge of waste water and this is noted as affecting 29% of water bodies in the RBD, with population growth recognised as putting increased pressure on the sewer network. The new development may also result in physical modifications to water bodies – an issue affecting 27% of water bodies in this RBD<br>**Without a coordinated approach to development and infrastructure there is increased potential for pollution to result at water bodies in the WMCA Region**. | | |
| **Drinking Water Safeguard Zones**<br>**Source Protection Areas** | Drink Water Safeguard Zones (DWSZs) are designated in England for any raw water sources that are 'at risk' of deterioration which would result in the need for additional treatment. These zones are areas where the land use is causing pollution of the raw water. Similarly, parts of the country at which there is increased risk of contamination to groundwater supplied from activities which might cause pollution are covered by Source Protection Zones (SPZs). | A large part of West Midlands falls within a DWSZ, particularly towards the north and west.<br>There are also a numbers of areas of the West Midlands Region falling within SPZs. | River Bourne, Blythe and Shustoke Reservoir DWSZ falls entirely within the WMCA, in the centre and several others partially within.<br>There are a number of SPZ within the WMCA, predominately located towards the north west, with smaller areas in the centre[103]. |
| | **Explanatory Text and anticipated future trends:**<br>DWSZs are designated by the Environment Agency for areas in which action is needed to address pollution so that extra treatment of raw water can be avoided. Furthermore, groundwater provides around a third of drinking water in England and maintains the flow in many of the waterbodies in the country. SPZs are also designated by the Environment Agency. These designations cover groundwater sources such as wells, boreholes and springs which are used for public drinking water supply.<br>**Without a coordinated approach to development and infrastructure there is increased potential for pollution to occur in areas where there is a risk of contamination of drinking water resulting**.<br>The location of Drinking Water Safeguard Zones and Source Protection Zones within the WMCA region are shown in Appendix F. | | |

[103] https://data.gov.uk/dataset/09889a48-0439-4bbe-8f2a-87bba26fbbf5/source-protection-zones-merged

## Resources and Waste

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
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| **Landfill Sites** | In the UK, landfill tax is one of the key drivers to divert waste from landfill to ensure that the 2020 target of no more than 10.161 million tonnes of biodegradable municipal waste (BMA) to landfill and the 2035 target of no more than 10% of municipal waste to landfill[104].<br>UK BMW sent to landfill has fallen from approximately 7.2 million tonnes in 2018 to around 6.6 million tonnes in 2019. The UK is therefore still on track to meet the EU target to restrict BMW landfilled to 35% of the 1995 baseline by 2020[105]. | The majority of the WMCA Region's waste is principally received by sites in Staffordshire and Warwickshire.<br>In the West Midlands' a total of 9,800,000t of waste is recycled or re-used, whilst 7,385,000t of waste still go to landfill or is incinerated[106]. NISP West Midlands has helped divert 4,250,385t of waste from landfill. It has eliminated 83,970t hazardous waste, saved 10,040,326t virgin materials and 13,339,274m3 of water, as well as 5,086,770 CO2e[107]. | In the WMCA there are no hazardous landfill sites. |
| | **Explanatory Text and anticipated future trends:**<br>The amount of BMW sent to landfill in the UK has fallen in recent years and it is expected that the country will meet targets for the reduction of waste by 2020. It is unlikely that providing new development in the WMCA Region will greatly influence the proportion of waste sent to landfill. This will more likely be influenced by the decisions of residents in the plan area (for example by recycling and composting) as well decisions made by the local authorities. | | |
| **Waste Facilities** | In 2013/14 there were 697 Household Recycling Centres (HRCs) located in England, with an average catchment radius of 4.8 miles and approximately 32,281 households per site. This shows the current average provision in terms of catchment radii | In 2018/19 there was a total of 1,274,588 tonnes of local authority waste collected across the WM 7 Met. area, this drops down to 1,094,011 tonnes when restricting to household waste. However, when compared | The Met 7 area's contain the following number of HRC's:<br>Birmingham - 5[110]<br>Solihull – 1[111] |

[104] Defra (2020) *Waste Management Plan for England*. Available: https://consult.defra.gov.uk/waste-and-recycling/waste-management-plan-for-england/supporting_documents/Waste%20Management%20Plan%20for%20England.pdf
[105] Defra (2020) *UK Statistics on Waste*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/918270/UK_Statistics_on_Waste_statistical_notice_March_2020_accessible_FINAL_updated_size_12.pdf
[106] West Midlands' Circular Economy Routemap, 2021. Available: WMCA-CE-Routemap-Baseline-Analysis-DRAFT-FOR-REVIEW-April21.pdf (bssa.org.uk)
[107] West Midlands: Home of the Industrial Revolution (wmca.org.uk)
[110] Book an appointment | Household recycling centres (Council tips) | Birmingham City Council
[111] Bickenhill Household Waste and Recycling Centre (tip) | solihull.gov.uk

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | was broadly in line with the National Assessment of Civic Amenity Sites recommendations of a maximum catchment radii of three miles in urban areas and seven miles in rural areas[108]. | to 2017/18 the WM 7 Met. area has increased by 7,377 tonnes for total local authority collected waste and by 2,267 for household waste.<br>The proportion of local authority collected waste that is sent for either recycling, composting or reuse has decreased from 31.0% in 2017/18 to 30.5% in 2018/19. Similar patterns can be seen when restricting to households where 31.9% was sent for recycling, composting or reuse in 2017/18 to 31.1% in 2018/19.[109] | Coventry – 1[112]<br>Dudley – 1[113]<br>Sandwell – 1[114]<br>Walsall - 2[115]<br>Wolverhampton - 2[116] |
| | **Explanatory Text and anticipated future trends:**<br>The provision of waste facilities in the WMCA Region is outside of the scope of the LTP, though it is of note. | | |
| **Energy / Fuel Use** | Fuel used for electricity generation totalled 55.6 Million tonnes of oil equivalent (Mtoe) in 2020. This was a decrease of 5.2% compared to 2019 and the lowest value in more than twenty years. This large decrease occurred due to the unusually low demand and generation as a result of the Covid-19 restrictions [117]. | N/A | Shropshire and Staffordshire are way ahead of other West Midlands counties for generating renewable energy[118].<br>The installed capacity (MW) at local authority level for renewable electricity generation is as follows:[119] |

[108] Waste and Resources Action Programme (2018) *Household Waste and Recycling Centre Guide*. Available: https://www.wrap.org.uk/sites/files/wrap/HWRC_Guidance_2018_4.pdf
[109] West Midlands Regional Economic Development Institute Partnership (2020) *State of the Region 2020* https://www.wmca.org.uk/media/4290/state-of-the-region-2020-final-full-report.pdf
[112] Location and access | Recycling and Reuse Centre (the tip) | Coventry City Council
[113] Household waste recycling centre (dudley.gov.uk)
[114] The Household Recycling Centre (the tip) | Sandwell Council
[115] Find Household Waste Recycling Centres (tips) (walsall.gov.uk)
[116] Rubbish tips | City Of Wolverhampton Council
[117] DBEIS (2021) *DUKES 2021 Chapter 5: Electricity*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904805/DUKES_2020_Chapter_5.pdf
[118] Green Alliance West Midlands (green-alliance.org.uk)
[119] DBEIS (2020) *Regional Renewable Statistics*. Available: https://www.gov.uk/government/statistics/regional-renewable-statistics

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
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| | The fuel generation from fossil fuels fell 15.9% in 2020, to a record low. Gas continued to be the dominant furl but was down 16% from 2019. Renewables' share of generation was greater than that of fossil fuels for the first time at 43.1%. This was in the context of electricity generation falling to record low levels in 2020, with total electricity generation in 2020 of 312.0 TWh. This reflects the lower demand for electricity during 2020 as a result of the UK's Covid-19 restrictions. Renewable sources generated 134.6 TWh in 2020, a 12.6 per cent increase compared to 2019 and higher than the 117.8 TWh from fossil fuel. | | Birmingham (419,782 est. households):<br>• 2017 – 79.4<br>• 2018 – 81.2<br>• 2019 – 81.7<br>Coventry (132,084 est. households):<br>• 2017 – 28.3<br>• 2018 – 28.6<br>• 2019 – 28.7<br>Dudley (133,521 est. households):<br>• 2017 – 20.9<br>• 2018 – 21.2<br>• 2019 – 21.3<br>Sandwell (127,236 est. households):<br>• 2017 – 35.1<br>• 2018 – 35.3<br>• 2019 – 35.4<br>Solihull (87,949 est. households):<br>• 2017 – 7.9<br>• 2018 – 8.0<br>• 2019 – 8.2<br>Walsall (109,789 est. households):<br>• 2017 – 10.9<br>• 2018 – 11.2<br>• 2019 – 11.3<br>Wolverhampton (105,403 est. households):<br>• 2017 – 24.7 |

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | | | • 2018 – 25.0<br>• 2019 – 25.2 |
| | **Explanatory Text and anticipated future trends:**<br>Electricity supply is driven by demand, as it is generated or imported as needed. In recent years, demand for electricity has decreased as energy efficiency measures have improved and increased in number and in 2020 the larger reduction was due to the Covid-19 pandemic. The total electricity demand comprises energy industry use, losses in transmission or distribution and final consumption by end users[120].<br>The main driver for the decrease shift in generation of coal and gas was an increase in the carbon price floor in April 2015, from £9 per tonne of CO2 to £18 per tonne of CO2[121]. Since coal generation produces more than double the amount of carbon dioxide per GWh of electricity supplied than gas, this made generation from coal more expensive than gas.<br>The decline in fossil fuel generation was made possible by the substantial growth in renewable generation and this trend continued in 2020. Low carbon generation consists of renewable and nuclear generation and the rise in renewables share of generation also drove an increase in the share of generation from low carbon sources.<br>The delivery of new development and infrastructure **may provide opportunities for the incorporation of new renewable schemes where this is deemed appropriate. If development is not provided in a strategic manner it is less likely that these types of opportunities will be achieved.** | | |
| **Aggregates / Construction Materials** | Construction output in June 2021 was 0.3% (£39 million) below the February 2020 pre COVID-19 pandemic level.<br>In the UK, seasonally adjusted sales of sand and gravel have consistently remained below levels typically seen before the recession of 2008 to 2009 and have dropped recently due to the Covid-19 pandemic[122]. | In 2016 the West Midlands aggregate sales increased from 10.41mt in 2015 to 11.03mt in 2016 - the third highest sales figure in the past 10 years, however sales are still below pre-recession levels.<br>The estimated supply of aggregates in the West Midlands of England 2015-2016, are as follows (million tonnes)[123]:<br>2015: | N/A |

[120] DBEIS (2021) *DUKES 2021 Chapter 5: Electricity*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904805/DUKES_2020_Chapter_5.pdf
[121] DBEIS (2021) *2019 UK Greenhouse Gas Emissions, Final Figures.* Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957887/2019_Final_greenhouse_gas_emissions_statistical_release.pdf
[122] DEBIS (2021) *Monthly Statistics of Building Materials and Components Commentary, August 2021*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1013741/21-cs9_-_Construction_Building_Materials_-_Commentary_August_2021.pdf
[123] https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwiAiev654DzAhXbhv0HHXAKCvkQFnoECAYQAQ&url=https%3A%2F%2Fapps2.staffordshire.gov.uk%2Fscc%2FTrimDocProvider%2F%3FID%3D002%2F20%2F20%2F050676&usg=AOvVaw2QuKMaYhiKMRIbAW0tfY-h

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | In contrast, after the 2008 to 2009 recession, seasonally adjusted sales of ready-mixed concrete had been recovering steadily since quarter-2 2012, until the recent drop due to the Covid-19 pandemic. Concrete block deliveries also declined during the recession of 2008 to 2009. The general trend has been one of growth since 2013, until the recent drop due to the Covid-19 pandemic. | • Crushed Rock – 3.37<br>• Marine Sand and Gravel – 7.04<br>2016:<br>• Crushed Rock – 3.92<br>• Sand and Gravel – 7.11 | |
| | **Explanatory Text and anticipated future trends:**<br>Aggregates are the most commonly used minerals in the UK and are essential to a modern economy. They provide the critical raw material for built development and other construction, manufacturing and the maintenance of infrastructure, through their use as concrete, mortar, finishes, roadstone, constructional fill and railway ballast.<br>There are three sources of supply of aggregates – primary, secondary and recycled. The majority of aggregate demand is met from primary sources. This involves extracting material directly from the ground and dredging from the sea floor. There are significant geographical imbalances in the occurrence of suitable natural aggregate resources and the areas where they are most needed.<br>The National Planning Policy Framework (NPPF)[124] paragraph 207 requires an annual Local Aggregate Assessment (LAA) to be produced by Mineral Planning Authorities (MPAs) in order to plan for a steady and adequate supply of aggregates.<br>Although the demand for construction materials is expected to fall in 2020 due to the impact of Covid-19, the long-term trend is an expected increase at a national level. | | |
| **Sector Waste Statistics** | The official England 'waste from households' recycling rate was 45.5% in 2019. The amount of waste recycled increased slightly by 0.9% from the previous reporting year. The total amount of waste recycled increased from 9.8 million tonnes in 2018 to 10.1 million tonnes in 2019[125]. | In 2019 collected waste for the West Midlands Regions[127] (per thousand tonnes) stood at:<br>Landfill:<br>- 177 (6.4%)<br>Incineration: | In 2019/20 the collected waste (per thousand tonnes) for the Met 7 areas stood at[128]:<br>• Total local authority collected waste<br>○ Birmingham City Council - 486 |

[124] MHCLG (2019) National Planning Policy Framework. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
[125] DEFRA (2021) *Local Authority Collected Waste Management for England 2019/20*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/966114/Statistics_on_waste_managed_by_local_authorities_in_England_in_2019v3_accessible.pdf
[127] Statistics on waste managed by local authorities 2019 (publishing.service.gov.uk)
[128] *ENV18 - Local authority collected waste: annual results tables (2021)* https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | As with the rest of England, the South East Region has reported trends of increasing rates of recycling in most of the last ten one-year report periods. Between the reporting periods 2009/10 and 2019/20 rates of recycling increased from 39.1% to 47.5% in the Region[126]. | - 1,455 (52.7%)<br>Recycled/Composted:<br>- 1,087 (39.4%)<br>Other:<br>- 42 (1.5%)<br>**Total: 2,760**<br>In 2019/20 the highest area within the West Midlands Region for household recycling rates is Stratford-on-Avon District Council, recycling 60.5% and the lowest is Birmingham City Council recycling 23.6%. | ○ Coventry City Council -168<br>○ Dudley MBC - 137<br>○ Sandwell MBC - 142<br>○ Solihull MBC – 97<br>○ Walsall MBC – 121<br>○ Wolverhampton MBC – 124<br>• Household waste for recycling/compost<br>○ Birmingham City Council - 97<br>○ Coventry City Council - 43<br>○ Dudley MBC - 46<br>○ Sandwell MBC - 45<br>○ Solihull MBC - 34<br>○ Walsall MBC – 45<br>○ Wolverhampton MBC - 39<br>• Household waste not sent for recycling -<br>○ Birmingham City Council - 313<br>○ Coventry City Council - 85<br>○ Dudley MBC - 76<br>○ Sandwell MBC - 84<br>○ Solihull MBC – 58<br>○ Walsall MBC - 67<br>○ Wolverhampton MBC - 65 |
| | **Explanatory Text and anticipated future trends:** | | |

[126] Ibid.

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | In February 2019 the Government published a consultation on measures to increase recycling from households and businesses to support the achievement of a much higher 65% recycling rate for municipal waste by 2035. The Government responded and stated that they would be introducing measures for England to increase household recycling by requiring all local authorities to collect a consistent set of dry materials from households in England, to collect food waste separately from all households on a weekly basis; and to arrange for garden waste collection where necessary. Together, these will support the ability to meet commitments on recycling outlines in the Resources and Waste Strategy. | | |

## Communities – Population, Employment and Viability

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| **Population and Locations of Major Settlements** | As of mid- 2020, England had an estimated population of 56,550,138[129].<br>By 2043, it is expected that the population of England will be approximately 61,744,100; an increase of 9.7%. The proportion of those aged 65 and over is due to increase by 42.2% by 2043, the largest increase for any age category. Meanwhile, the proportion of those aged between 0-29 and between 30-64 will increase by 2.9% and 1.9%, respectively over the same period[130].<br>The number of households in England is projected to increase by 1.6 million (7.1%) over the next 10 years, from 23.2 million in 2018 to 24.8 million in 2028[131]. Growth in the | As of mid-2020, the West Midlands Region had a population estimated at 5,934,037[132].<br>The West Midlands Metropolitan Area's population is forecast to grow by 444,000 people by 2035[133].<br>The Black Country has the highest population at 1.19m, followed by Birmingham at 1.1m and Coventry at 366k[134]. | The population in each of the Met 7 areas are as follows:<br>• Birmingham - 1,140,500<br>• Solihull – 217,500<br>• Coventry – 379,400<br>• Dudley – 322,400<br>• Sandwell – 329,000<br>• Walsall - 286,700<br>• Wolverhampton - 264,400[135] |

[129] ONS – *Estimates for the Population for the UK, England, Wales, Scotland and Norther Ireland: Mid-2019 – April 2020 Local Authority District Codes Edition*. Available: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland
[130] ONS – Population Projections for Local Authorities, Table 2: 2018 Based Edition of this Dataset. Available: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandtable2
[131] ONS – Household projections for England: 2018-based. Available: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/bulletins/householdprojectionsforengland/2018based#household-type-projections
[132] ONS - Estimates for the Population for the UK, England, Wales, Scotland and Norther Ireland: Mid-2020
[133] movement-for-growth.pdf (tfwm.org.uk)
[134] PowerPoint Presentation (wmca.org.uk)
[135] Nomis - Local Authority Profile https://www.nomisweb.co.uk/reports/lmp/la/1946157192/report.aspx

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | number of households is fastest where the household reference person (HRP) is of older age; 64% of the total growth in households is accounted for by households where the HRP is aged 75 years or over. The number of people aged 75 years and over living on their own is projected to increase by 461,000 in the 10 years to 2028. | | |
| | **Explanatory Text and anticipated future trends:**<br>Latest ONS figures for household projections in England show an indication of the future number of households in England and its regions and local authorities[136]. These are used for planning in areas such as housing and social care. The latest household projections show a continued rise in the number of households in England, at a level closely in line with what was previously projected. There continues to be much variation across age groups, regions and household types. ONS project the majority of household growth over the next 10 years will be because of an increase in older households without dependent children, particularly those where the household reference person is aged 75 years and over. This shows the potential impact of an ageing population on future household formation.<br>The number of households in the West Midlands is projected to increase by 7.7% between 2018 and 2028. This is an estimated increase of 2,403,000 in mid-2018 to 2,588,000 in mid-2028[137].<br>The West Midlands Region is expected to see substantial population growth in the coming years, with **the proportion of residents of an older age increasing in line with the trend across much of England. Development across the plan area needs to be particular considerate of this group in relation to the design of development and neighbourhoods as well as the accessibility of services and facilities. There will be a need to promote development which ensures the issue of isolation does not become more prevalent given the expected increase in the proportion of single person households among older people. Without a strategic approach to development, it is less likely that these challenges will be comprehensively met.** | | |
| **Working Age Population** | As of 2020, the proportion of residents in the Great Britain of working age (16-64) was 62.4%, with similar levels reported for both males (63.1%) and females (61.7%)[138]. A similar percentage of residents in England were of working age (62.3%) at the same | The West Midlands proportion of residents at working age (61.7%) in 2020 and the percentage reported was lower than the figure for the UK (62.4)[140]. | The number of people with highest qualifications at NVQ4 has increased by 4.4% to 860k compared to a UK increase of 2.9%. Meaning a third of the working age population is educated to degree level. The |

[136] ONS – Household projections for England: 2018-based. Available: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/bulletins/householdprojectionsforengland/2018based#household-type-projections
[137] https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/bulletins/householdprojectionsforengland/2018based
[138] Nomis – *Labour Market Profile: Great Britain*. Available: https://www.nomisweb.co.uk/reports/lmp/gor/2092957698/report.aspx
[140] Nomis – *Labour Market Profile: West Midlands*. Available Labour Market Profile - Nomis - Official Labour Market Statistics (nomisweb.co.uk)

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | time of reporting. The breakdown between males (63.0%) and females (61.6%) in England was also similar[139]. | | region needs another 173k to reach the national average.<br>Coventry and Warwickshire have a very well educated workforce with a higher proportion of the working age population being educated to NVQ Level 4 educated or above than elsewhere in the West Midlands.<br>Coventry and Warwickshire also has the highest employment rate at 77.5% in 2019.<br>Percentage of Working Age Population (WAP) with No Qualifications stands at 11.3% (est 290,500 people)[141]. |
| | **Explanatory Text and anticipated future trends:**<br>See above relating to population change. | | |
| **Unemployment** | From April 2021 to June 2021, approximately 4.7% of the economically active population were unemployed in the Great Britain[142]. During the same period the percentage of economically active people in England that were unemployed was the similar to the figure reported for Great Britain at 4.8%[143]. | The unemployment rate as 5.5% compared to 4% for the UK a net increase of 4,200[144].<br>The unemployment rate in each local authority area in the West Midlands Region since April 2017 is as follows[145]:<br>West Midlands:<br>Apr 2017 to Mar 2018 – 5.0% (GB 4.3%)<br>Apr 2018 to Mar 2019 – 4.6% (GB 4.1%)<br>Apr 2019 to Mar 2020 – 4.9% (GB 3.9%)<br>Apr 2020 to Mar 2021 – 5.5% (GB 4.9%) | N/A |

[139] Nomis – *Labour Market Profile: England*. Available: https://www.nomisweb.co.uk/reports/lmp/gor/2092957699/report.aspx
[141] PowerPoint Presentation (wmca.org.uk)
[142] Nomis – *Labour Market Profile: Great Britain.* Available: https://www.nomisweb.co.uk/reports/lmp/gor/2092957698/report.aspx
[143] Nomis – *Labour Market Profile: England*. Available: https://www.nomisweb.co.uk/reports/lmp/gor/2092957699/report.aspx
[144] PowerPoint Presentation (wmca.org.uk)
[145] Nomis – *Labour Marker Profile: All people - Economically active - Unemployed (Model Based).* Available: Labour Market Profile - Nomis - Official Labour Market Statistics (nomisweb.co.uk)

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | **Explanatory Text and anticipated future trends:**<br>Data from the ONS Labour Force Survey shows the employment rate has generally decreased since the start of the coronavirus pandemic, while the unemployment rate has been increased. However since the end of 2020 employment and unemployment rates have shown signs of recovery[146]. Total hours worked, while still low, have increased in the previous quarter as coronavirus restrictions eased.<br>Before the coronavirus pandemic and since its height of 8.1% in 2012, overall unemployment in England has gradually lowered. This is generally replicated throughout the other English regions including the West Midlands, where overall unemployment fell from 6.6% in 2012 to 3.7% by 2019. It should also be noted that the unemployment rate is model-based and relates to those aged 16 and over.<br>Without the strategic approach to development in the WMCA t**he required development and infrastructure is less likely to be provided to encourage investment in areas where highest numbers of residents can benefit from new employment opportunities**. | | |
| **Economic Activity Rates** | From April 2021 to June 2021, 79.2% of the population were economically active in England. 75.3% of the economically active population were in employment. Of the 20.5% of the economically inactive population in England 27.1% were students, 22.8% were long-term sick and 20.9% were looking after family/home[147]. | As of July 2020 the West Midlands region was at 74.5% employment down only -0.7pp since last quarter, with unemployment up slightly to 4.8% and inactivity rates increasing to 21.7%[148]. | N/A |
| | **Explanatory Text and anticipated future trends:**<br>The WMCA Region has demonstrated slightly lower levels of economic activity than the national average in recent years. Of those who were reported to be economically inactive, this included a higher percentage of long-term sick than the national average. Development in the region should **aim to build on the relatively high rates of economic activity among the local population as well the relatively high proportion of students which indicates high educational attainment. Without a strategic approach to development and infrastructure in the WMCA Region, it may prove more difficult to encourage further economic investment and to build on level of economic activity presently demonstrated in the region**. | | |
| **Deprivation** | The English Indices of Deprivation measure relative levels of deprivation in 32,844 small | Overall deprivation is high with 34.5% of local areas in the most deprived in the country. Birmingham has 41% of its neighbourhoods in the 10% most deprived, | The proportion of the population with no qualifications at all for each three LEP areas compared to the UK average (7.9%) with Coventry and Warwickshire within the |

[146] ONS – Labour market overview, UK: October 2020. Available: https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/uklabourmarket/october2020
[147] Nomis – *Labour Marker Profile: All people - Economically active – Time series*. Available: https://www.nomisweb.co.uk/reports/lmp/la/1946157348/subreports/ea_time_series/report.aspx?c1=2013265929&c2=2092957699
[148] *West Midlands Combined Authority State of the Region 2020*. Available: PowerPoint Presentation (wmca.org.uk)

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | areas or neighbourhoods, called Lower-layer Super Output Areas, in England[149].<br>Overall, 88 per cent of neighbourhoods that are in the most deprived decile according to the Index of Multiple Deprivation 2019 (IMD2019) were also the most deprived according to the IMD2015.<br>Deprivation is dispersed across England. 61 per cent of local authority districts contain at least one of the most deprived neighbourhoods in England.<br>Middlesbrough, Liverpool, Knowsley, Kingston upon Hull and Manchester are the local authorities with the highest proportions of neighbourhoods among the most deprived in England. This is largely unchanged from the IMD2015. | followed by Walsall at 26% and Wolverhampton at 21%. | margin of error at 7.3%, followed by GBSLEP at 10.0% and the Black Country far behind at 16.7%. The skills deficit in the Black Country is still apparent when looking only at the metropolitan area, with the highest percentage in Sandwell at 20.3%. This difference may be partly explained by the population in this area being older and more likely to have performed manual work which did not require formal qualifications.<br>With Rank 1 being most deprived, out of the 317 local authorities in England, the Met 7 areas ranked as follows[150]:<br>Birmingham – 6th<br>Coventry – 81st<br>Dudley – 104th<br>Sandwell – 8th<br>Solihull – 206th<br>Walsall – 31st<br>Wolverhampton – 19th<br>Employment – 137th |
| | The Indices of Deprivation 2019[151] provide a set of relative measures of deprivation for small geographical areas (Lower-layer Super Output Areas) across England, based on seven different domains of deprivation:<br>• Income Deprivation | | |

[149] MHCLG (2019) *The English Indices of Deprivation 2019 (IoD2019)* Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/835115/IoD2019_Statistical_Release.pdf
[150] IoD 2019 Interactive Dashboard – Local Authority Focus https://app.powerbi.com/view?r=eyJrIjoiOTdjYzIyNTMtMTcxNi00YmQ2LWI1YzgtMTUyYzMxOWQ3NzQ2IiwidCI6ImJmMzQ2ODEwLTljN2QtNDNkZS1hODcyLTI0YTJlZjM5OTVhOCJ9
[151] MHCLG (2019) *The English Indices of Deprivation 2019*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/833951/IoD2019_Technical_Report.pdf

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | • Employment Deprivation<br>• Education, Skills and Training Deprivation<br>• Health Deprivation and Disability<br>• Crime<br>• Barriers to Housing and Services<br>• Living Environment Deprivation<br>Each of these domains is based on a basket of indicators. As far as is possible, each indicator is based on data from the most recent time point available. A range of summary measures are available for higher-level geographies including Local Authority Districts and upper tier Local Authorities, Local Enterprise Partnerships, and Clinical Commissioning Groups. These summary measures are produced for the overall Index of Multiple Deprivation, each of the seven domains and the supplementary indices.<br>Some Local Authority areas in the WMCA Region **contain pockets of deprivation** which are among the most deprived in England. **Without the strategic approach to development in the plan area, opportunities to deliver development and infrastructure which can improve access to employment and the income of local people are less likely to be achieved**. | | |
| **Gross Value Added** | The Nominal Gross Value Added (GVA) per filled job (£) for the United Kingdom (including the off-shore contribution to GVA that cannot be assigned to any region) between 2016 and 2018 was reported as follows:<br>• 2016 - £53,788<br>• 2017 - £55,347<br>• 2018 - £56,387<br>Latest figures show that UK GVA, in chained volume measures, was estimated to have increased by 1.9% in 2017. Between 2016 and 2017, England increased by 2.0%, the highest increase of the four countries in the UK[152]. | The Nominal GVA per filled job (£) for the West Midlands Region (including the off-shore contribution to GVA that cannot be assigned to any region) between 2016 and 2019 was reported as follows[153]:<br>2016 - £48,732<br>2017 - £49,953<br>2018 - £50,730<br>2019 - £51,002 | N/A |
| | **Explanatory Text and anticipated future trends:** | | |

[152] ONS – Regional economic activity by gross value added (balanced), UK: 1998 to 2017. Available: https://www.ons.gov.uk/economy/grossvalueaddedgva/bulletins/regionalgrossvalueaddedbalanceduk/1998to2017#england-was-the-fastest-growing-country-in-the-uk-in-2017
[153] Subregional productivity: labour productivity indices by city region - Office for National Statistics (ons.gov.uk)

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | GVA is a measure of the increase in the value of the economy due to the production of goods and services. The measure can be a useful way of comparing regions of different size, however, comparisons can be affected by commuting flows into or out of the region.<br>Nominal GVA per filled job in the WMCA was lower than the national figure. **Development and infrastructure should be planned so that increases in value of the economy can be of benefit to all. Without a strategic approach to development and infrastructure to support future economic growth it is likely that some opportunities to secure this aim may not be realised**. | | |

## Communities – Supporting Infrastructure

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| **Location of Strategic Rail Links** | The railway network in Great Britain comprises 2,568 stations, set across 15,904 km of tracks of which 38.0% is electrified. Train usage was reported to be down by 0.7% in 2019/20 compared to the previous year. This was likely to be affected by the Covis-19 pandemic. Satisfaction with the services offered was also down by 1 percentage points in spring 2020 compared to spring 2019. The trips per person in 2019 showed an increase of 58.0% compared to 2002, whereas the figures for bus travel (22.0%), car travel (14.0%) and walking (5.0%) all fell[154]. | The "Midlands Connect" initiative has identified six "intensive growth corridors" and four major hubs of economic activity across the wider Midlands in an area with a population of 11 million. The "Midlands Connect" shows evidence that improved highway reliability and regular average speeds, and higher line speeds on inter-regional rail and highway links across the Midlands provide an economic benefit to the wider Midlands of up to £800m per annum by 2036 with 143,000 additional jobs when a ten per cent reduction in general travel costs are achieved. The schemes and measures arising from Midlands Connect technical evidence being produced for eight workstreams in 2016 will form the basis of development of this national/regional tier of the West Midlands Metropolitan Area's transport system.<br>High Speed Rail Two is the biggest national transport scheme in decades, and the West Midlands will ensure that the opportunities | As per WMCA |

[154] Department for Transport (2019) *Rail Factsheet*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/851082/rail-factsheet-2019.pdf

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | | for growth this presents will be maximised. This will be by effectively "plugging-in" Birmingham Curzon Street and Interchange High Speed Rail Stations in the Metropolitan Area to local transport networks through the HS2 Connectivity Programme.<br>The Midlands Connect highlights the importance of freight movements serving the West Midlands and crossing central England. It will also be invaluable in helping identify schemes to assist freight movements and to assist advanced manufacturing and other growth sectors of the West Midlands economy.<br>A critical element of the successful delivery of the Metropolitan Rail and Rapid Transit Network is to increase central Birmingham rail capacity. Early schemes to help achieve this are Snow Hill line capacity enhancements associated with Snow Hill platform 4 reinstatement, the Camp Hill Chords and track and signalling improvements. [155] | |
| | **Explanatory Text and anticipated future trends:**<br>The use of public transport via rail in Great Britain has increased in recent years while reliance on bus services has decreased. This method of transport offers a more limited contribution to climate change compared to private car use and in 2019/20 emissions per passenger were reported to have fallen by 4.1% compared to the previous reporting year.[156] The impacts of Covid-19 on rail use (and other modes of public transport) in the country is currently unknown to some degree given that data is still emerging. Invariably there has been some impact but it remains to be seen whether or not this will be long term. | | |

[155] movement-for-growth.pdf (tfwm.org.uk)
[156] Department for Transport (2020) *Rail Factsheet*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/942425/rail-factsheet-2020.pdf

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | The provision of development and infrastructure in the plan area **provides an opportunity to strengthen the rail offer in the region and its viability, while encouraging use by residents. Providing development and infrastructure without a taking strategic approach is less likely to achieve these aims considering the need to ensure a highly connected railway system for it to be successful.** | | |
| **Location of Strategic Road Network (SRN)** | The SRN is 4,400 miles long in England and carries more than 30% of all road journeys and two thirds of road freight journeys using the SRN[157]. | The West Midlands sits at the heart of the UK's Strategic Road Network, supporting both local, regional and national economic growth. The challenges will be compounded by a predicted traffic growth of 46% by 2040[158].<br>The HE networks in or around the West Midlands Metropolitan Area comprises the M54, M5, M6, M40, M69 and M42 motorways as well as the A5, A46 and A38 trunk roads[159]. | N/A |
| | **Explanatory Text and anticipated future trends:**<br>The SRN is a crucial part of the national transport system, with Department for Transport predicting traffic levels on the SRN to rise by 46% by 2040. The SRN in England consists of motorways and the most significant A-roads. It is managed by the Highways Agency, which is an executive agency of the Department for Transport. This network is a crucial part of England's infrastructure, and is especially important for businesses[160].<br>The provision of development and infrastructure in the plan area **provides an opportunity to not only to strengthen the SRN in the plan area to help limit congestion and support economic growth, but also to support the viability of public transport networks support as the Metrobus. Providing development and infrastructure without a taking strategic approach is less likely to achieve these aims considering the need to ensure a highly connected SRN and public transport network for it to be successful.** | | |
| **Location of Airports** | There are 40 airports across the UK. The UK currently has the biggest international aviation network in Europe and is the third largest in the world. The UK has direct | Birmingham Airport is the only airport serving the West Midlands Region and served by a dedicated bus service from the city. | N/A |

[157] Highways England *Strategic Road Network Initial Report 2017* Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/666884/Highways_England_Strategic_Road_Network_Initial_Report_-_WEB.pdf
[158] Appendix.pdf (wmca.org.uk)
[159] movement-for-growth.pdf (tfwm.org.uk)
[160] House of Commons (2014) *Better Roads: Improving England's Strategic Road Network*. Available: https://publications.parliament.uk/pa/cm201314/cmselect/cmtran/850/850.pdf#:~:text=The%20Strategic%20Road%20Network%20%28SRN%29%20is%20a%20crucial,in%20Government%20policy%20over%20the%20past%20two%20decades

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | connections to over 370 destination and more than 100 countries[161]. | The following terminal passenger numbers observed in each year as follows[162]:<br>• 2017 - 12,982,180<br>• 2018 - 12,454,642<br>• 2019 - 12,646,456<br>• 2020 - 2,865,845 | |
| | **Explanatory Text and anticipated future trends:**<br>The aviation industry plays an important role in the UK economy contributing at least £22 billion, along with over 230,000 jobs. Growth in this sector has been reflected by year on year increases in UK passenger numbers for the seven consecutive years up to 2018[163]. Passenger number have decreased from Birmingham Airport from 2017 to 2020. Furthermore, it is noted that growth in Birmingham Airport is of importance to the WMCA Region in terms of both securing investment and meeting jobs[164].<br>The provision of development in the plan area **provides an opportunity to build on the importance of the economic role of Birmingham Airport for the region. It will be important to consider this role in the light of the climate emergency that has been declared in the WMCA Region. Providing development without a taking strategic approach may mean that opportunities to support the long term and sustainable growth of industry supported by the airport are less likely to realised.** | | |
| **Digital Connectivity** | In the UK more properties can now access superfast broadband (as defined as download speeds of 30Mbit/s and above). In 2020, the proportion of the UK with access to superfast connections remained broadly stable from the previous year, rising by one percentage point to 96% of UK premises.<br>In 2020 Ultrafast broadband (>300Mbit/s) was reported to be available to over half of UK properties, with the percentage of | In the West Midlands Region, the areas with ultrafast broadband connectivity are mainly located in urban residential areas. | The WMCA Regions is the<br>• Best 5G mobile coverage in UK - with at least 40% population coverage by 2025.<br>• Highest full fibre broadband access, with particular focus on deprived areas - with at least 2 million people with access to fibre by 2025 and best fibre access in deprived areas. |

[161] HM Government (2018) *Aviation 2050: The Future of UK Aviation*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/769695/aviation-2050-web.pdf
[162] Civil Aviation Authority (2020) *UK airport data – 2020*. Available: https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-airport-data/
[163] HM Government (2018) *The future of UK aviation.* Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/769696/aviation-2050-print.pdf
[164] West Midlands Combined Authority (2018) Available: https://www.wmca.org.uk/news/birmingham-airport-to-invest-500-million-to-grow-passengers-to-18-million-by-2033/

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | properties covered having increased from 53% to 59% from the previous year[165]. | | • Best 4G mobile coverage in UK – with >95% outdoor and >90% indoor coverage[166] |
| | **Explanatory Text and anticipated future trends:**<br>Standard, superfast and ultrafast denote different broadband speed categories[167]:<br>• Standard broadband has download speeds of less than 30Mbps;<br>• Superfast broadband has download speeds between 30Mbps and 300Mbps;<br>• Ultrafast broadband has download speeds of greater than 300Mbps;<br>Ultrafast broadband is available across much the WMCA Region. However, some areas do not benefit from access to the infrastructure necessary to allow for connections. **Without a strategic approach to development and infrastructure in the region, it is likely to prove more difficult to ensure that new residents have the choice of being able to access to ultrafast broadband and also to build on existing provisions**. | | |
| **Electricity Network** | In the UK and Ireland there are 10 licensed distribution businesses, with each responsible for a regional distribution services area[168]. The National Grid is responsible for the electricity transmission across England[169]. | Western Power Distribution is the main providers responsible for the electricity network in the West Midlands region[170].<br>The West Midlands is already innovating in electric, hydrogen and autonomous vehicles, reflecting the key role they play as part of a wider modal shift towards cleaner travel and the increased use of integrated public transport.<br>In terms of energy infrastructure, the West Midlands currently offers 1,537 publicly available EV charge points across the region, this is 8th out of 12 UK Regions. It also has the second worse ratio of people to | Current public installations are completed, in progress or planned as follows[172]:<br>- **Birmingham** have won over £2.92 from OLEV and are using this to lever a further £4- 6 million in private sector investment through exclusive 12-year contract. The Private sector partner will install a minimum of 394 charge points. A full range of off street, on street, hubs in public car parks, arterial routes and within local communities;<br>- **Coventry** have won over £1.2million from OLEV to install 39 rapid chargers with partner ESB and |

[165] Ofcom (2020) *Connected Nations 2020 UK Report.* Available: https://www.ofcom.org.uk/__data/assets/pdf_file/0024/209373/connected-nations-2020.pdf
[166] West Midlands Digital Roadmap (wmca.org.uk)
[167] Ibid.
[168] http://www.dcode.org.uk/
[169] Energy Network Association, Electricity Transmission Map. Available: https://www.energynetworks.org/operating-the-networks/whos-my-network-operator
[170] Energy Network Association, Electricity Transmission Map. Available: https://www.energynetworks.org/operating-the-networks/whos-my-network-operator
[172] Electric Vehicle Charging and Enabling Energy Infrastructure: A West Midlands Approach. Available: Report.pdf (wmca.org.uk)

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | | charge point and the worst ratio of vehicles to charge point, presenting a short-term risk of EV charging infrastructure undersupply[171]. | Siemens and have completed installation of 80 slow and 10 fast on street residential charging points; and<br>- **Wolverhampton** have won £0.47million from OLEV and have installed 6 out of 24 rapid/fast chargers |
| | **Explanatory Text and anticipated future trends:**<br>The electricity distribution networks, in the UK, carry electricity from the high voltage transmission grid to industrial, commercial and domestic users. This network is increasingly supplied by renewable sources, with for example, the West Midlands of England increasing Solar PV of 4.5MW in 2019[173]. | | |
| **Water Treatment Works and Sewage Treatment Works** | N/A | The West Midlands Region is served by Frankley Water Treatment Works (Birmingham) as the main drinking water plant in the area.<br>Barston Sewage Treatment Works (STW) is one of Severn Trent's medium sized treatment works. The site is located to the east of Birmingham in the West Midlands. The STW treats foul water for the catchment serving Solihull, Shirley, Knowle and other outlying conurbations. It currently serves a population of 39,741 which will increase to 76,036[174]. | N/A |
| | **Explanatory Text and anticipated future trends:**<br>Development in the WMCA Region will need to **respond to capacity issues in terms of these types of infrastructure. In some instances, development may need to support the delivery of new infrastructure where capacity issues emerge. Without a strategic approach to development, capacity issues in the region may prove more difficult to address in manner which benefits the highest number of residents in the plan area.** | | |

[171] Report.pdf (wmca.org.uk)
[173] National Statistics Energy Trends https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/920654/Regional_Renewables_2019.pdf
[174] Barston STW (2019) | Water Projects (waterprojectsonline.com)

| | National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| **Major Utilities (major gas mains, overhead lines etc.)** | There are currently eight gas terminals operating across the UK, seven of these are located in England and Wales along the west and east coast. National Grid is responsible for the transmission of gas across England. Currently there are four gas distribution networks across the UK[175]. | There are no gas terminals situated within the WMCA Region. Cadent are responsible for the gas distribution network across the region[176].<br>Gas pipes run to the north east and south east of the WMCA region.<br>Overhead power lines predominately run in a north-south direction towards to east and west of the WMCA region, and in a east-west direction to the north of Birmingham city.[177] | N/A |
| | **Explanatory Text and anticipated future trends:**<br>There are currently no gas terminals in the WMCA Region. There are **areas of the WMCA Region within which overhead power lines are present to facilitate supply. Without a strategic approach to development it is less likely that development and new infrastructure is provided to complement the existing distribution of this infrastructur**e. | | |

[175] Energy Network Association, Gas Transmission Map. Available: https://www.energynetworks.org/operating-the-networks/whos-my-network-operator
[176] Energy Network Association, Gas Transmission Map. Available: https://www.energynetworks.org/operating-the-networks/whos-my-network-operator
[177] National Grid (2021). *Network route maps* https://www.nationalgrid.com/uk/gas-transmission/land-and-assets/network-route-maps

## Communities – Health & Wellbeing

| | International / National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| **Population** | The population of the United Kingdom is 67.1 million, of whom 56.5 million live in England (2020 mid-year estimates)[178]. 49.5% of the English population are male, with 50.5% female.<br><br>In mid-2020, the median age in the UK was 40.4 years, 0.1 years higher than mid-2019.<br><br>Between mid-2014 and mid-2018, the median age of the UK population increased from 40.0 years to 40.1 years. However, in the year to mid-2019, it increased at a faster rate to reach 40.3 years following a combination of fewer births, fewer deaths and lower net international migration. Larger cities tend to have the youngest populations, with rural areas typically having older populations. | In 2020, the population of the West Midlands region was 5,961,929, with 2,956,945 males (49.6%) and 3,004,984 females (50.4%). | There are 4 million residents in the WMCA area.<br>- The Black Country has the highest population at 1.19m;<br>- Birmingham at 1.1m; and<br>- Coventry at 366k. |
| | **Explanatory Text and anticipated future trends:**<br><br>The population in the UK is measured through the Census. This provides an estimate of the overall population the UK and its distribution within countries and regions. The last Census was undertaken in 2011. The Office for National Statistics (ONS) also provides mid-year population estimates[179].<br><br>The number of people aged 65 years and over in the population continues to increase faster than the rest of the population – in England this represented an increase of 1.7% to mid-2019[180].<br><br>The ONS notes that population growth between mid-2005 to mid-2018 has been high in comparison to historic patterns (0.67% 5-year average) however, this rate has been slowing - the slower growth in recent years is driven by a combination of both lower natural | | |

[178] https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates
[179] Office for National Statistics (2012) *2011 Census: Population Estimates for the United Kingdom, March 2011.* Available: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/2011censuspopulationestimatesfortheunitedkingdom/2012-12-17
[180] ONS Mid-Year Estimates - 2019

| | International / National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | change (the balance between births and deaths) and lower net international migration. It is unclear at present (October 2020) what impact 'Brexit' may have on migration patterns to (and within) the UK over the coming years. | | |
| **Life Expectancy** | In 2017-2019, male life expectancy in England was 79.4. For females this was recorded as 83.1[181]. | The West Midlands region has a slightly lower life expectancy compared to the National average with 79.0 years for males and 82.7 years for females[182]. | Across the West Midlands Combined Authority, both life expectancy and healthy life expectancy remain lower the national average.<br>The length of life also varies significantly within the WMCA area. People live longest in Solihull and lives are shortest in Sandwell and Wolverhampton, again reflecting patterns of socioeconomic deprivation.<br>Within the WMCA region, inequality in life expectancy at birth is greatest in Coventry and Solihull, indicating that the relative advantages these areas have are not distributed evenly across their populations[183] |
| | **Explanatory Text and anticipated future trends:**<br>Life expectancy (the number of years people are expected to spend in different health states among local authority areas in the UK) is measured by the Office for National Statistics (ONS).<br>There have been small increases in male and female life expectancy at birth in the UK from 2013-2015 to 2016-2018 (0.2% and 0.1% respectively). The size of these increases was substantially smaller than those observed during the first decade of the 21st century.<br>In the year to mid-2019, there were 593,000 deaths, 5% fewer than in the previous year. The number of deaths in the previous year (mid-2018) had been the highest since mid-2000 and the 30,000 decrease in the year to mid-2019 represents a return to longer-term levels. Part of the reason for this decrease was the lowest excess winter mortality since mid-2014[184], though note this data was collected prior to the appearance of COVID-19.<br>In England, the majority (54%) of the leading causes of death analysed by age and sex follow the slowdown in mortality improvements. | | |

[181] https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/lifeexpectancies/bulletins/nationallifetablesunitedkingdom/2017to2019
[182] Life expectancy for local areas of the UK - Office for National Statistics (ons.gov.uk)
[183] Health of the Region 2020 (wmca.org.uk)
[184] ONS https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/annualmidyearpopulationestimates/mid2019estimates

| | International / National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | Mortality rates for deaths from ischaemic heart disease (IHD) for all ages have continued to decrease, however since 2011 the extent of the decrease diminished markedly.<br>The slowdown in mortality improvement in IHD post-2011 was not observed for females aged 80 years and over (England and Wales), males aged 85 years and over (Wales) and males aged 90 years and over (England).<br>Mortality rates for deaths resulting from dementia and Alzheimer disease have continued to increase post-2011 for both males and females in England and Wales[185]. | | |
| **Disability Living Allowance & Other benefits** | As of February 2020, 170,000 people are claiming Job Seeker's allowance in England.<br>As of February 2020, 1,438,000 people are claiming Disability Living Allowance in England[186]. | In the West Midlands, 1.5% of the population were claiming Job Seeker's allowance in 2016.<br>In the West Midlands, 0.7% of the population were claiming Disability Living Allowance in 2016.<br>In the West Midlands Metropolitan area 19.2% of the population has a limiting or long-term illness or disability, this is higher than England. | Lichfield[187]:<br>• In 2016, 230 (0.4%) people were claiming JSA.<br>• In 2016, 480 (0.8%) people were claiming DLA.<br>East Staffordshire:<br>• In 2016, 320 (0.4%) people were claiming JSA.<br>• In 2016, 520 (0.7%) people were claiming DLA.<br>Cannock Chase:<br>• In 2016, 430 (0.7%) people were claiming JSA.<br>• In 2016, 630 (1.0%) people were claiming DLA.<br>Tamworth:<br>• In 2016, 270 (0.6%) people were claiming JSA.<br>• In 2016, 440 (0.9%) people were claiming DLA<br>North Warwickshire:<br>• In 2016, 250 (0.6%) people were claiming JSA. |

[185] ONS Main Points: Changing Trends in mortality by leading causes of death, England & Wales 2001-2018
[186] https://www.gov.uk/government/statistics/dwp-benefits-statistics-august-2020/dwp-benefits-statistics-august-2020
[187] https://www.nomisweb.co.uk/reports/lmp/la/1946157354/report.aspx#tabwab

| | International / National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | | | • In 2016, 340 (0.9%) people were claiming DLA.<br>Rugby:<br>• In 2016, 140 (0.2%) people were claiming JSA.<br>• In 2016, 490 (0.8%) people were claiming DLA.<br>Warwick:<br>• In 2016, 370 (0.4%) people were claiming JSA.<br>• In 2016, 510 (0.6%) people were claiming DLA.<br>Stratford-on-Avon:<br>• In 2016, 180 (0.3%) people were claiming JSA.<br>• In 2016, 490 (0.7%) people were claiming DLA.<br>Nuneaton and Bedworth:<br>• In 2016, 870 (1.1%) people were claiming JSA.<br>• In 2016, 750 (0.9%) people were claiming DLA.<br>Wyre Forest:<br>• In 2016, 460 (0.8%) people were claiming JSA.<br>• In 2016, 310 (0.5%) people were claiming DLA.<br>Bromsgrove:<br>• In 2016, 390 (0.7%) people were claiming JSA.<br>• In 2016, 340 (0.6%) people were claiming DLA.<br>Redditch: |

| | International / National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | | | • In 2016, 530 (1.0%) people were claiming JSA.<br>• In 2016, 400 (0.7%) people were claiming DLA.<br>Birmingham:<br>• In 2016, 21,280 (2.9%) people were claiming JSA.<br>• In 2016, 5,180 (0.7%) people were claiming DLA.<br>Wolverhampton:<br>• In 2016, 4,890 (3.0%) people were claiming JSA.<br>• In 2016, 1,260 (0.8%) people were claiming DLA.<br>Coventry:<br>• In 2016, 3,000 (1.3%) people were claiming JSA.<br>• In 2016, 1,850 (0.8%) people were claiming DLA.<br>Dudley:<br>• In 2016, 3,710 (1.9%) people were claiming JSA.<br>• In 2016, 1,180 (0.6%) people were claiming DLA.<br>Sandwell:<br>• In 2016, 5,080 (2.5%) people were claiming JSA.<br>• In 2016, 1,480 (0.7%) people were claiming DLA.<br>Solihull:<br>• In 2016, 1,360 (1.1%) people were claiming JSA. |

| | International / National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | | | • In 2016, 850 (0.7%) people were claiming DLA.<br>Walsall:<br>• In 2016, 3,260 (1.9%) people were claiming JSA.<br>• In 2016, 1,540 (0.9%) people were claiming DLA. |
| | **Explanatory Text and anticipated future trends:**<br>The number of people claiming Jobseeker's Allowance decreased nationally from 430,000 in August 2017 to 360,000 in August 2018 due to the introduction of Universal Credit and it continues to fall in 2020.<br>The number of people claiming Disability Living Allowance has also continued to decrease nationally from 2013[188].<br>Note that it is unclear as of August 2020 how the impact of both COVID-19 and 'Brexit' will be manifested in terms of benefit claimant rates, though it is considered likely that both will lead to a rise in those seeking assistance, particularly in the short term. | | |
| **General Health** | The suicide rate in England in 2020 is recorded at 10.8 per 100,000 people[189].<br>13.9% of England's adult population (18+) in 2019 were classed as current smokers[190].<br>Although healthy life expectancy at birth among females in the UK decreased from 63.7 years in 2014 to 2016 to 63.3 years in 2017 to 2019, they continue to report higher HLE than males. HLE at birth for males in the UK in 2017 to 2019 was 62.9 years[191]. | The suicide rate in the West Midlands region in 2020 is recorded at 10.7 per 100,000 people[193].<br>In the West Midlands adult smoking rates have gone up from 14.2% to 14.5% between 2017 and 2018[194] | Walsall and Wolverhampton have a higher recorded prevalence of depression, and a higher proportion of people claiming ESA for mental and behavioural problems. The excess under 75 mortality rate in adults with serious mental illness in the WMCA; rates are highest in Birmingham and Wolverhampton and lowest in Sandwell and Solihull[195]. |

188 https://www.gov.uk/government/statistics/dwp-benefits-statistics-august-2020/dwp-benefits-statistics-august-2020
189 https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/datasets/deathscausedbysuicidebyquarterinengland
190 https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandlifeexpectancies/bulletins/adultsmokinghabitsingreatbritain/2019
191 https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandlifeexpectancies/bulletins/healthstatelifeexpectanciesuk/2017to2019
193 Suicides in England and Wales - Office for National Statistics (ons.gov.uk)
194 190702-YouGovresearch-regional-West-Midlands.pdf (ash.org.uk)
195 Health of the Region 2020 (wmca.org.uk)

| | International / National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | In 2017, an estimated 300,000 people in England are dependent on heroin and/or crack[192]. | | |
| | **Explanatory Text and anticipated future trends:**<br>The suicide rate in the West Midlands is worse than the national average. The same trend can also be seen in relation to smoking prevalence and good health years. | | |
| **Specific Health Indicators – Obesity, Cancer etc.** | The percentage of adults (aged 18 and over) classified as overweight or obese in England (2019/20) is 62.8%.<br>Prevalence of obesity in Year 6 children in England (2019/20) is 21.0%<br>The under 75 mortality rate from cancer (2017-2019) in England is 129.2 per 100,000 people.<br>The under 75 mortality rate from cardiovascular diseases (2017-2019) in England is 70.4 per 100,000 people.[196] | The percentage of adults (aged 18 and over) classified as overweight or obese in the West Midlands region of England (2019/20) is 66.8%.<br>Prevalence of obesity in Year 6 children in the West Midlands region of England (2019/20) is 23.9%.<br>The under 75 mortality rate from cancer (2017-2019) in the West Midlands region of England is 135 per 100,000 people.<br>The under 75 mortality rate from cardiovascular diseases (2017-2019) in the West Midlands region of England is 77.0 per 100,000 people. | In the Met 7 area Sandwell has the percentage of adults (aged 18 and over) classified as overweight or obese (2019/20) (76.7%) and Birmingham the lowest (65.2%).<br>Walsall has the highest prevalence of obesity in Year 6 children (2019/20) (30.1%) and Solihull the lowest at 19.2%.<br>Walsall has the highest under 75 mortality rate from cancer (2017-2019) (150 per 100,000 people) and Solihull the lowest at 120.9 per 100,000 people.<br>Wolverhampton has the highest under 75 mortality rate from cardiovascular diseases (2017-2019) (147.4 per 100,000 people) and Solihull the lowest at 53.0 per 100,000 people. |
| | **Explanatory Text and anticipated future trends:** | | |

[192] https://www.gov.uk/government/publications/alcohol-drugs-and-tobacco-commissioning-support-pack/drugs-commissioning-support-pack-2019-to-20-principles-and-indicators#:~:text=An%20estimated%20300%2C000%20people%20in,image%20and%20performance%2Denhancing%20drugs.
[196] https://fingertips.phe.org.uk/profile/health-profiles/data#page/0/gid/1938132701/pat/6/par/E12000008/ati/202/iid/90366/age/1/sex/1/cat/-1/ctp/-1/cid/4/tbm/1/page-options/cin-ci-4_ine-vo-0_ine-yo-3:2016:-1:-1_ine-ct-9_ine-pt-0_car-do-0_ovw-do-0

| | International / National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | Data on specific health indicators has been collected by Public Health England for each local authority. The Local Authority Health Profiles provide an overview of health for each local authority in England. They pull together existing information in one place and contain data on a range of indicators for local populations, highlighting issues that can affect health in each locality.<br>The West Midlands Region is generally more obese and overweight compared to the National average.<br>The West Midlands Region also has a higher mortality rate from cancer in under 75-year olds and cardiovascular diseases compared to the national average. | | |
| **Physical Activity including Walking & Cycling** | From November 2019 – November 2020, 27.1% of the population in England was inactive (less than 30 minutes of physical activity a week). 11.5% of the population was fairly active (30-149 minutes per week) and 61.4% of the population was active (at least 150 minutes a week)[197].<br>In England in 2018-2019, 16.1% of adults cycle once per month, 11.2% once per week, 5.3% three times a week and 3.2% five times a week.<br>In England in 2018-2019, 79.6% of adults walk once per month, 71.1% once per week, 44.2% three times a week and 32.7% five times a week.[198] | From November 2019 – November 2020, 30.5% of the population in the West Midlands Region of England was inactive (less than 30 minutes of physical activity a week). 12.5% of the West Midlands population was fairly active and 57.0% of the population was active.<br>In the West Midlands Region of England, 12.0% of adults cycle once per month, 8.5% once per week, 3.9% three times a week and 2.3% five times a week.<br>In the West Midlands Region of England region, 70.9% of adults walk once per month, 62.0% once per week, 37.9% three times a week and 27.7% five times a week.[199] | Birmingham<br>• 32.8% of the population was inactive.<br>• 12.4% of the population was fairly active.<br>• 54.8% of the population was active.<br>Solihull<br>• 29.2% of the population was inactive.<br>• 10.2% of the population was fairly active.<br>• 60.7% of the population was active.<br>Coventry<br>• 26.2% of the population was inactive.<br>• 14.6% of the population was fairly active.<br>• 59.2% of the population was active.<br>Dudley<br>• 33.1% of the population was inactive.<br>• 16.2% of the population was fairly active. |

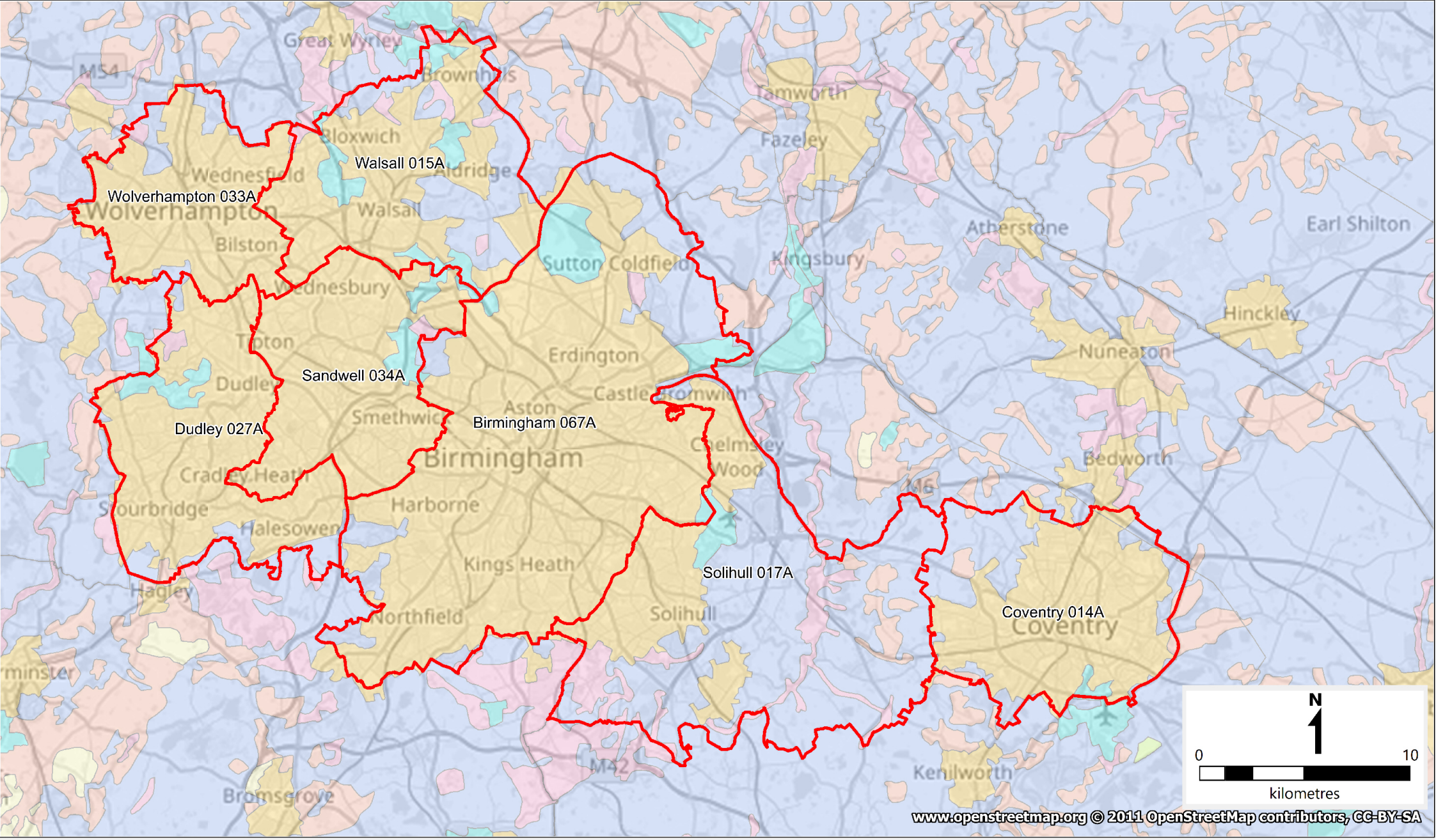
[197] https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/2021-04/Active%20Lives%20Adult%20November%202019-20%20Report.pdf?VersionId=OjWdwCLnI3dNgDwp3X4ukcODJIDVG7Kd
[198] https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2019
[199] https://www.sportengland.org/know-your-audience/data/active-lives/active-lives-data-tables#november201920-14362

| | International / National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| | | | • 50.7% of the population was active.<br>Sandwell<br>• 40.4% of the population was inactive.<br>• 13.3% of the population was fairly active.<br>• 46.3% of the population was active.<br>Walsall<br>• 36.5% of the population was inactive.<br>• 11.7% of the population was fairly active.<br>• 51.8% of the population was active.<br>Wolverhampton<br>• 35.8% of the population was inactive.<br>• 13.2% of the population was fairly active.<br>• 51.0% of the population was active. |
| | **Explanatory Text and anticipated future trends:**<br>National walking and cycling data are collected and based on the National Travel Survey and the Active Lives Survey. The Active Lives survey measures sport and physical activity across England. It has been running since November 2015 and replaces the Active People Survey.<br>The proportion of adults being active and participating in physical activity has continued to increase over the years. Although, activity levels were hit hardest during the initial phase of the Covid-19 pandemic, and the proportion of the population classed as active dropped by 7.1%<br>As new development occurs in the WMCA Region opportunities to encourage physical activity among residents including the uptake of more active modes of transport in the plan area are likely to emerge. **This may include through the incorporation of open space which could serve a large number of residents or the appropriate integration of new active transport routes. It is expected that without a more strategic approach to transport development in the WMCA Region these opportunities are less likely to be achieved**. | | |

| | International / National (UK & England) | Regional (WMCA) | Local (Sub-WMCA Region) |
|---|---|---|---|
| **Crime & Safety** | Year ending March 2021 data illustrates that 5,449,758 crimes were recorded in England, of which violence against the person were most responsible with 1,778,507 (34.7%) crimes recorded, followed by theft offences which saw 1,302,822 (23.9%) crimes recorded[200].<br>In 2019, there were 107,535 road accidents in England[201], of which 1,403 (1.3%) were fatal. | In 2019, there were 9,715 road accidents in the West Midlands, of which 142 were fatal[202]. | Road accidents in WMCA Region in 2019:<br>Birmingham: 2,623<br>Coventry: 572<br>Dudley: 411<br>Herefordshire: 361<br>Sandwell: 570<br>Shropshire: 467<br>Solihull: 266<br>Staffordshire: 953<br>Stoke on Trent: 359<br>Telford & Wrekin: 172<br>Walsall: 485<br>Warwickshire: 1,108<br>Wolverhampton: 489<br>Worcestershire: 879 |
| | **Explanatory Text and anticipated future trends:**<br>Total crime excluding fraud and computer misuse decreased by 19% compared to the year ending March 2019; this was largely driven by substantial decreases in theft offences (20%; Appendix Table A3). These decreases were related to the coronavirus (COVID-19) pandemic and government instructions to limit social contact.<br>Total recorded crime saw substantial falls during April 2020 compared with April 2019 (26% decrease), coinciding with the introduction of the first national lockdown (Figure 3). Police recorded crime remained lower across subsequent months compared with respective months in 2019 but the difference narrowed as lockdown restrictions were gradually eased over the summer. Levels of recorded crime were only 4% lower in September 2020 compared with September 2019. Crime levels again decreased substantially as national lockdowns were reintroduced. Police recorded crime was 18% and 15% lower in January and February 2021 compared with the respective months in 2020[203]. | | |

[200] https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/datasets/crimeinenglandandwalesappendixtables
[201] https://www.gov.uk/government/statistical-data-sets/ras10-reported-road-accidents#table-ras10014
[202] Reported road accidents, vehicles and casualties tables for Great Britain - GOV.UK (www.gov.uk)
[203] https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/bulletins/crimeinenglandandwales/yearendingmarch2021

# Appendix F. Baseline figures




## West Midlands Metropolitan 7 - Agricultural Land Classification

West Midlands Metropolitan 7

Agricultural Land Classification

- Exclusion
- Grade 1
- Grade 2
- Grade 3
- Grade 4
- Grade 5
- Non Agricultural
- Urban

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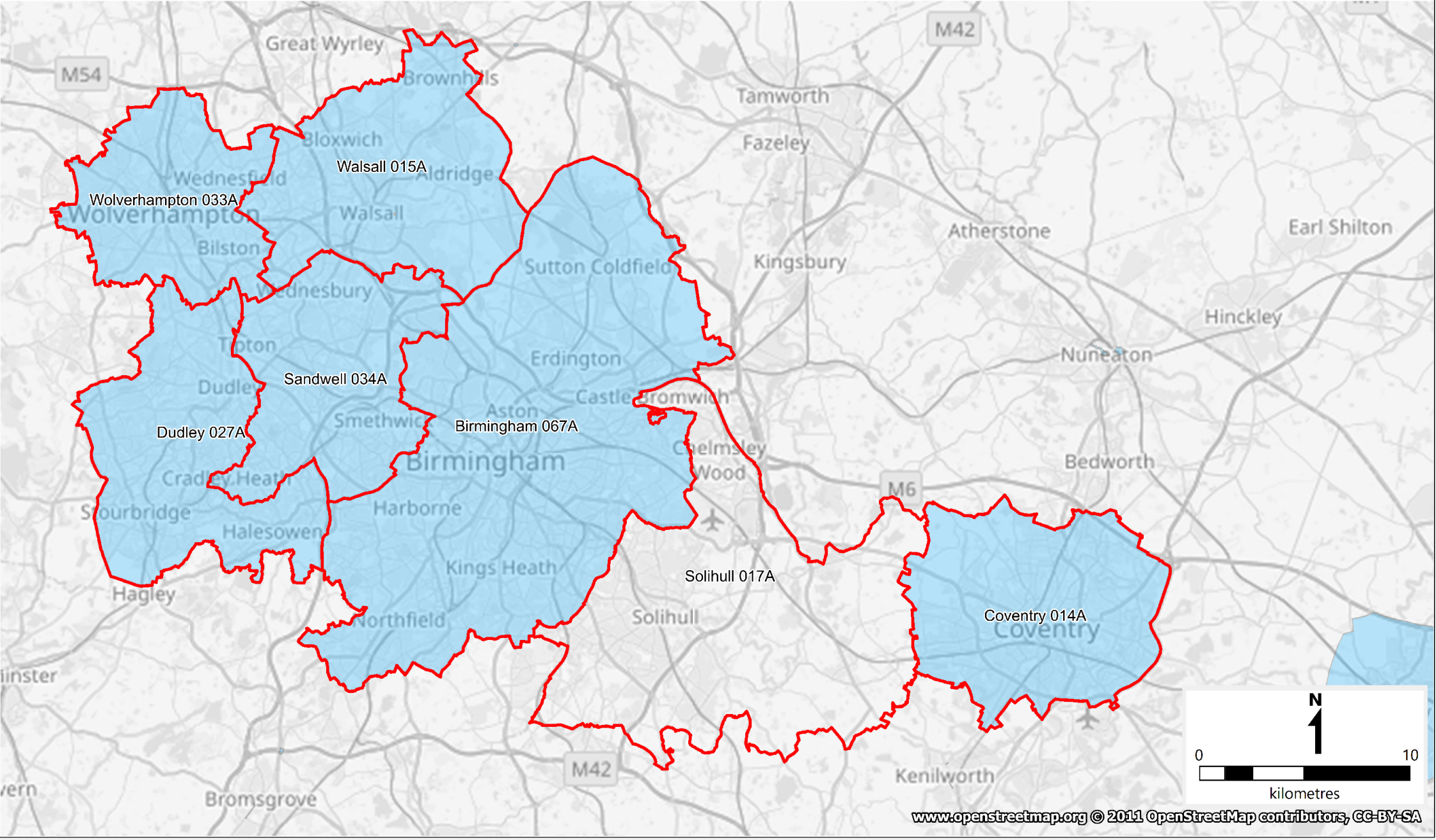


West Midlands Metropolitan 7 - Air Quality

West Midlands Metropolitan 7

Air Quality Management Areas

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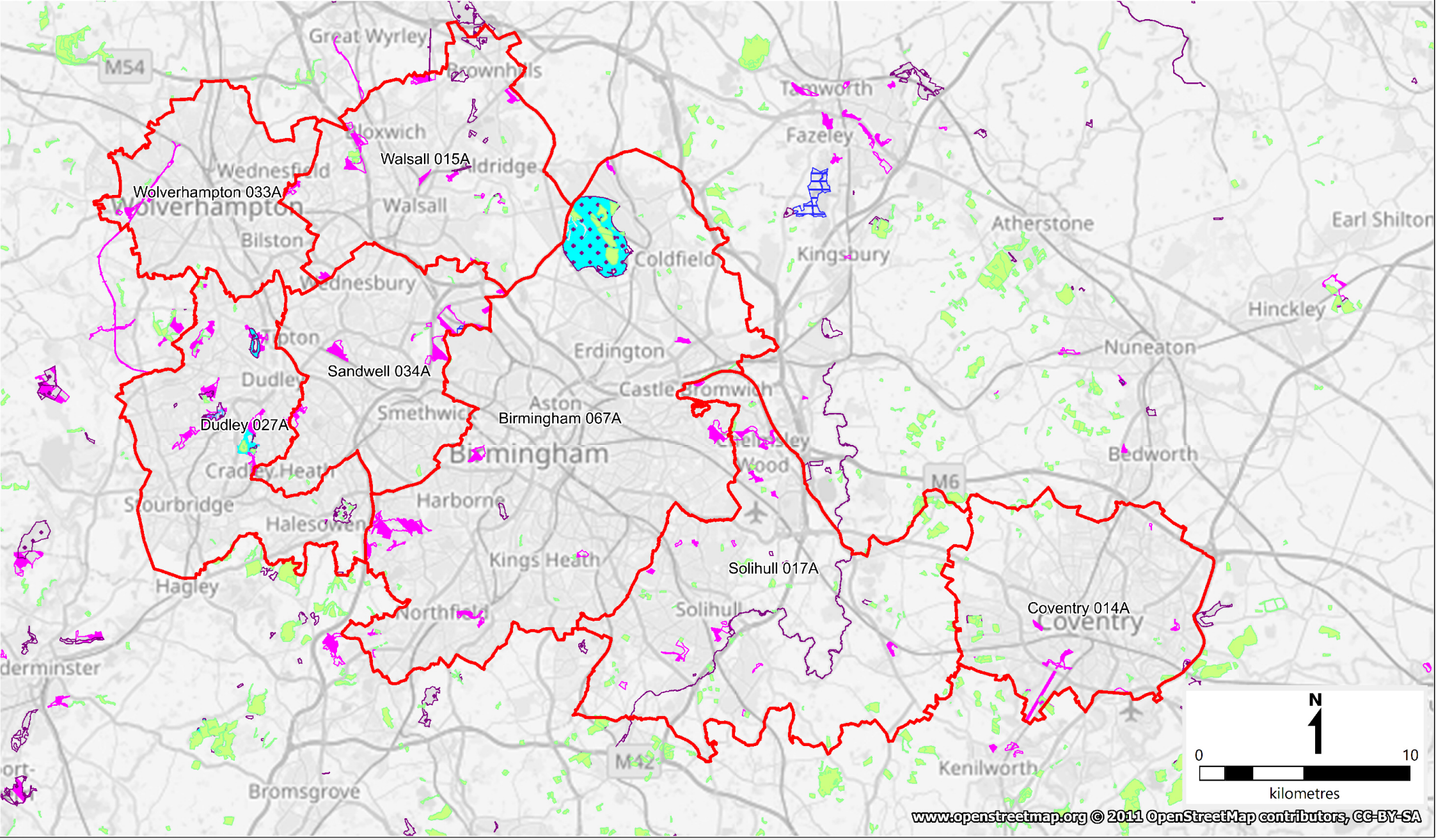


## West Midlands Metropolitan 7 - Biodiversity

- West Midlands Metropolitan 7
- Sites of Special Scientific Interest
- RSPB Reserves
- Ramsar
- Local Nature Reserves
- National Nature Reserves
- Ancient Woodland
- Special Areas of Conservation

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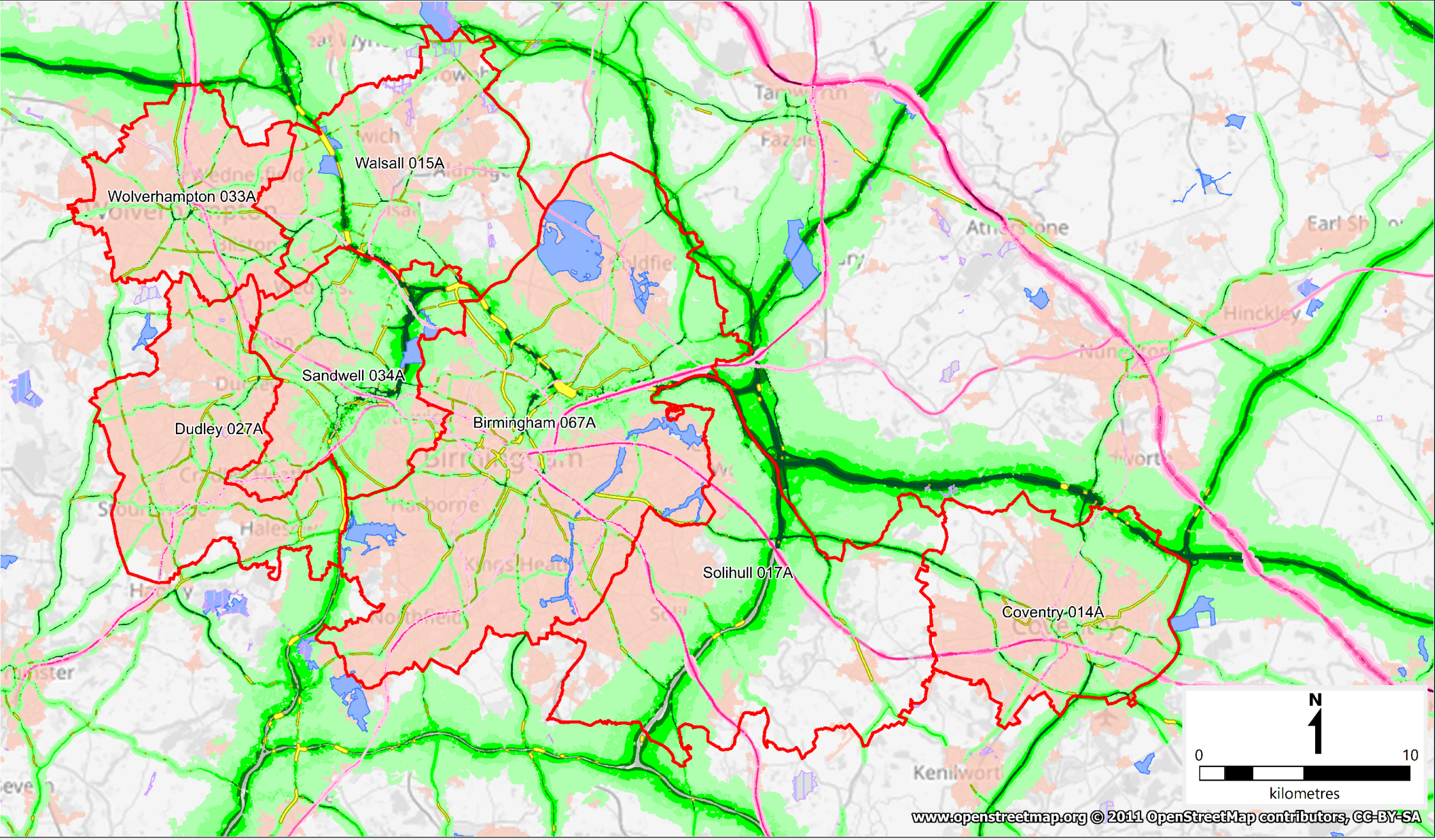


## West Midlands Metropolitan 7 - Community Health and Wellbeing

- West Midlands Metropolitan 7
- Noise Action Planning Important Areas
- CRoW Access Land
- Country Parks
- Built up Areas

**Road Noise Lden**

- 55.0-59.9
- 60.0-64.9
- 65.0-69.9
- 70.0-74.9
- >=75.0

**Road Noise Lden**

- 55.0-59.9
- 60.0-64.9
- 65.0-69.9
- 70.0-74.9
- >=75.0

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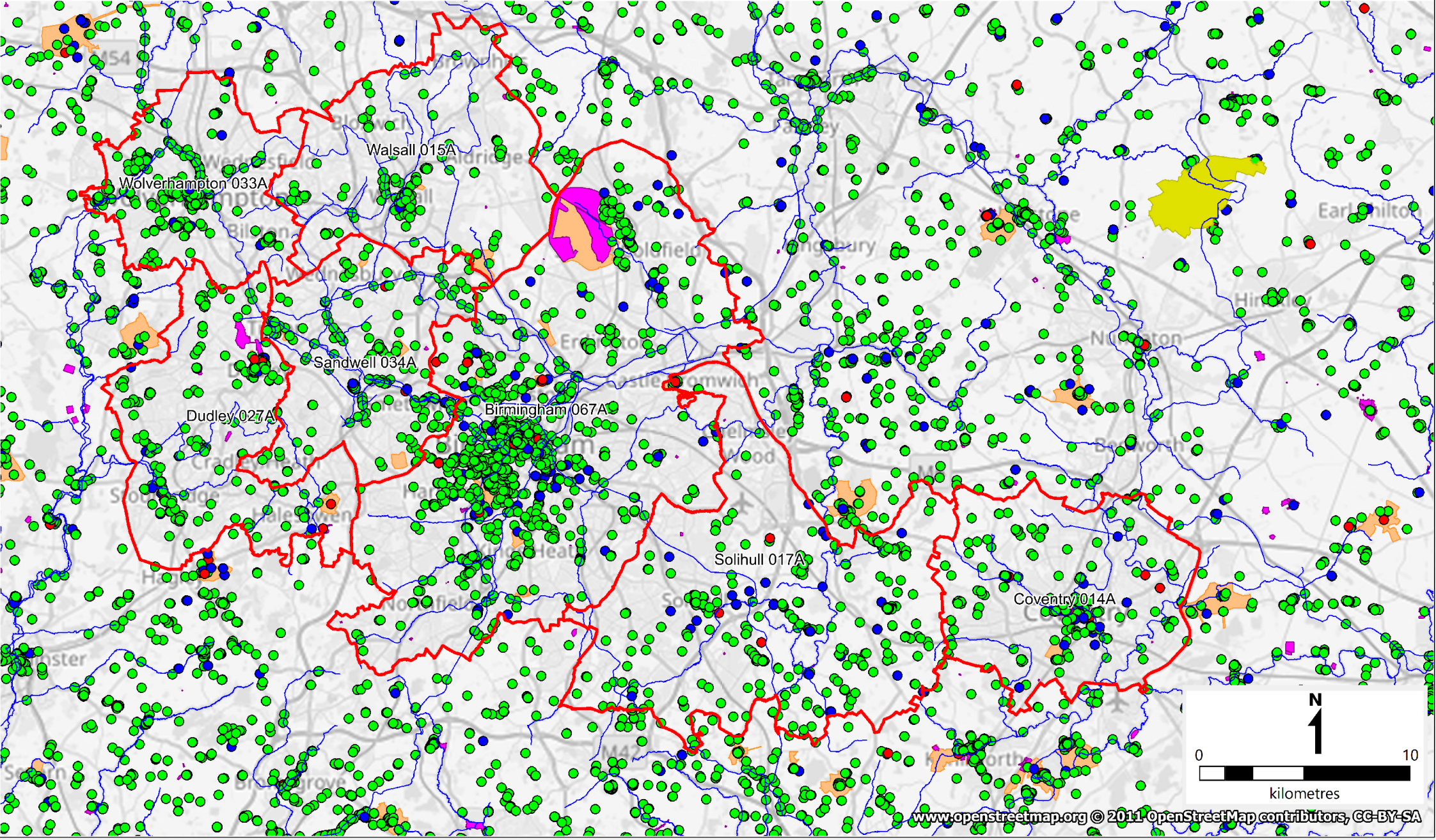


## West Midlands Metropolitan 7 - Cultural Heritage

- West Midlands Metropolitan 7
- Scheduled Monuments
- Parks and Gardens
- WFD Rivers and Canals
- Registered Battlefields
- World Heritage Sites

Listed Buildings

- I (659)
- II (29507)
- II* (2076)

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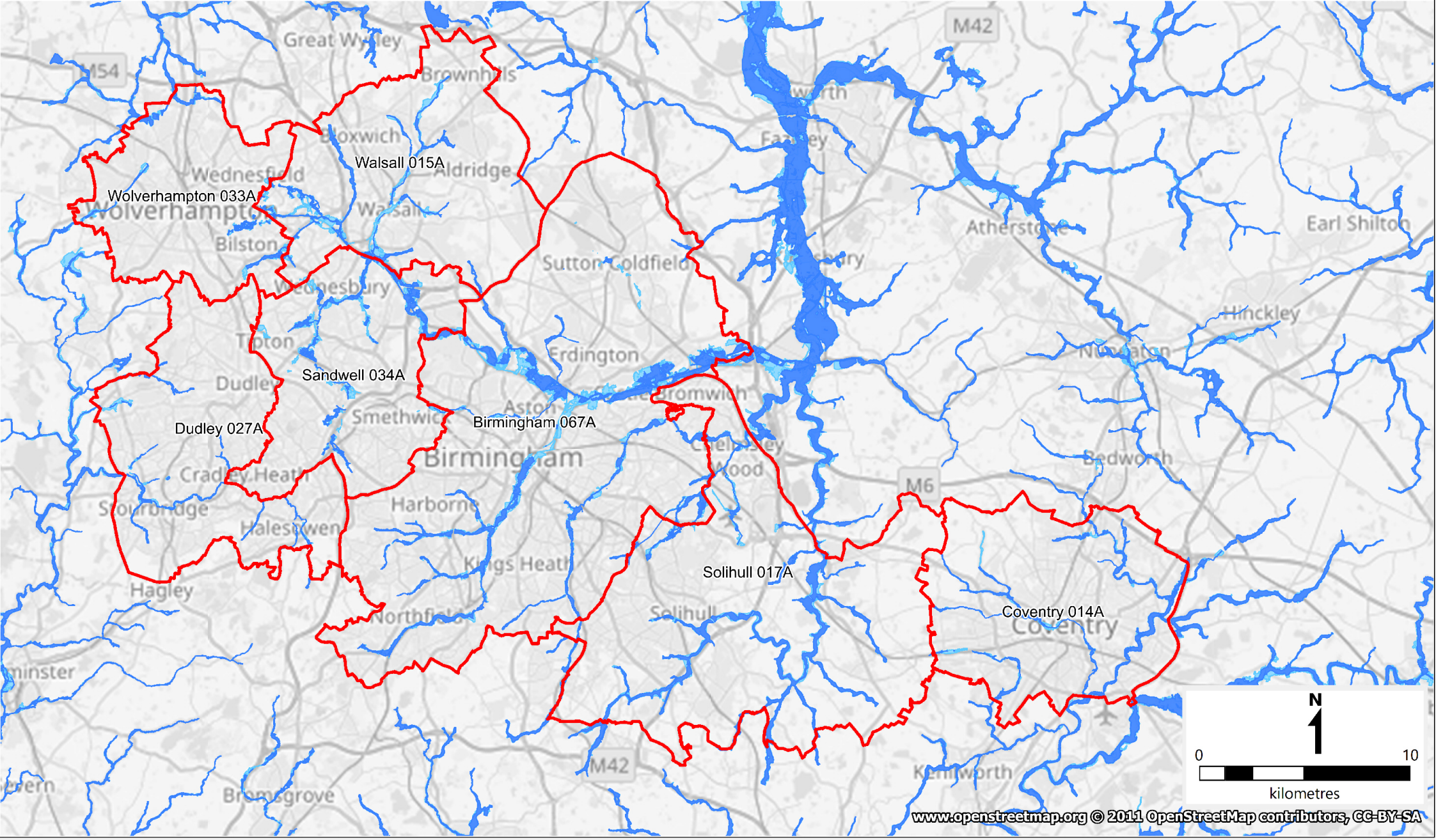


West Midlands Metropolitan 7 - Flood Risk

West Midlands Metropolitan 7

Flood Zone 2

Flood Zone 3

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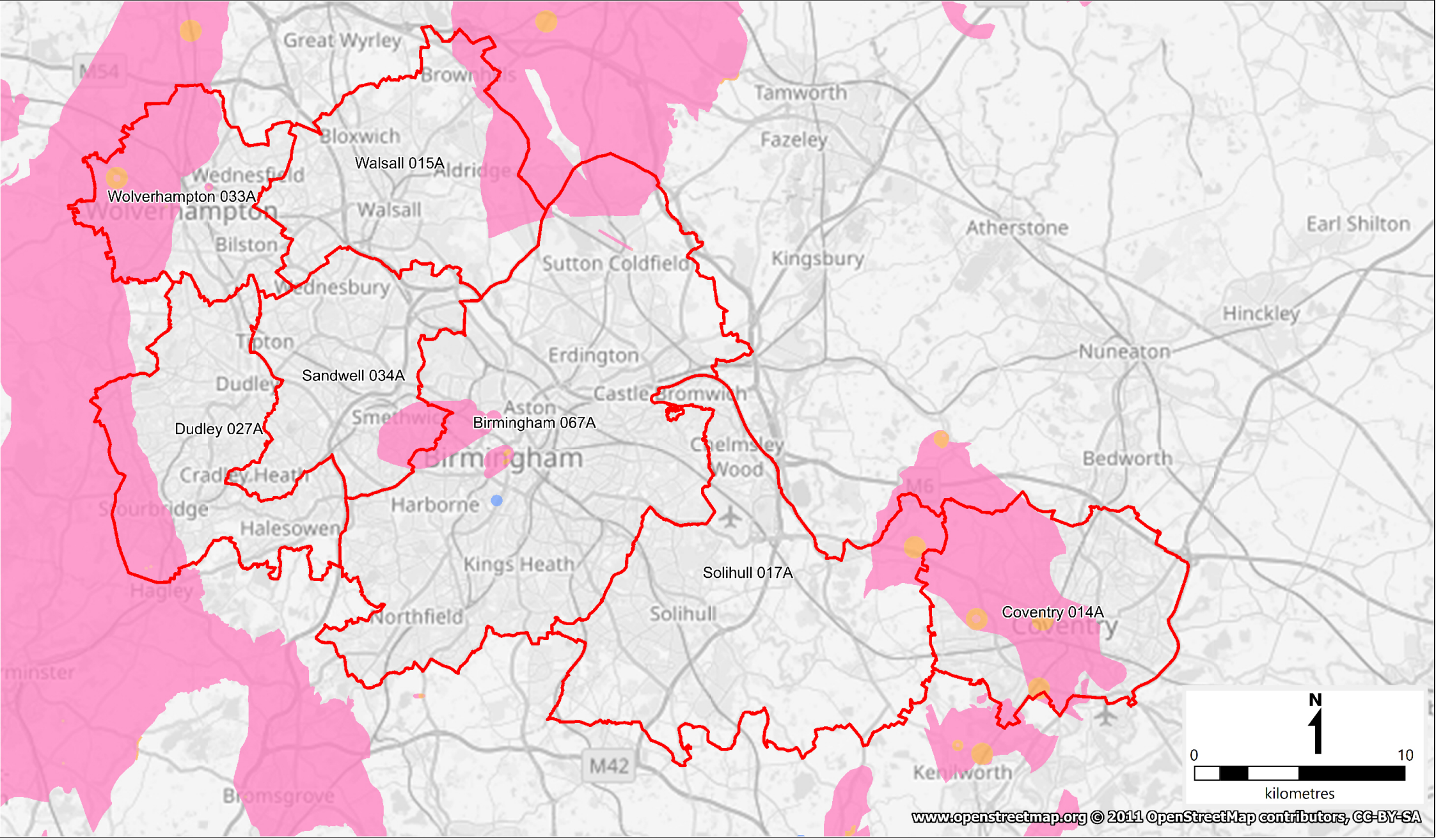


## West Midlands Metropolitan 7 - Groundwater Source Protection Zones

West Midlands Metropolitan 7

Groundwater Source Protection Zones

- 1
- 1c
- 2
- 2c
- 3

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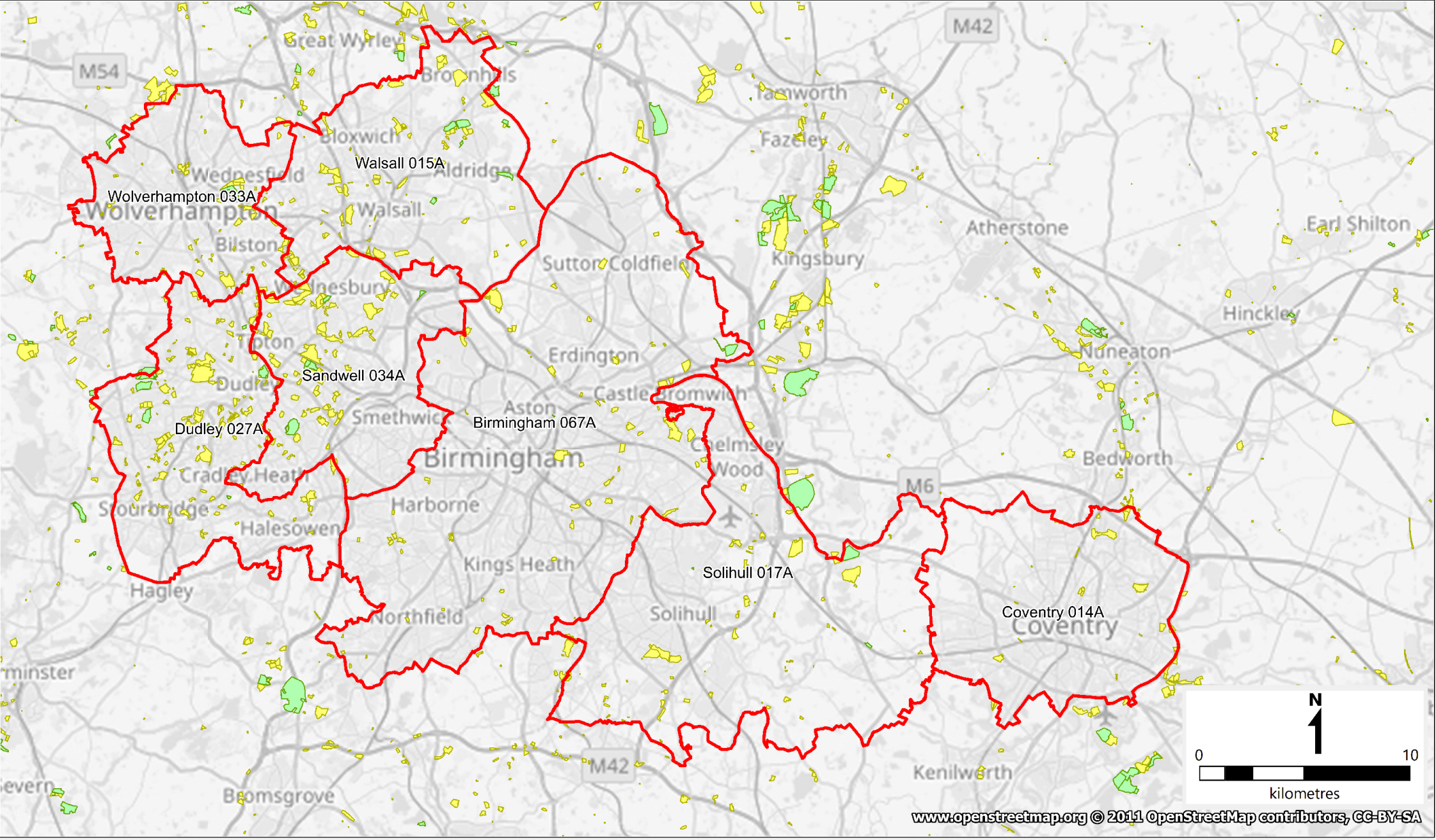


## West Midlands Metropolitan 7 - Landfill Sites

- West Midlands Metropolitan 7
- Authorised Landfill Site
- Historic Landfill Sites

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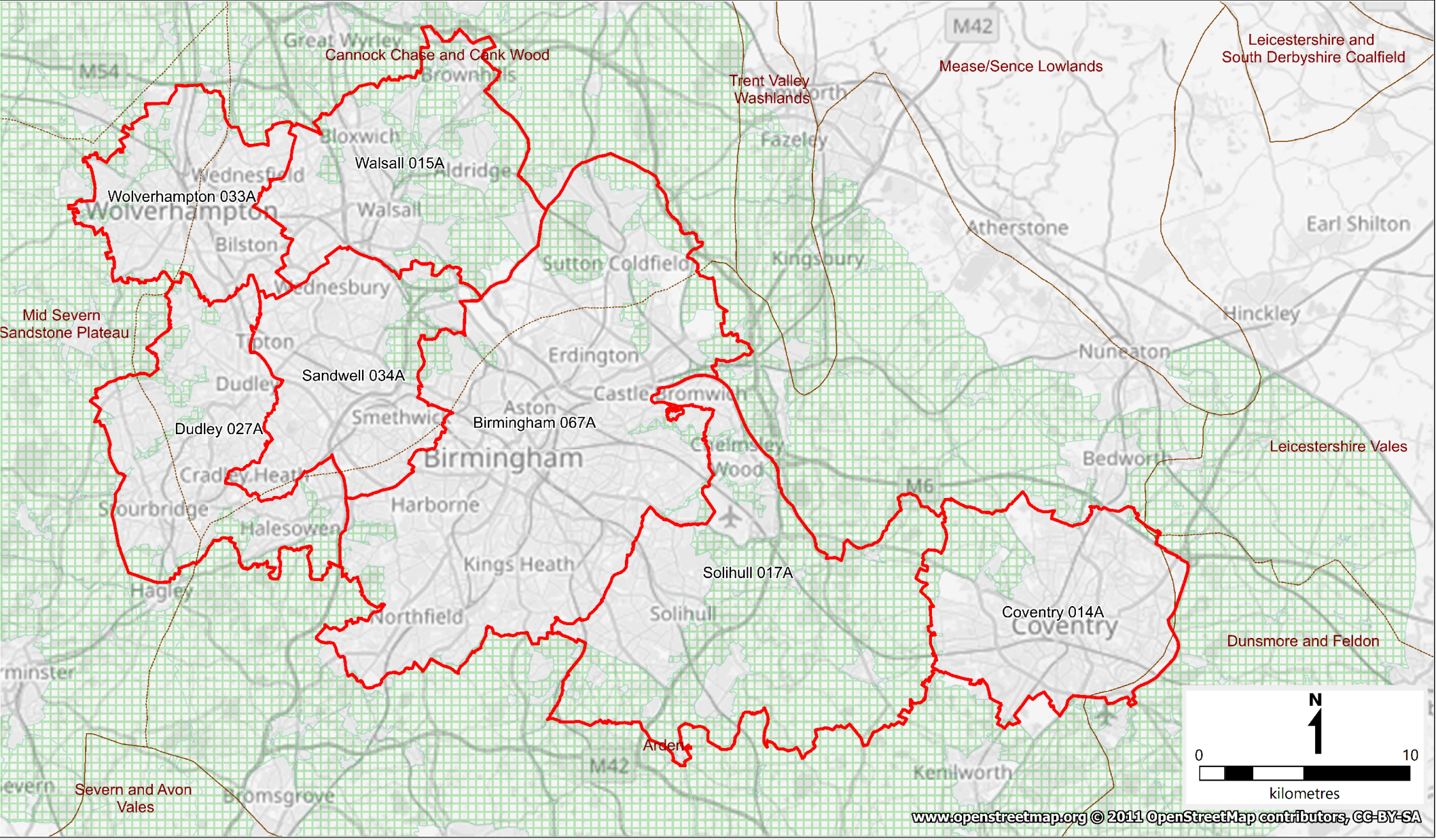


## West Midlands Metropolitan 7 - Landscape

- West Midlands Metropolitan 7
- National Character Areas
- AONB
- Greenbelt

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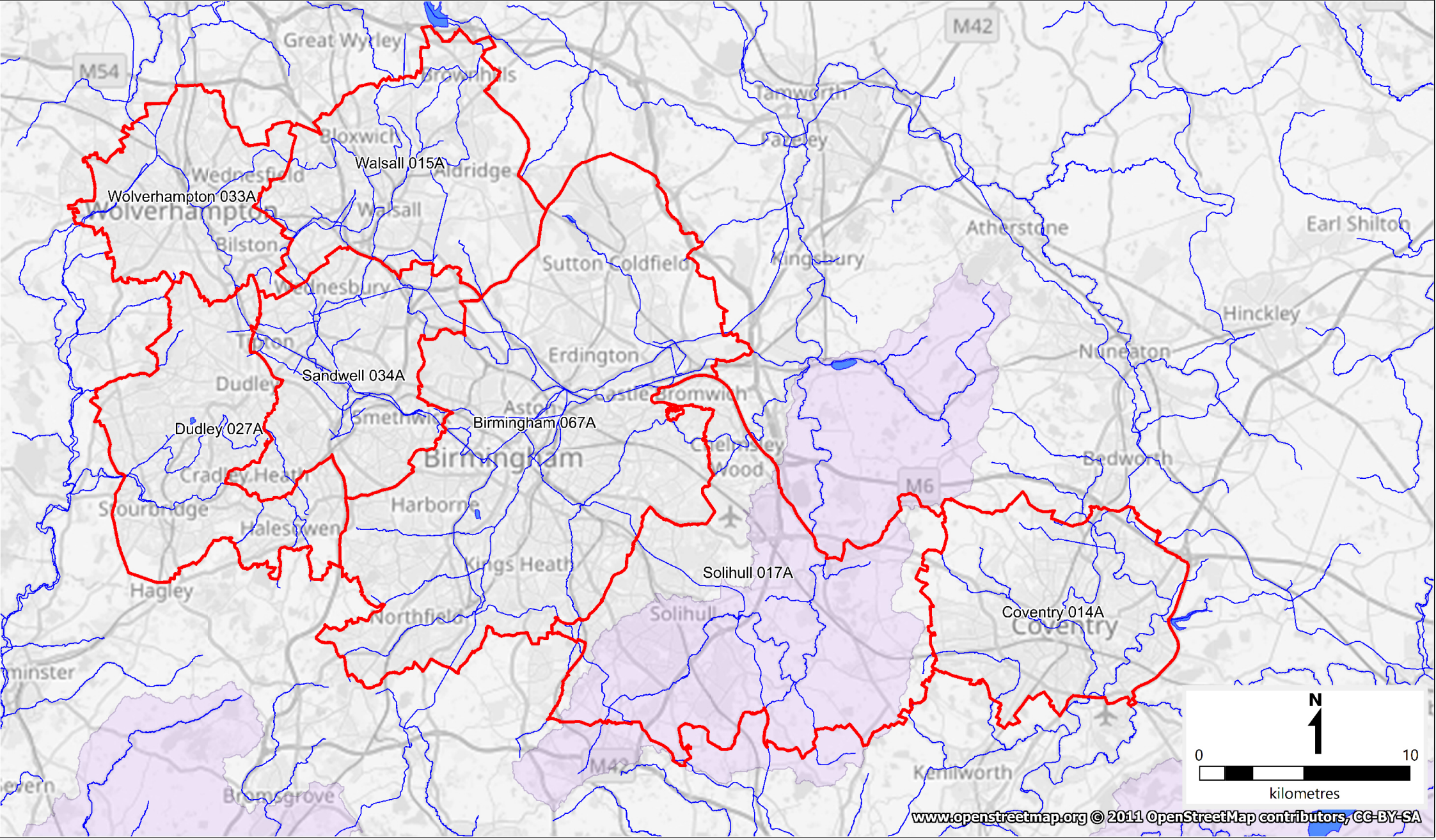


## West Midlands Metropolitan 7 - Water Quality

- West Midlands Metropolitan 7
- Surface Water Management Catchments
- WFD Rivers and Canals
- Drinking Water Safeguard Zones
- WFD Lakes

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