Western Gateway Strategic Transport Body

STRATEGIC INVESTMENT PLAN

Strategic Environmental Assessment Scoping Report

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Kings Orchard
1 Queen Street
Bristol
BS2 0HQ

Phone: +44 117 930 6200

WSP.com

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Prepared by	P Davis M Rees	C Town J Humphrey	C Town	
Signature				
Checked by	K Dean	K Dean	K Dean	
Signature				
Authorised by	M Munoz Devesa	M Munoz Devesa	M Munoz Devesa	
Signature				
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1 INTRODUCTION

1.1 BACKGROUND

1.1.1. Western Gateway Sub-national Transport Body (STB) published their Strategic Transport Plan in March 2024, and are now developing the associated Strategic Investment Plan (SIP). The SIP is a requirement of Western Gateway's funding grant letter from Department for Transport and will set out priorities for transport interventions across the Western Gateway STB region.

1.1.2. The Western Gateway STB is formed by an alliance of eight Local Authorities and one Combined Authority that have committed to work together to drive innovation, facilitate the transition to a decarbonised transport system, maximise economic growth and improve industrial productivity by strengthening travel connections to local, national and international markets.

1.1.3. The authorities that make up the STB are:

- Bath and North East Somerset Council
- Bournemouth, Christchurch & Poole Council (BCP)
- Bristol City Council
- Dorset Council
- Gloucestershire County Council
- North Somerset Council
- South Gloucestershire Council
- Wiltshire Council
- West of England Combined Authority (West of England CA)

1.1.4. The Western Gateway STB Region and its relationship with the other STBs is shown in **Figure 1-1** overleaf. An overview figure (**Figure C-1**) can also be found in **Appendix C**.

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Figure 1-1 - Western Gateway STB Region[1]

1.2 PURPOSE OF THE REPORT

1.2.1. WSP has been appointed by Western Gateway STB to assist with undertaking a Strategic Environmental Assessment (SEA) of the SIP. The SEA will ensure that sustainability considerations are included as part of the development of the SIP.

1.2.2. This report sets out the first stage of the SEA process, known as scoping. The purpose of this stage is to define the scope of the SEA by:

- Establishing the context of the SIP, vision and objectives, and the likely options for the delivery of the SIP (**Section 2**).
- Presenting the methodology and framework for undertaking the SEA (**Section 3**).
- Reviewing current relevant legislation, plans and programmes baseline (**Section 4**).
- Establishing the current and future environmental, social and economic baseline for the area (**Section 5**).
- Identifying key issues and opportunities for the SIP (**Section 5**).
- Identifying sustainability objectives to inform an overall framework for appraisal of options (**Section 6**), and

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[1] Western Gateway (2024) Strategic Transport Plan 2024-2050. Available online at: https://westerngatewaystb.org.uk/strategy/western-gateway-strategic-transport-plan/

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- Setting out the next steps (**Section 7**).

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2 STRATEGIC INVESTMENT PLAN

2.1 CONTEXT

2.1.1. The Western Gateway STB is one of the seven sub-national transport bodies in England. The STB provides joint strategic leadership on strategic transport matters, across the nine constituent Local Authorities within the region, as shown in **Figure 1-1**.

2.1.2. Western Gateway published their Strategic Transport Plan (STP)[2] in March 2024. The STP provides a link between national policy and local strategy. It interprets national policy for a regional context to guide future transport investment and provide a supporting context for the nine Local Authorities in producing their Local Transport Plans.

2.1.3. The STP is aligned with plans produced by National Highways and Network Rail. It focuses on strategic issues relevant to the region as a whole, based on the following seven criteria:

- Have significant impact beyond local boundaries
- Require cross-boundary co-operation and/or delivery
- Improve access to regionally or nationally significant destinations
- Improve access to regionally or nationally significant gateways
- Overcome a severance or connectivity issue that unlocks regional benefits or resilience
- Facilitate strategic movement between the Midlands and the South Coast
- Increase efficiency, reliability and/or sustainability of essential goods movement on strategic routes

2.1.4. The STP identified short-term strategic transport priorities as well as providing a long-term plan, for strategic transport corridors within the Western Gateway STB Region. The key themes within the STP include:

- Sustainable growth and economy
- Decarbonisation and air quality
- Access to services and opportunities
- Facilitate strategic north-south movements, and
- Movement of goods.

2.1.5. The Strategic Investment Plan (SIP) will provide the framework for investment in strategic transport infrastructure to deliver on the objectives of the STP and set out the priorities for transport interventions across the Western Gateway STB region.

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[2] Western Gateway Sub-National Transport Body , Strategic Transport Plan 2020-2025. Available at: https://westerngatewaystb.org.uk/strategy/2020-2025-western-gateway-strategic-transport-plan/

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2.2 VISION AND OBJECTIVES

2.2.1. The vision and objectives for the SIP remain the same as those of the STP.

2.2.2. The vision for the STP and SIP is as follows:

"A resilient transport network that works for everyone and is fit for the future, helping people and businesses throughout the Western Gateway to thrive while protecting our environment."

2.2.3. To achieve this vision, the SIP seeks to identify proposals that can deliver the objectives outlined below:

1. Support the economy to thrive and level up across the whole region, particularly where prosperity is constrained by poor connectivity.

2. Facilitate sustainable visitor access to our key tourism areas.

3. Maintain and improve sustainable access for goods and people to national and international gateways.

4. Reduce annual regional transport carbon emissions from 6,250kt CO_2e (2019) to net zero by 2050.

5. Minimise embodied carbon.

6. Deliver the infrastructure/conditions/services necessary to prioritise a shift to low carbon modes.

7. Improve access to essential goods, services and opportunities in target areas.

8. Maintain and improve access to important regional and national destinations through our strategic transport networks.

9. Improve north-south rail and road links between the Midlands and South Coast on identified corridors/routes delivering social and economic benefits & levelling up southern parts of the region.

10. Improve journey time reliability on strategic routes (identified in STP).

11. Increase ability for goods moved by road to shift to rail or coastal shipping.

12. Improve HGV facilities on strategic freight routes to increase attractiveness, discouraging running on unsuitable alternatives.

2.3 OVERVIEW OF SIP OPTIONS PROPOSALS

2.3.1. Around 100 proposals were submitted to the STB by the nine Local Authorities in the region, National Highways and Network Rail. This long-list of options will be subject to an assessment process against the 12 objectives listed above via a multi-criteria assessment, with approximately 30 top priority proposals identified as the primary focus of future investment recommendations.

2.3.2. The current long list includes different proposal types such as public transport, mass transit, transport hubs and interchanges, active travel and road improvements (including capacity and safety improvements).

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3 SEA METHODOLOGY

3.1 REGULATORY REQUIREMENTS

3.1.1. Strategic Environmental Assessment (SEA) is mandatory for plans and programmes which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste or water management, telecommunications, tourism, town and country planning or land use, and which set the framework for future development consent of projected listed in the Town and Country Planning (Environmental Impact Assessment) Regulations[3].

3.1.2. SEA is enacted in law through the 'Environmental Assessment of Plans and Programmes Regulations' (known as the SEA Regulations)[4].

3.1.3. SEA is an iterative process of gathering data and evidence, assessment of environmental effects, developing mitigation measures and making recommendations to refine plans or programmes in view of the predicted environmental effects.

3.1.4. Its aim is to identify the likely significant effects on the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between them.

3.1.5. Western Gateway STB is not a statutory body, so there is no legal requirement to undertake specific assessments reflecting the requirements of the regulatory framework for transport plans. However, the STB constituent authorities are bound by these regulations, and there is a wish to demonstrate best practice and clear commitments to the over-arching aims of accessibility, equity, affordability and safety that are stated in the long term STP for the region.

3.2 KEY STAGES

3.2.1. The key stages of the SEA process as follows:

- **Stage A:** Setting the context and objectives, establishing the baseline and deciding on scope (this stage).

- **Stage B:** Developing and refining strategic alternatives and assessing their effects.

- **Stage C:** Preparing the Environmental Report.

- **Stage D:** Consulting on the draft plan or programme and the Environmental Report and prepare a Post Adoption Statement.

- **Stage E:** Monitoring the significant effects of implementing the plan or programme on the environment.

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[3] Town and Country Planning (Environmental Impact Assessment) Regulations, 2017
https://www.legislation.gov.uk/uksi/2017/571/contents/made
[4] The Environmental Assessment of Plans and Programmes (Amendment) Regulations 2020,
https://www.legislation.gov.uk/uksi/2020/1531/made

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3.3   ADDITIONAL ASSESSMENTS

3.3.1.   In addition to the SEA and in line with policy and best practice, an equality impact assessment (EqIA) and a health impact assessment (HIA) will be undertaken. These complementary assessments, which are outline below, will inform the SEA.

Equalities Impact Assessment

3.3.2.   The Equality Act 2010[5] includes a public-sector equality duty that requires public organisations and those delivering public functions to show due regard to the need to eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity; and foster good relations between communities.

3.3.3.   The EqIA process focuses on assessing and recording the likely equality effects as a result of a policy, project or plan. It seeks to ensure that the policy, project or plan does not discriminate or disadvantage people and enables consideration of how equality can be improved or promoted. The equality duty came into force in April 2011 and covers the following nine Personal Protected Characteristics:

- Age
- Disability
- Gender
- Gender Reassignment
- Marriage and Civil Partnership
- Pregnancy and Maternity
- Race
- Religion or Belief, and
- Sexual Orientation.

Health Impact Assessment

3.3.4.   HIA is a process to identify the likely health effects of plans, policies or developments and to implement measures to avoid negative impacts and promote opportunities to maximise the benefits. There is no formally adopted methodology for HIA although there is a body of practice and guidance at a policy level.

3.3.5.   HIA is not a statutory requirement of the statutory local transport plan preparation process nor of the SIP. However, Planning Practice Guidance states that '*Local planning authorities should ensure that health and wellbeing and health infrastructure are considered in local, and neighbourhood plans and in planning decision making*'.

3.3.6.   HIAs can be done at any stage in the development process but are best done at the earliest stage possible.

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[5] HM Government (2010) Equality Act, [online] available at: Equality Act 2010 (legislation.gov.uk)

4 POLICY CONTEXT

4.1 INTRODUCTION

4.1.1. Economic, social and environmental objectives relevant to the SIP in international, national, regional and local governance have been reviewed to help establish the scope of the SEA.

4.1.2. Regulation 12(3), Schedule 2, Information for Environmental Reports of the SEA Regulations requires information on the following:

- An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes (Schedule 2, Paragraph 1); and

- The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation (Schedule 2, Paragraph 5).

4.1.3. The purpose of the review is to ensure the SEA complies with relevant legislation and governance. The process entails identifying and reviewing environmental protection objectives that are directly relevant to both the SIP and to the SEA.

4.1.4. The scoping task of identifying related legislation, policies and plans cannot yield an exhaustive or definitive list. The review has therefore been focussed to ensure only policies that are current and of direct relevance to the SIP and sustainability are included.

4.2 KEY MESSAGES FROM POLICY REVIEW

4.2.1. A detailed outline of the policy documents, objectives and targets reviewed is set out in **Appendix A**. **Table 4-1** below outlines the key messages of the review. The review provides the context for the SEA and helps to inform the SEA Framework of objectives (Section 6), which will guide the subsequent appraisal process.

Table 4-1 – Key Messages from Policy Review

SEA Topic	Key Messages from Review
Population and Human Health	- Transport is a key factor shaping growth and experiences of poverty. The ability of households in poverty to find paid work often depends on access to affordable, regular and reliable transport. - Infrastructure should support sustainable and inclusive economic growth through improving connectivity and access to jobs and key services addressing inequality and tackling the climate and ecological emergencies. - Transport can facilitate social interactions and promote social inclusion and plays a key role in improving access to health services, particularly for vulnerable groups. Good placemaking is linked to a wider set of positive social, economic and environmental outcomes. - Regular physical activity provides a range of physical and mental health and social benefits. - Safety is an important consideration for road users owing to the significant impact of serious and fatal collisions. - There is a need to:

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SEA Topic	Key Messages from Review
	• Promote healthy standards of living • Prioritise walking, cycling and use of public transport, and • Enhance accessibility to key community facilities, services and jobs for all.

Economy and Employment	• Transport has a key role in supporting sustainable and economic growth through improved access to work opportunities and education facilities; efficiency and reliability on networks; supporting the delivery of new housing and employment; and generating investment.
	• The National Planning Policy Framework (NPPF) states that planning policies should recognise and address the specific locational requirements of different sectors, which includes making provision for clusters or networks of knowledge and data-driven, high technology industries in suitably accessible locations.
	• Working with businesses and infrastructure owners is necessary to develop proposals that meet the needs of the freight and logistics sector.
	• The Western Gateway area should be viewed as both a single area containing some of the UK's fastest-growing local economies as well as being a crucial facilitator of improved connectivity to other parts of the country, including the South West, the Solent area, South Wales and the West Midlands.
	• There is a need to:
	
	  • Promote a low carbon economy
	  • Create the conditions for equitable growth
	  • Support the sustainable growth and expansion of businesses, and
	  • Deliver increased economic growth and decreased emissions.

Biodiversity	• The UK Government has committed to halting the decline in species abundance by 2030, and then increase abundance by at least 10% to exceed 2022 levels by 2042.
	• It has also committed to protect 30% of our land and sea for nature through the Nature Recovery Network and enhanced protections for marine protected areas.
	• There is a need to:
	
	  • Identify opportunities for green infrastructure provision, recognising the multiple functions that green infrastructure provides to the area and linking into regional and national green infrastructure networks;
	  • Protect and enhance biodiversity, including designated sites, priority species, habitats and ecological networks;
	  • Minimise the impact on biodiversity and ensure net gain wherever possible;
	  • Maintain and enhance ecosystems and their services; and
	  • Improve the long-term sustainability of ecological and physical processes that underpin the functioning of ecosystems.

Historic Environment	• The delivery of transport interventions should not have adverse impacts to the historic environment.
	• There is a need to:
	
	  • Avoid harm to the significance of heritage assets
	  • Conserve and enhance nationally and locally designated cultural and historical assets as well as those which are undesignated;
	  • Enhance the beauty of the natural scenery and improving its environmental value while being sensitive to considerations of its heritage;
	  • Encourage access to and engagement with the historic environment; and

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SEA Topic	Key Messages from Review
	• Ensure that transport development adjacent, or in close proximity to the local conservation areas, designated assets, archaeological remains or listed buildings, respects their character and context, and does not detract from the quality of the built environment. • Ensure that development seeks opportunities for good design that is sensitive to the historic environment and seeks to enhance the sense of place, character and experience of the historic environment.

Landscape and Townscape	• The delivery of transport interventions should not have adverse impacts on the quality of the natural and built environment.
	• There is a need to:
	  • Conserve and enhance the quality and distinctiveness of natural landscapes and seascapes, including National Landscapes in ways that allow them to continue to evolve; and
	  • Provide greater access to greenspace, to help reconnect people to nature.

Water Environment	• Water resources in the STB region are under increasing pressure from a growing population, climate change and environmental needs.
	• Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest flood risk.
	• Any 'essential infrastructure' proposed to be located in Flood Zone 3a or 3b should be designed and constructed to remain operational and safe for users in times of flood.
	• There is a need to:
	  • Protect and enhance surface and groundwater quality and ensure that water quality is improved or maintained where possible; and
	  • Avoid development in areas prone to flooding.

Air Quality, Greenhouse Gases and Climate Change	• The UK Clean Air Strategy outlines plans to reduce emission of pollutants and improve air quality by the year 2030.
	• All local authorities within the STB region have declared a climate emergency, pledging to take action to become carbon neutral in their Council operations by 2030, with the exception of Dorset Council who have pledged to become carbon neutral by 2040. These councils are also committed to helping their wider areas to achieve carbon neutrality.
	• National Highways and Network Rail have both pledged to become net zero across the whole network by 2050.
	• 2050 has also been agreed as the target date to achieve net zero carbon from transport in the Western Gateway Strategic Transport Plan.
	• Take all possible action to mitigate climate change, while adapting to reduce its impact.
	• Avoid increased vulnerability to the range of impacts arising from climate change.
	• There is a need to:
	  • Ensure that air quality is maintained (through net maintenance) or enhanced and that emissions of air pollutants are kept to a minimum;
	  • Reduce emissions of greenhouse gases that may cause climate change;
	  • Increase energy efficiency and move towards a low carbon economy;
	  • Ensure that infrastructure is resilient to the impacts of climate change; and
	  • Support the transition to electric vehicles, especially in light of the ban on new petrol and diesel vehicles in the UK by 2035.

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SEA Topic	Key Messages from Review

Material Assets	• The delivery of new developments should not have adverse impacts on soils, land stability, or resources.
	• There is a need to:
	
	   • Facilitate the sustainable use of minerals and minimise impacts on soil quality, considering any mitigation measures proposed;
	   • Maintain and enhance geodiversity through the management of sites, areas and wider landscapes; and
	   • Consider land stability in respect of new development; and
	   • Encourage a circular economy.

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5 BASELINE, ISSUES AND OPPORTUNITIES

5.1 INTRODUCTION

5.1.1. This section sets out the key baseline information for each of the SEA topics, as well as anticipated future trends without the implementation of the SIP. It also identifies key issues and opportunities for sustainability in relation to the SIP, which have been used to develop an SEA appraisal framework which is presented in **Section 6.**

5.1.2. A summary of the current baseline for all the Local Authorities within the Western Gateway STB area has been provided below. Further information on current baseline for individual Local Authorities can be found in **Appendix B.** GIS based figures are included in **Appendix C.**

5.2 POPULATION AND HUMAN HEALTH

SUMMARY OF CURRENT BASELINE

5.2.1. The population of the Western Gateway STB region is increasing with the total current population being approximately 3,629,476 people[6]. The overall population of the region is ageing, with the proportion of people aged over 65 years increasing across all local authorities within the Western Gateway STB region. The areas of BCP and the West of England CA, have the highest proportion of young adults (20-24 years) when compared to other local authorities in the Western Gateway STB area[6]. Conversely, Dorset has the highest proportion of elderly residents (70—74 years)[6].

5.2.2. Bristol City has the highest population density out of all areas within the Western Gateway STB (4,308 people per square kilometre), followed by BCP (2,470 people per square kilometre)[6]. This is significantly higher than the national average population density of 434 people per square kilometre. Conversely, the population density for Dorset is significantly lower than the national figure at 152 people per square kilometre. All other areas of the Western Gateway have population densities that are slightly higher than the national figure, but lower than Bristol and BCP[6].

5.2.3. Across the Western Gateway STB region, there is a slightly higher proportion of females when compared to males (50.9% females compared to 49.1% males), similar to the national figure with 51.1% females and 48.9% males[6].

5.2.4. Within the Western Gateway STB region, the majority of the population identify as being Christian (45.4%), followed by no religion (44.4%), not answered (6.5%), Muslim (1.8%), Hindu (0,6%), Other Religion (0.6%), Buddhist (0.5%), Jewish (0.2%), and Sikh (0.2%)[7].

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[6] Office for National Statistics (2021) Population and household estimates, England and Wales: Census 2021. Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationandhouseholdestimatesenglandandwales/census2021

[7] Office for National Statistics (2022) Religion, England and Wales: Census 2021. Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/religion/bulletins/religionenglandandwales/census2021

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5.2.5.	The largest ethnic group within the Western Gateway STB region is White (92%), followed by Mixed or Multiple Ethnic Groups (3.1%), Asian (including Asian British or Asian Welsh) (3.0%), Black (including Black British, Black Welsh, Caribbean or African) (1.6%), Other Ethnic Group (0.9%)[8].

5.2.6.	Across the Western Gateway STB region, average life expectancy at birth is higher for females than it is for males, reflecting the national trends. The local authority with the lowest life expectancy at birth is Bristol City with a life expectancy of 78.2 years for males and 82.6 years for females[9], lower than the national average of 79.3 years for males and 83.2 years for females. All other local authorities within the Western Gateway STB region have a higher life expectancy for both males and females when compared to the national figure.

5.2.7.	Across the Western Gateway STB region, the proportion of adults (aged 18+) that are physically active is above the national average (67.1%) in all of the local authority areas.

5.2.8.	The proportion of adults who are classified as overweight or obese in the Western Gateway STB region is varied, with BCP, Dorset, and the West of England CA lower than the national figure of 62% of adults considered to be obese or overweight. However, the proportion of adults classed as overweight or obese in Wiltshire and Gloucestershire are both in line with the national average. In Year 6 children, the proportion of children classified as obese is lower than the national average (20.2%) in all local authorities within the Western Gateway STB region. Similarly, levels of obesity in reception age children is also lower than the national figure across all local authorities within the Western Gateway STB region.

5.2.9.	The general health of the population of the Western Gateway is largely similar across all regions. **Table 5-1** shows the breakdown of self reported health from the 2021 Census for different local authorities within the region[10].

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[8] Office for National Statistics (2022) Ethnic Group, England and Wales: Census 2021. Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/ethnicity/bulletins/ethnicgroupenglandandwales/census2021

[9] Department of Health and Social Care (2023) Fingertips, Local Authority Health Profiles. Available at: https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/ati/302/are/E06000023

[10] Office for National Statistics (2022) General Health, England and Wales: Census 2021. Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandwellbeing/bulletins/generalhealthenglandandwales/census2021

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Table 5-1 - Health profile of the population of the Western Gateway STB region

Health	BCP	Dorset	Gloucestershire	North Somerset	Wiltshire	West of England CA		
						Bath and North East Somerset (B&NES)	Bristol City	South Gloucestershire
Very Good Health	48.4%	49.2%	48.5%	49.4%	50.5%	51.4%	46.7%	48.9%
Good Health	34.1%	34.5%	34.6%	33.6%	34.0%	33.1%	33.5%	34.6%
Fair Health	12.6%	12.0%	12.5%	12.3%	11.6%	11.3%	13.6%	12.1%
Bad Health	3.9%	12.0%	3.4%	3.8%	3.2%	3.2%	4.8%	3.3%
Very Bad Health	1.1%	0.9%	0.9%	1.1%	0.8%	0.9%	1.5%	0.9%

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5.2.10. The proportion of people within the Western Gateway STB region who are disabled under the Equality Act is lower across all local authorities when compared to the national average (17.7%)[11].

5.2.11. Generally, across the Western Gateway STB region, levels of deprivation are low. However, there are a number of Lower Super Output Areas (LSOAs)[12] in the most 10% deprived nationally. The area of Bristol City is the 30% most deprived local authorities nationally. This is in line with the national trend of urban populations experiencing higher levels of deprivation. There are also substantial pockets of deprivation in North Somerset, and smaller pockets of deprivation in Bath. Maps showing the Indices of Multiple Deprivation in more detail can be seen in **Figures C-2** to **C5** in **Appendix C**.

5.2.12. The number of people killed or seriously injured (KSI) within each local authority in the region can be found in **Table B-1** in **Appendix B**.

5.2.13. According to the Department for Transport (DfT), in 2022, 75% of fatalities and 62% of casualties of all severities in Great Britain were male[13]. In addition, 25% of fatalities and 29% of casualties were aged 17 to 29 years old and 23% of fatalities and 7% of casualties were aged 70 years old and over. During the same time period, 46% of fatalities on Great Britain's roads were car occupants, 22% were pedestrians, 21% were motorcyclists and 5% were pedal cyclists.

5.2.14. The crime rate across the Western Gateway STB region is varied, with urban areas such as Bristol experiencing higher levels of crime when compared to more rural areas. Individual levels of crime within each local authority area can be found in **Table B-1** in **Appendix B**. Crime as a whole has been rising in England and Wales, as a rate of 93.6 crimes per 1000 people is the highest since 2006/7[14]. The South West is the third safest region in England. The overall crime rate in the South West in 2022 was 61 crimes per 1,000 people, and the most common crimes were violence and sexual offences, which happened to roughly every 28 out of 1,000 residents[15]. Notably, Gloucestershire County Council reports that Gloucester City is the only district within Gloucestershire that had a higher crime rate than the national crime rate[15].

5.2.15. In 2021/22, the number of reported sexual offences committed on public transport in the UK decreased by 7.3% from 2019/20 (52.3% of these assaults were against females). The number of

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[11] Office for National Statistics, Disability England and Wales: Census 2021. Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandwellbeing/bulletins/disabilityenglandandwales/census2021

[12] Lower layer Super Output Areas (LSOAs) are made up of groups of Output Areas (OAs), usually four or five. They comprise between 400 and 1,200 households and have a usually resident population between 1,000 and 3,000 persons.

[13] DfT, Reported road casualties Great Britain, provisional results: 2022, May 2023 [online] available at: https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-results-2022/reported-road-casualties-great-britain-provisional-results-2022

[14] Statista, Crime Rate by Area – England and Wales 22/23. Available online at: https://www.statista.com/statistics/866788/crime-rate-england-and-wales-by-region/

[15] CrimeRate. South West Crime Statistics. Available at: https://crimerate.co.uk/south-west

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drug offences increased by 8.7% to 3,114 in 2021/22 (93% of these being possession of controlled drug)[16].

5.2.16. According to the Office for National Statistics (ONS), one in ten people aged 16 and over have experiences at least one form of harassment in the last 12 months that made them feel upset, distressed or threaten[17]. Experiences of harassment are more prevalent among younger age groups, with one in five 16- to 19-year-olds (20%) and 20- to 24-year-olds (21%) having experienced at least one type of harassment in the previous 12 months. Of those who experience some form of sexual harassment, 19% said they had experienced sexual harassment on public transport.

5.2.17. The Department for Transport commissioned a national survey[18] on women and girls' experiences on public transport:

- 49% felt threatened when making a journey on public transport.
- 46% have seen women and girls subject to verbal aggression on public transport.
- 42% have been subject to verbal abuse.
- 14% have been physically assaulted/threatened.
- 85% thought about their safety when planning or making a journey.

5.2.18. Noise can have a significant impact on human health, beyond just being annoying or disturbing sleep. The UK Health Security (UKHSA) recent study found that traffic noise can increase the risk of more serious health conditions such as strokes, diabetes, ischemic heart disease as well as mental health conditions such as stress and anxiety[19].

5.2.19. Noise Important Areas (NIAs) are hotspots where the highest 1% of noise from roads and railway at residential locations can be found. There are several NIAs throughout the Western Gateway STB region, concentrated in and around the town centres, and along major roads in the area, such as the M4, M5, M30, M32, and A35[20].

FUTURE BASELINE

5.2.20. Population projections by the ONS suggest that, by 2050, those aged 65 and over will make up 24.7% of England's total population. By 2032, it is anticipated that more people will be living on their own, making up 40% of all households nationally. The number of over 85s living alone is expected to more than double to 1.4 million nationally in which social isolation could become a more prevalent issue. This may be further exacerbated by the number of people living rurally.

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[16] British Transport Police, Statistical Bulletin 2021/22. Available online at: stats_bulletin_2021_2022.pdf (btp.police.uk)

[17] ONS, Experiences of harassment in England and Wales: December 2023, [online] available at: https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/bulletins/experiencesofharassmentinenglandandwales/december2023

[18] Government Equalities Office, 2020 Sexual Harassment Survey [online] available at: https://assets.publishing.service.gov.uk/media/60f03e068fa8f50c77458285/2021-07-12_Sexual_Harassment_Report_FINAL.pdf

[19] UKHSA, Noise pollution: mapping the health impacts of transportation noise in England, available online at: https://ukhsa.blog.gov.uk/2023/06/29/noise-pollution-mapping-the-health-impacts-of-transportation-noise-in-england/

[20] Extrium, England Noise and Air Quality Viewer. Available at: http://www.extrium.co.uk/noiseviewer.html

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5.2.21. The population of the Western Gateway STB region is anticipated to grow faster than the national figure; growing by 15% by 2041, compared to 12% national growth[21].Similarly to the national trend, it is anticipated that the ageing population of Western Gateway STB region will also increase in line with this population increase.

5.2.22. An increased population will see an increase in demand on services, particularly transport and mobility, with the future implementation of transport policies required to consider how to better respond to the mobility needs of a more diverse, growing and ageing population, ensuring equity of access to services and facilities such as schools, healthcare and education facilities[22].

5.2.23. This could become a significant issue across the Western Gateway STB region and may present specific challenges in rural areas, particularly in combination with the ageing demographic. Higher age groups can have particularly complex transport and accessibility requirements. For example, across the UK, approximately 850,000 people are estimated to have dementia. This number is projected to rise to over one million by 2025 and two million by 2051[23].

5.2.24. A population with a larger proportion of older people will likely result in an increase in the number of people in the region with physical and sensory impairments which could result in a greater demand for access to health and social care services.

5.2.25. Within the next decade, two million people aged 50 and over in England are projected to be lonely and/or experiencing social isolation[24]. Transport-related social exclusion – in which limited access to transport or other issues with the transport system prevent people from fully participating in society in the way they would like – has been recognised since the 1970s.

5.2.26. The use of public transport is significantly lower in rural areas than in urban areas across all age groups. Low population density and longer journey distances in rural areas mean that providing cost-effective, regular and convenient public transport is already challenging.

5.2.27. In 2016, 14% of the working age population in the UK were from a Black, Asian and Minority Ethnic (BAME) background. This is increasing, with the proportion expected to rise to 21% by 2051. The working population within the Western Gateway STB region is likely to become increasingly diverse, as indicated by this national trend. However, the employment of minority ethnic groups is twelve percentage lower than white people[25].

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[21] Western Gateway, Economic Connectivity Study. Available at: https://westerngatewaystb.org.uk/strategy/economic-connectivity-study/

[22] Lin, D. and Cui, J. (2021). Transport and Mobility Needs for an Ageing Society from a Policy Perspective: Review and Implications. Available online at: Transport and Mobility Needs for an Ageing Society from a Policy Perspective: Review and Implications - PMC (nih.gov)

[23] Alzheimer's Society UK, Facts for the Media about Dementia. Available online at: https://www.alzheimers.org.uk/about-us/news-and-media/facts-media

[24] Age UK, Later Life in the United Kingdom (2019). Available online at: https://www.ageuk.org.uk/globalassets/age-uk/documents/reports-and-publications/later_life_uk_factsheet.pdf

[25] West of England Combined Authority, 2023. State of the West of England: emerging evidence. Available online at: https://www.westofengland-ca.gov.uk/wp-content/uploads/2023/07/State-of-the-West-of-England-emerging-evidence_Jul23-2.pdf

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5.2.28. In 2023 in England, about one in five children and young people aged 8 to 25 years had a probable mental health condition. This was 20.3% of 8 to 16 year olds, 23.3% of 17 to 19 year olds and 21.7% of 20 to 25 year olds[26].

5.2.29. There are around 7.6 million people living with heart and circulatory diseases in the UK - an ageing and growing population and improved survival rates from heart and circulatory events could see these numbers rise still further. In 2021, heart and circulatory diseases were responsible for more than a quarter (27%) of all deaths in the UK[27].

5.2.30. High rates of overall deprivation create a unique set of challenges for transport. There are multiple factors that can contribute to this distribution including a lack of service provision, limited accessibility and opportunity, and poor digital connectivity.

5.2.31. The anticipated population growth and the increasing affordability and convenience of car travel is likely to result in an increase in the number of private vehicles on the roads. This could have subsequent cumulative effects on air quality, noise pollution and public health if current trends continue.

5.2.32. As the population of the region increases, and the level of car ownership increases, there are expected to be a greater number of vehicles on the region's roads, which may result in an increase in the number of accidents and those killed or seriously injured (KSI) on roads.

5.2.33. Transport infrastructure is one of the key challenges in the Western Gateway, specifically the West of England CA. There is a high dependence on the private car, with two-thirds of commutes taking place by car. Two out of every five of those journeys are less than 5km in distance[28]. Travel without a personal vehicle can often be difficult or inconvenient, particularly in rural areas where services and facilities are often in low abundance due to lower population density and critical mass.

5.2.34. The rising cost of living, or the 'cost-of-living crisis', is also predicted to impact those with pre-existing mental health problems, as they are among those at greatest risk[29]. It is well documented that recessions increase social inequalities, which are drivers of poor mental health[30].

5.2.35. Reduced levels of physical activity is a growing issue nationally, with fewer people reporting that they are achieving the level of activity recommended by the NHS. Effective transport planning can play a role in encouraging active transport choices (e.g., walking and cycling) as well as improve

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[26] NHS Digital, Mental Health of Children and Young People in England (2023). Available at: https://digital.nhs.uk/data-and-information/publications/statistical/mental-health-of-children-and-young-people-in-england/2023-wave-4-follow-up#summary

[27] UK Government, Trend Deck (2021) – Health. Available online at: https://www.gov.uk/government/publications/trend-deck-2021-health

[28] West of England Industrial Strategy (2019).

[29] Mental Health Foundation (2023) Mental Health and the Cost-of-Living Crisis: Another pandemic in the making? Available at: https://www.mentalhealth.org.uk/our-work/policy-and-advocacy/mental-health-and-cost-of-living-crisis-report

[30] Wahlbeck, K. & McDaid, D. (2012), 'Actions to alleviate the mental health impact of the economic crisis', World Psychiatry Available at: https://doi.org/10.1002/j.2051-5545.2012.tb00114.x

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accessibility to sports and recreation facilities. Continued traffic growth without adequate provision for pedestrian and cyclists' facilities is unsustainable.

5.2.36. Air pollution has been linked to diabetes and dementia – both chronic illnesses in the UK are expected to rise in future. Increased mortality and morbidity amongst diabetics is associated with increased nitrogen dioxide concentrations with long term exposure to traffic borne air pollution positively correlating with incidence of type two diabetes and increased mortality among diabetics[31]. Addressing poor air quality within the local authority within the Western Gateway is an important element of their respective climate emergency declarations.

5.2.37. Given the projection for an increasing population, and the current dominance of car-usage as the main mode of transport in the region, there is potential that noise levels will increase along major roads. However, more congestion due to increased vehicular traffic may reduce noise levels through reducing traffic speed. Furthermore, hybrid and electric vehicles contribute less to road-traffic related noise, with this trend continuing as uptake increases. A modal shift to sustainable transport modes such as walking, cycling and public transport, will also help to reduce noise levels.

5.2.38. As the population increases, there are expected to be a greater number of vehicles on the roads, which could result in an increase in the number of accidents. National Highways has set a target to reduce the number of people KSI on the strategic road network by at least 50% by the end of 2025 against the 2005-2009 baseline, with a clear long-term goal to bring the number of people killed or injured on the network as close as possible to zero by 2040[32]. The Office for Rail and Road's annual assessment in 2020 reported that this target was met, with an estimated 95% of travel on roads rated at least 3-star in 2019[33]. This could help contribute to a reduction in serious road accidents in the Western Gateway.

5.3 ECONOMY

SUMMARY OF CURRENT BASELINE

5.3.1. Across the Western Gateway STB region, there are varying levels of working aged population (between 16-64 years). Compared to the national average of 62.9%[34], the area of the West of England CA and BCP have a higher proportion of the population of working age (65.5% and 63.1% respectively). The areas of Gloucestershire, Wiltshire, North Somerset, and Dorset all have lower

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[31] Committee on the Medical Effects of Air Pollutants (COMEAP), The Mortality Effects of Long-Term Exposure to Particulate Air Pollution in the United Kingdom, 2010. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/304641/COMEAP_mortality_effects_of_long_term_exposure.pdf

[32] Highways England (2020) Highways England Delivery Plan 2020-2025. Available online at: https://assets.publishing.service.gov.uk/media/5f3e8f9fe90e072ec4834242/5-year_Delivery_Plan_2020-2025_FINAL.pdf

[33] Office of Rail and Road (2020) Annual Assessment of Highways England End of Road Period 1 2015-2020. Available online at: https://www.orr.gov.uk/sites/default/files/om/ORR-Annual-Assessment-of-Highways-England-End-of-Road-Period-1-DIGITAL.pdf

[34] Nomis Local Labour Statistics. Available at: https://www.nomisweb.co.uk/reports/lmp/la/1941962903/report.aspx?town=gloucestershire

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proportions of the population of working age when compared to the national average (60.8%, 60.3%, 58.4%, and 56.3% respectively).

5.3.2. Job density figures produced by the ONS represent the ratio of total jobs to population aged 16-64. Total jobs include employees, self-employed, government-supported trainees and HM Forces. For example, a job density of 1.0 would mean that there is one job for every resident aged 16 to 64. When job density is considered, the highest ratios (where more jobs exist than the number of working age population) are in West Dorset and Cotswold (both rural areas) followed by Poole and Cheltenham (both smaller affluent urban areas). Those areas with the lowest job ratios include; Weymouth and Portland, and the Forest of Dean.

5.3.3. The Western Gateway STB region supports over 1.6 million jobs, with Bristol and South Gloucestershire providing the largest number of jobs in the region, equating to approximately 28% of all jobs available. **Table 5-2** outlines the number of jobs and the job density for local authority areas within the Western Gateway STB region.

Table 5-2 - Job Density and Total Jobs within the Western Gateway STB region

Local Authority	Number of jobs	Job density
Bournemouth, Christchurch and Poole	213,000	0.89
Subtotal	**213,000**	
Dorset	177,000	0.87
Subtotal	**177,000**	
Cheltenham	76,000	1.02
Cotswold	52,000	1.04
Forest of Dean	32,000	0.63
Gloucester	69,000	0.85
Stroud	62,000	0.88
Tewkesbury	51,000	0.97
Subtotal	**342,000**	

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Local Authority	Number of jobs	Job density
Bath and North East Somerset	104,000	0.86
Bristol, City of	303,000	0.97
South Gloucestershire	162,000	0.93
Subtotal	**664,000**	
North Somerset	95,000	0.77
Subtotal	**95,000**	
Wiltshire	263,000	0.89
Subtotal	**263,000**	
Grand Total	**1,659,000**	

5.3.4.   The majority of the Western Gateway STB region has lower levels of economic inactivity when compared to the UK (21.4%)[34]. The areas of BCP, Dorset, Wiltshire, Gloucestershire, North Somerset, Bristol and South Gloucestershire all have economic inactivity levels lower than the national average. However, the area of Bath and North East Somerset has an economic inactivity of 22.9%, higher than the rest of the Western Gateway and national figures. In the areas of BCP, North Somerset, Bath and North East Somerset, and Bristol the main reason for economic inactivity is being a student, whereas in Dorset and Gloucestershire the main reason is being retired, and in Wiltshire and South Gloucestershire the main reason for economic inactivity is long term sickness.

5.3.5.   The unemployment rate in the Western Gateway STB region is lower than the national average (3.9%) across all areas. Unemployment in Bristol is the highest of all areas within the Western Gateway at 3.6%[35], followed by BCP at 3.3%, Gloucestershire at 3.1%, North Somerset at 2.6%, Bath and North East Somerset at 2.6%, Dorset at 2.4%, Wiltshire at 2.3%, and South Gloucestershire at 2.3%.

5.3.6.   The region has a diverse quantity of significant industries[35]. Gloucestershire, Bath and North East Somerset, Bristol, and BCP's largest industry is Health and social work activities. This sector

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[35] Nomis Local Labour Statistics. Available at: https://www.nomisweb.co.uk/reports/lmp/la/1946157348/report.aspx

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includes hospitals, clinics, and social care services, highlighting the importance of healthcare in the local economy. In the areas of North Somerset, Wiltshire, South Gloucestershire and Dorset the largest industry is Wholesale and retail trade; repair of motor vehicles and motorcycles. However, the sectors of Manufacturing, Accommodation and food service activities, Education, and Professional, scientific and technical activities are also large industries across the Western Gateway STB region, highlighting the diversity of the economy within the area and contributing to the region's economic stability.

5.3.7.   Generally, the population of the Western Gateway STB region is well qualified overall. Within Gloucestershire, 43% of the population have a RFQ4[36] or equivalent (equivalent to degree or higher degree qualification, in North Somerset this level is 40.8%, in BCP it is 44.5%, Dorset is 37.7%, Wiltshire is 47.7%, and West of England CA is 52%. Comparably, the national average for the attainment of RFQ4 or equivalent is 47.3%. The high level of qualifications amongst the working age population reflects the range and quality of higher education provision across the region, including six universities. However, in total across the Western Gateway STB region, approximately 4.2% of the population have no qualifications[35].

5.3.8.   There are four local authorities within the region that have average weekly pay for full time workers below the national average weekly pay for full time workers of £682.60, Gloucestershire (£668.10), Wiltshire (£669.10), BCP (£674.90), and Dorset (£668.40). Comparatively, the areas of North Somerset (£684.90), Bath and North East Somerset (£690.70), Bristol (£696.30), and South Gloucestershire (£690.80) all have average weekly pay for full time workers above the national average[34].

5.3.9.   Certain areas within the Western Gateway STB region, face higher levels of economic deprivation on account of lower incomes, higher unemployment and limited access to services. These are particularly located in the urban areas of Gloucester, Bristol (in particular, south Bristol), smaller areas of Bath, Weston-Super-Mare, Worle, and Pill (these areas have some of the lowest earnings in the region[37]), and pockets of BCP.

5.3.10.   The Western Gateway STB region is generally well connected via road and rail to the South West of the country, including Devon, the Midlands, London and the South East. In particular, the area benefits from two international airports, and passenger and freight port capabilities. This connectivity supports business growth and attracts investment. However, digital exclusion remains a challenge for rural communities across the UK and within the Western Gateway STB region.

FUTURE BASELINE

5.3.11.   The increasing population in Western Gateway is accelerating the need for the delivery of additional housing, services and infrastructure. Growth in jobs is also anticipated in order to close the gap

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[36] The RQF (Previously know as NVQ) is a government body that regulates vocational training. These qualifications are made up of units. This provides a flexible way to gain a qualification. Each unit has a credit value which tells you how many credits are awarded when a unit is completed.

[37] North Somerset Council, 2020, Employment and Skills Strategy, Available at: North-Somerset-Employment-and-Skills-Strategy.pdf (innorthsomerset.co.uk)

between increases in population and the need for employment. There is a need for improving accessibility to these jobs and training opportunities.

5.3.12. During and since the COVID-19 pandemic homeworking has been encouraged for those who are able, leading to a short-term reduction in travel demand. This trend will likely continue as employers look to maintain flexible working conditions in future. In addition, peak periods for traffic congestion are likely to change with less people commuting for work. Public transport will need to adapt to these altered working and lifestyle patterns and encourage more passengers.

5.3.13. There is an increasing skills gap and difficulty in recruitment and retaining staff, particularly for labour-intensive or service roles, strategic improvements to transport connectivity from residential areas through infrastructure investments is important to safeguard future economic growth. This is further compounded by green skills gaps, including an estimated 45,000 green jobs required for the West of England CA area to meet net zero ambitions[38], with the number of green jobs needed within the Western Gateway STB region anticipated to be higher.

5.3.14. With the exception of 2020, the UK's nighttime economy has grown year on year, since 2019, surpassing 2019 levels by about 6%. As this grows, the transport and hospitality sectors will need to adapt to better support employees and visitors.

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[38] West of England Combined Authority (2021). Green Skills Market Analysis. Available online at: https://www.westofengland-ca.gov.uk/wp-content/uploads/2021/07/WECA_Green-Jobs-and-Skills_Phase-2-Report_Final_01_06_2021.pdf

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5.4 BIODIVERSITY

SUMMARY OF CURRENT BASELINE

5.4.1. There are numerous nationally and locally designated sites within across the Western Gateway STB region including:

- 827 Sites of Special Scientific Interest (SSSI).
- Nine Marine Conservation Zones.
- 99 Local Nature Reserves (LNR).
- 60 National Nature Reserves (NNR).

5.4.2. Individual numbers of nationally and locally designated sites have been outlined in **Table B-3 in Appendix B**.

5.4.3. In addition to these, there are numerous internationally designated sites within the region, outlined below:

- 22 Ramsar sites.
- 137 Special Area of Conservation (SAC).
- 31 Special Protection Area (SPA).

5.4.4. The location of these sites is illustrated in **Figures C-10 to C-13** in **Appendix C.**

5.4.5. The Western Gateway STB region is home to a diverse range of habitats and species which include ancient and semi-natural woodlands, species-rich grasslands, river valleys, heathlands and hedgerows, wetlands and rivers, limestone grasslands, traditional orchards, moors, rhynes (drainage ditches), commons, chalk grasslands, and the Severn Estuary. These habitats support a wide range of species and are crucial for maintaining the area's biodiversity.

5.4.6. The Severn Estuary, is afforded the highest level of protection and with the second highest tidal range in the world, supports an average of 74,000 wintering, wildfowl and wading birds each year with its marsh and mudflat habitats. The Severn's mudflats and saltmarshes provide both an overwintering ground and an essential stop-over for passing migratory species[39].

5.4.7. The Western Gateway STB region is also home to a variety of species, including but not limited to mammals, plants, invertebrates and birds. The region is home to rare plants like the bee orchid (Ophrys apifera), great crested newts, migratory and overwintering birds, the stone-curlew, skylark, and lapwing, ground-nesting birds, the rare hazel dormouse and water vole, various butterfly species (such as the marsh fritillary and Duke of Burgundy) bees, and beetles, which are crucial for pollination and ecosystem health.

5.4.8. The West of England CA is home to a number of nationally and internationally rare plants. As well as their cultural value, a rich and diverse flora forms part of a resilient and dynamic ecosystem and

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[39] RSPB, The Severn Estuary. Available at: https://rspb.org.uk/helping-nature/what-we-do/influence-government-and-business/casework/the-severn-estuary

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supports a variety of wildlife. The Avon Gorge, one of the top three sites for rare plants in England, has more than 30 nationally rare and scarce plants.

5.4.9. Pollution, particularly from agricultural runoff and urban areas, could degrade water quality in rivers and wetlands, impacting aquatic species and ecosystems. Air pollution could also affect plant health and soil quality[40].

5.4.10. Natural capital is a key theme in the Government's 25-year Environment Plan: A Green Future[41]. The UK's natural capital accounts[42] show that approximately 20-25 million tonnes of carbon have been sequestered by vegetation in the UK each year between 2007 and 2015, whilst around 1.5 million tonnes of air pollutants have been removed each year. This equates to a monetary value of approximately £1.5 billion for carbon sequestration and £1 billion for pollution removal in 2015. In 2020, air pollution accounted for £2.4 billion of regulating services and led to an estimated 2,001 deaths being avoided and prevented 49,126 life years being lost[43]. Natural capital therefore has a mitigating effect on the emissions of carbon and air pollutants.

FUTURE BASELINE

5.4.11. The 2023 State of Nature Report[44] highlights the general decrease in biodiversity in the UK. Since 1970, species abundance has decreased by 193% and species distribution has decreased by 135%. Of the 8,431 species that have been assessed using the International Union for Conservation of Nature (IUCN) Regional Red List criteria, 16.15% are currently threatened with extinction from Great Britain and 2% are already extinct. A rising population and associated need for development may cause further loss, fragmentation and degradation of habitats, causing a further decline in biodiversity.

5.4.12. As a result of these decreases, the UK is now one of the most nature-depleted countries on Earth. The main causes of these declines from over the last 50 years shows that on land and in freshwater, significant and ongoing changes in the way we manage our land for agriculture, and the effects of climate change, are having the biggest impacts on our wildlife. At sea, and around our coasts, the main pressures on nature are unsustainable fishing, climate change and marine development. The picture in Western Gateway is broadly similar, with declines in species abundance, distribution, and loss of local wildlife sites within the region.

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[40] UK Government, A Green Future: Our 25 Year Plan to Improve the Environment. Available online at: https://assets.publishing.service.gov.uk/media/65fd713d65ca2f00117da89e/CD1.H_HM_Government_A_Green_Future_Our_25_Year_Plan_to_Improve_the_Environment.pdf

[41] A Green Future: Our 25 Year Plan to Improve the Environment (2018) Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf

[42] Office for National Statistics (2019) UK natural capital accounts: Estimates of the financial and societal value of natural resources to people in the UK.

[43] Office for National Statistics (2023) UK natural capital accounts: 2022. Available online at: UK natural capital accounts - Office for National Statistics (ons.gov.uk)

[44] NBN (2023) State of Nature Report. Available online at: https://stateofnature.org.uk/wp-content/uploads/2023/09/TP25999-State-of-Nature-main-report_2023_FULL-DOC-v12.pdf

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5.4.13. Development of greenbelt land in particular is likely to encourage less sustainable travel methods (i.e. use of the private car), given these areas are likely to have limited existing transport infrastructure available. This may have knock-on effects on habitats sensitive to air quality and disturbance.

5.4.14. Climate change presents another threat to ecosystem services and biodiversity. Current Intergovernmental Panel on Climate Change (IPCC)[45] predictions for temperature increases are expected to be 2°C by the middle of the 21st century. This increase in temperature is expected to lead to increases in flooding events and northward colonisation of species in the UK, and increase in invasive species. In order to preserve biodiversity and natural habitats, soft engineering and nature-based solutions will need to be used over traditional hard engineering. Northward migration of species is likely to lead to changes in local and regional ecology.

5.4.15. The Environment Act 2021[46] specifies a mandatory 10% increase in biodiversity net gain (BNG) for new developments. This will apply from January 2024 for developments[47] that fall under the Town and Country Planning Act 1990[48], and from 2025 for Nationally Significant Infrastructure Projects (NSIPs). Biodiversity on development sites will need to be preserved, with additional mitigation put in to increase biodiversity. This increase in biodiversity may be provided on site enhancement, or through off-site compensation. As part of this, counties are required to undertake Local Nature Recovery Strategies (LNRS). Strategies must agree priorities for recovery and identify the most valuable existing areas for nature, as well as areas which could become of particular importance, or where the recovery or enhancement of biodiversity could make a particular contribution to other environmental benefits.

5.4.16. An increase in the number of private vehicles on the roads and associated increases in noise pollution, air pollution, and contaminated surface water run-off, could restrict the ability of existing roadside habitats (including trees) to reduce these impacts. Even with the transition towards electric vehicles, particulate emissions are predicted to be problematic into the future due to the impacts of non-exhaust emissions.

5.4.17. However, there is also an increasing trend amongst governments and businesses to be "Future Ready", which includes addressing issues surrounding biodiversity, resource use, and climate change. Investing in natural capital and delivering resilient nature-based solutions is an effective way of addressing these issues simultaneously. As such, the multiple benefits that arise from taking a natural capital approach significantly contribute to sustainable development, often at lower cost than more conventional infrastructure[49].

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[45] IPCC (2022) Climate Change 2022: Impacts, Adaptation and Vulnerability. Available at : https://www.ipcc.ch/report/ar6/wg2/

[46] Environment Act (2021). Available at: https://www.legislation.gov.uk/ukpga/2021/30/contents/enacted

[47] Unless exempt. The law will apply to small developments from April 2024.

[48] UK Government, Town and Country Planning Act 1990. Available at: https://www.legislation.gov.uk/ukpga/1990/8/section/106

[49] IPBES (2019) Summary for policymakers of the global assessment report on biodiversity and ecosystem services of the Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services. Available online at: https://ipbes.net/global-assessment

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5.4.18. The region's diverse habitats would face significant threats without conservation efforts. Ancient and semi-natural woodlands could be fragmented or lost due to unchecked development and agricultural expansion. Species-rich grasslands might be converted to intensive farmland or urban areas, leading to a loss of biodiversity. Wetlands and rivers could suffer from pollution, reduced water quality, and habitat destruction, severely impacting aquatic species. Heathlands and hedgerows, without proper management, could become overgrown or disappear, reducing their role as wildlife corridors.

5.4.19. To reverse these trends, the following biodiversity targets have been set by the UK Government in the 2023 Environmental Improvement Plan[50].

- Halt the decline in species abundance by 2030, and then increase abundance by at least 10% to exceed 2022 levels by 2042.
- Protect 30% of our land and sea for nature through the Nature Recovery Network and enhanced protections for our marine protected areas.

5.4.20. The Western Gateway STB and its stakeholders all have a role to play in meeting these targets. One of the primary goals is to halt and reverse the decline in wildlife populations by 2030. Gloucestershire recognises that this involves expanding and better managing nature reserves, creating new habitats, and improving existing ones[51].

5.4.21. Each of the Local Authorities within the Western Gateway STB region have developed their own initiatives for nature recovery. For example, the Gloucestershire Wildlife Trust aims to increase the land it manages from 1,100 to 1,700 hectares by 2030, supporting ten Nature Recovery Zones around the county[52]. Integrating nature-based solutions to address climate change is a key goal. This includes projects like the Severn Treescapes, which aims to capture carbon and support wildlife through enhanced tree cover.

5.4.22. The council aims to create or improve 300 hectares of urban land for people and wildlife, including a new Nature Park in Gloucester. This will provide green spaces for residents and support urban biodiversity. Additionally, North Somerset, Wiltshire, BCP and Dorset are all part of the national Nature Recovery Network, which aims to create a connected landscape that allows wildlife to thrive. This involves mapping and enhancing habitats to ensure they are resilient and capable of supporting diverse species[53].

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[50] https://www.gov.uk/government/publications/environmental-improvement-plan#:~:text=It%20builds%20on%20the%2025YEP%20vision%20with%20a%20new%20plan

[51] Gloucestershire Wildlife Trust, 2022, Bringing Nature Back: Strategy to 2030, Available at: 220606 Glouc Strategy report 22_web.pdf (gloucestershirewildlifetrust.co.uk)

[52] Gloucestershire Wildlife Trust, 2018, Gloucestershire Key Wildlife Sites Handbook, Available at: Microsoft Word - Gloucestershire Key Wildlife Sites Handbook Part 1 v4.5 final.doc (gloucestershirewildlifetrust.co.uk)

[53] RSPB, The Severn Estuary. Available online at: https://rspb.org.uk/helping-nature/what-we-do/influence-government-and-business/casework/the-severn-estuary

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5.4.23. In Wiltshire, it is anticipated that farmers will be incentivised to adopt practices that enhance biodiversity, such as creating wildflower margins, hedgerow planting, and reducing pesticide use[54].

5.4.24. The West of England Nature Partnership[55], established in 2012, aims to develop a thriving and well-connected natural environment in the West of England, underpinning a healthy and resilient society and economy. The partnership aims to invest in the delivery of nature recovery projects across the West of England.

5.4.25. Additionally, the promotion of soil health initiatives will promote soil conservation techniques, including no-till farming and cover cropping, to improve soil biodiversity and resilience[56].

5.5 LANDSCAPE, TOWNSCAPE AND SEASCAPE

SUMMARY OF CURRENT BASELINE

5.5.1. A National Landscape, formerly known as an Area of Outstanding Natural Beauty (AONB), is a protected area valued for its unique character and beauty. There are five National Landscapes located within the Western Gateway STB region:

- Cotswolds National Landscape.
- Mendip Hills National Landscape.
- Dorset National Landscape.
- Cranborne Chase National Landscape.
- Wye Valley National Landscape.
- North Wessex Downs.

5.5.2. The location of the National Landscapes is shown in **Figures C-14 to C-17 in Appendix C.**

5.5.3. In 2019 Cranborne Chase became the first National Landscape in the country to be designated in its entirety as an International Dark-Sky Reserve[57]. With only 21 International Dark Sky Reserves in the world, it is one of the best places in the country for stargazing. Dark Sky Reserves are areas that are minimally affected by Artificial Light at Night. This not only makes the starry sky more visible, but has additional benefits for wildlife and human health. There are also dark skies located in both the Mendip Hills and Cotswolds National Landscapes.

5.5.4. The Western Gateway falls within a number of Natural England's National Character Areas (NCAs)[58]. These are defined for each local authority area within **Table B-4 in Appendix B** and also

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[54] Wiltshire Council, 2024, Biodiversity, landscape and design, Available at: Biodiversity, landscape and design - Wiltshire Council

[55] West of England Nature Partnership. Available at: https://wenp.org.uk/#:~:text=WENP%E2%80%99s%20Vision%20for%20Nature%20and%20Health%20is%20for%20nature-based

[56] West of England Combined Authority (2023), Climate and Ecological Strategy and Action Plan 2023. Available online at: https://www.westofengland-ca.gov.uk/wp-content/uploads/2023/04/West-of-England-Climate-and-Ecological-Strategy-and-Action-Plan-2023.pdf

[57] National Parks UK, Dark Skies, Available at: https://www.nationalparks.uk/dark-skies/

[58] Natural England, National Character Area Profiles. Available at: https://nationalcharacterareas.co.uk/

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shown in **Figures C-14** to **C-17** in **Appendix C**. Additionally, Local Character Areas (LCAs) are also defined for each local authority area within **Table B-4 in Appendix B**.

5.5.5.   Although not a landscape designation, there are three areas of Green Belt within the Western Gateway STB region, the Bath and Bristol Green Belt, Cheltenham and Gloucester Green Belt, and South and West Hampshire Green Belt. Over 67% of the Bath and Bristol Green Belt falls within B&NES, South Gloucestershire and Bristol Local Authority boundaries. In North Somerset, the green belt covers 40% of its total land. The Southeast Dorset Green Belt, spans over 30,000 ha. It covers 80% of the Dorset Council area and 20% of the BCP Council area, limiting development to already developed regions. The Cheltenham and Gloucester Greenbelt covers 25.1% of the land in Gloucestershire.

5.5.6.   The Western Gateway STB region is also home to a unique seascape, with coastal areas in BCP, Dorset, and North Somerset. The UNESCO World Heritage Site of the Dorset and East Devon Coast (also known as the Jurassic Coast), spans 95 miles from Old Harry Rocks in Dorset to Exmouth in East Devon. Renowned for its geology revealing 185 million years of Earth's history, it significantly enhances the area's seascape character.

FUTURE EVOLUTION OF THE BASELINE

5.5.7.   Designated landscapes, such as National Landscapes, are given the highest status of protection against development within their boundaries to conserve their landscape and scenic beauty. However, they may still be impacted indirectly through changes to their setting and tranquillity due to increased residential development, traffic flows, change in land use, visitor pressure and light and noise pollution, requiring a balance between development and conservation. The Forest of Dean may encounter climate change challenges like wildfires and species changes. The Severn Vale must address flooding and agricultural sustainability issues.

5.5.8.   Climate change will also put pressure on landscape and seascape designations as new pests and diseases emerge, sea level rise and extreme weather increase the stresses on nature conservation. Ongoing pressures on public finances and the need to reduce both central and local authority budgets will continue to have a direct impact upon the management of designated landscapes.

5.5.9.   Despite conservation efforts, Western Gateway's landscape faces threats from climate change (flooding, droughts, vegetation changes, sea level rise), urban expansion (habitat loss, fragmentation), and economic pressures affecting traditional farming and conservation.

5.5.10.   Landscape, seascape and townscape character and quality are under particular threat from future development (including the construction and operation of transport infrastructure) through, for example, loss of tranquillity, increased lighting, visual intrusion, and the incremental loss of landscape features and characteristic elements.

5.5.11.   The region also has significant areas designated as green belt, with "a fundamental aim to prevent urban sprawl by keeping land permanently open". While there are areas of great beauty and tranquillity within the area, it is also important to recognise that there are significant parts that are characterised by urban development, major infrastructure and other noise and visual intrusion (including light pollution). This is largely associated with the main Bristol urban area, Bath and the coastal town of Portishead in North Somerset. Expanding populations increase strain on existing systems and recreational landscapes. Greenbelt land limits urban expansion, adding pressure on current land uses.

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5.5.12. The Western Gateway STB's coastal areas will face challenges from rising sea levels and erosion. Essential adaptation measures include improved sea defences and sustainable coastal management to protect their recreational and ecological value.

5.6   HISTORIC ENVIRONMENT

SUMMARY OF CURRENT BASELINE

5.6.1.   Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites, which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

5.6.2.   Heritage assets such as historic parks and gardens, listed buildings, conservation areas and scheduled monuments can foster healthy lifestyles, community cohesion, provide a 'sense of place' and drive economic vitality.

5.6.3.   There are a number of designated assets within the Western Gateway STB region, including:

- 44,276 Listed Buildings.
- 2986 Scheduled Monuments.
- 173 Registered Parks and Gardens.
- 738 Conservation Areas.
- 7 Protected Wrecks.

5.6.4.   There are three different UNESCO World Heritage Sites located within the Western Gateway STB region[59]; the Dorset and East Devon Coast (also known as the Jurassic Coast), renowned for its geology revealing 185 million years of Earth's history, the City of Bath, founded by the Romans as a thermal spa, Bath became an important centre of the wool industry in the Middle Ages, Bath also has a second UNESCO World Heritage designation as Great Spa Towns of Europe, and Stonehenge, Avebury and Associated Sites, among the most famous groups of megaliths in the world. The location of World Heritage Sites within the Western Gateway STB region can be found in **Figures C-18 to C-21 in Appendix C.**

5.6.5.   The Western Gateway STB region boasts a rich array of heritage assets, including Gloucester Cathedral, Tewkesbury Abbey, and Berkeley Castle[60], Salisbury Cathedral, and the 16th-century Longleat House[61], Silbury Hill, the largest artificial mound in Europe, and the medieval castle at Devizes.

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[59] UNESCO World Heritage Convention, World Heritage List. Available at: https://whc.unesco.org/en/list/

[60] Gloucestershire County Council, 2024, Request archaeological data from Gloucestershire's Historic Environment Record (HER), Available at: Request archaeological data from Gloucestershire's Historic Environment Record (HER) | Gloucestershire County Council

[61] Wiltshire & Swindon History Centre, 2024, Wiltshire's Historic Environment Record – About to get Even Bigger and Better! Available at: https://wshc.org.uk/wiltshire-historic-environment-record-to-get-bigger-and-better/

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5.6.6. The area also contains a number of protected archaeological sites, including the Neolithic long barrow at Belas Knap, the Roman villa at Chedworth[62], the Iron Age hillfort at Worlebury Camp, the Roman villa at Gatcombe, prehistoric settlements, medieval structures, Stonehenge and Avebury stone circles, the Iron Age hillfort at Old Sarum and the Roman town of Cunetio.

5.6.7. Western Gateway STB also includes several registered parks and gardens of historic interest, such as the gardens at Highgrove House and the parkland at Westonbirt Arboretum, Victorian gardens at Tyntesfield, the landscaped grounds of Ashton Court[63], the landscaped grounds of Stourhead, and the gardens at Bowood House[64].

5.6.8. Historic England's Heritage at Risk (HAR) programme helps to understand the overall state of England's heritage sites. It identifies those sites that are most at risk of being lost as a result of neglect, decay or inappropriate development. In total, across the Western Gateway STB region there are 575 sites on the HAR[65]. Individually, in the West of England CA area, there are 44 sites on the HAR register (12 in Bristol, 16 in South Gloucestershire and 16 in Bath and North East Somerset), 8 sites in North Somerset, 11 sites on the HAR in BCP, 208 sites on the HAR register Dorset, 159 sites on the HAR in Wiltshire, and 93 sites on the HAR in Gloucestershire.

5.6.9. Local heritage plays an essential role in building and reinforcing a sense of local character and distinctiveness in the historic environment. In addition to the designated assets, the region has a number of non-designated assets that make important contributions to the local historic character.

5.6.10. According to Historic England, 'non-designated heritage assets are locally-identified 'buildings, monuments, sites, places, areas or landscapes identified by plan making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets'[66]. In some places non-designated heritage assets are equivalent to designated heritage assets in terms of significance.

FUTURE EVOLUTION OF THE BASELINE

5.6.11. Protection of the historic environment is firmly embedded in national and local planning policy, and this has been the case since 1990. However, whilst direct (physical) impacts on designated historical sites are strongly restricted, adverse effects on the setting of designated heritage assets does still occur, for example relating to visual intrusion, or aspects such as traffic, lighting and noise. This can be a sensitive planning issue. Additionally, as outlined in the NPPF[67], non-designated

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[62] Stephen Crowther and Amanda Dickson, 2016, An Archaeological Survey in the Severn Vale, Gloucestershire: A Highlight Report for the National Mapping Programme, Available at: Severn Vale NMP: (historicengland.org.uk)

[63] North Somerset Council, 2015, Sites and Policies Plan Part 1- Development Management Policies, Available at: https://n-somerset.gov.uk/sites/default/files/2020-02/CC25%20Sites%20and%20Policies%20Plan%20Part%201-Development%20Management%20Policies.pdf

[64] Wiltshire & Swindon History Centre, 2024, Archaeology, Available at: https://wshc.org.uk/our-services/archaeology/information-available/

[65] Historic England, Heritage at Risk Register (2023). Available at: https://historicengland.org.uk/advice/heritage-at-risk/search-register/

[66] Historic England, Local Heritage Listing: Identifying and Conserving Local Heritage. Historic England Advice Note 7 (Second Edition) [online] available at: https://historicengland.org.uk/images-books/publications/local-heritage-listing-advice-note-7/heag301-local-heritage-listing/

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heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.

5.6.12. Historic England provides specific guidance on managing change within the settings of heritage assets, including archaeological remains and historic buildings, sites, areas, and landscapes, set against the background of the National Planning Policy Framework[67]. In addition to the visual setting, 'setting' can also include intangible characteristics such as sound, and historic associations / relationship.

5.6.13. The number of vehicles on the roads is likely to increase as Western Gateway STB region's population rises, increasing air pollution and road traffic. This has the potential to impact and degrade the settings of listed buildings, scheduled monuments and parks and gardens.

5.6.14. Expansion of roads and the development of new residential and commercial areas, to accommodate the increased number of private vehicles, road traffic, and population increase, will put pressure on land space and could result in land take from historical assets.

5.6.15. In addition, climate change poses a significant threat to the historic environment, including undiscovered and undesignated heritage assets. Increased warmth may encourage a rise in the number of invasive plant and animal species, which could change the character of historic and designed landscapes by reducing numbers of or killing off native flora and fauna. Hotter, drier conditions may also increase the risk of fire as well as soil shrinkage, which can lead to building subsidence, structural deformation and building collapse.

5.7 WATER ENVIRONMENT

SUMMARY OF CURRENT BASELINE

5.7.1. In a holistic approach to management of water resources and to address the pressures on the water environment, under The Water Environment (Water Framework Directive) (WFD) (England and Wales) Regulations 2017 [68], the UK has been divided into a series of River Basin Districts (RBD). There are three main River Basin Districts within the Western Gateway STB region, South West, Severn and Thames. Within these River Basin Districts, there are a number of Management Catchments[69]:

- Dorset (South West RBD).
- Somerset and South West (South West RBD).
- Avon Hampshire (South West RBD).
- Avon Bristol and Somerset North Streams (Severn RBD).
- Severn Vale (Severn RBD).
- Kennet and Trib (Thames RBD).

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[67] Department for Levelling Up, Housing and Communities, National Planning Policy Framework, 2023 [online] available at: https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF_December_2023.pdf
[68] UK Government (2017) The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 Available at: https://www.legislation.gov.uk/uksi/2017/407/regulation/1
[69] Environment Agency, England River Basin Districts. Available at: https://environment.data.gov.uk/catchment-planning/

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- Gloucestershire and the Vale (Thames RBD).

5.7.2. Additionally, the Western STB Gateway region encompasses a number of Operational Catchment areas[70]. The WFD sets an objective of aiming to achieve at least 'good' status for all waterbodies by a set deadline specific for each waterbody. Most of the monitored waterbodies are 'main rivers' that are under the jurisdiction of the Environment Agency. These Operational Catchments, alongside their ecological and chemical classifications of the water bodies in these catchments, can be found in **Table 5-3**.

Table 5-3 – Water Quality (Ecological and Chemical)

River Basin Management Catchment	Classification							
	Ecological Status						Chemical Status	
	Total Water Bodies	High	Good	Moderate	Poor	Bad	Fail	Good
Avon Hampshire Management Catchment								
Avon Hampshire	51	0	15	30	6	0	51	0
Dorset Management Catchment								
Poole Harbour Rivers	19[71]	0	5	8	3	3	19	0
Stour Dorset	38	0	5	18	12	3	38	0
West Dorset Rivers	11	0	2	7	2	0	11	0
Somerset and South West Management Catchment								
Brue and Axe	27	0	1	24	2	0	27	0
Severn Vale Management Catchment								
Avon Bristol and Somerset North Streams	106	0	13	71	22	0	106	0
Severn Vale	48	0	4	35	9	0	48	0

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[70] Operational catchments are a way of grouping Water Framework Directive waterbodies together for the purposes of economic appraisal. Every waterbody has been assigned to an Operational catchment. They are not always hydrologically correct catchments as the river waterbodies may have been grouped based on pressures and measures than hydrology.

[71] No measurements for Stannon Lake Water Body.

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River Basin Management Catchment	Classification							
	Ecological Status						Chemical Status	
	Total Water Bodies	High	Good	Moderate	Poor	Bad	Fail	Good
Avon Warwickshire	78	0	1	54	22	1	78	0
Wye MC	51	0	4	33	11	3	51	0
Avon Bristol and Somerset North Streams Management Catchment								
Avon Bristol Rural	73	0	11	46	16	0	73	0
Avon Bristol Urban	14	0	0	11	3	0	14	0
Severn Lower Vale	8	0	1	6	1	0	8	0
Somerset North Streams	11	0	1	8	2	0	11	0
Gloucestershire and the Vale Management Catchment								
Thames Upper	35	0	3	24	7	1	35	0
Kennet and Trib Management Catchment								
Kennet	33	0	7	23	3	0	33	0
Total	**603**	**0**	**73**	**398**	**121**	**11**	**603**	**0**

5.7.3.   Of the 603 water bodies, just 12% are achieving 'good' ecological status, falling far short of the WFD target for 100%. The percentage of water bodies achieving 'moderate' status was 66%, whilst 20% had 'poor' status and 1.8% had bad status. All water bodies failed based on their chemical status.

5.7.4.   The reasons for not achieving good is predominantly due to land management including agriculture, sewage discharge by the water industry, domestic household pollution, and transport pollution, whereby there is pollution from rural areas, towns, cities and transport, and physical modification which change the natural flow of the river[72].

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[72] Environment Agency, Classifications data for South West River Basin District. Available at: https://environment.data.gov.uk/catchment-planning/RiverBasinDistrict/8/classifications

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5.7.5.   National flood zone data correlates with the location of main rivers and ordinary watercourses as areas with the greatest risk of flooding. The government's flood map[73] for planning shows that portions of Western Gateway lie within flood risk zones 1, 2 and 3, specifically along statutory main rivers and coastal areas. Levels of flooding and flood risk can be seen in **Figures C-22 – C-25** in **Appendix C**.

5.7.6.   Each local authority within the Western Gateway STB region has a Local Flood Risk Management Strategy (LFRMS), identifying the risk flooding poses to communities. It is estimated that over 80,000 properties in the Western Gateway STB area are at risk of surface water flooding. Notably, Dorset has the highest number of properties at risk of surface water flooding in the Western Gateway STB region, with 22,300 properties at risk[74], followed by South Gloucestershire with 21,500 properties at risk[75].

5.7.7.   To help mitigate flood risk, the local authorities within the Western Gateway STB region have implemented flood defences. The region has flood defences along the coast that provide a level of protection for those living in coastal areas, as well as flood defences for large rivers. The defences are a mixture of walls, earth embankments and dunes, as well as gates on tidal rivers to prevent high tides from flowing in-land and flooding low-lying areas[76].

FUTURE EVOLUTION OF THE BASELINE

5.7.8.   In terms of water quality, the requirements of the WFD should lead to continued improvements to water quality in watercourses. The commitment to clean water has been reiterated in the 2023 Environmental Improvement Plan which comprises a target of restoring 75% of the UK water bodies to good ecological status[77].

5.7.9.   However, water quality is likely to continue to be affected by pollution incidents; runoff from urban, transport and agricultural areas; the presence of non-native species; and physical modifications to water bodies.

5.7.10.   Meeting water supply demand over the next 25 years will be challenging in the South West. Deficits may develop across England by the 2050s due to climate change alone; these would be exacerbated by population growth. If no action is taken between 2025 and 2050, around 3,435 million extra litres of water per day will be needed to address future pressures[78].

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[73] Environment Agency, Flood Map for Planning. Available online at: https://flood-map-for-planning.service.gov.uk/
[74] Dorset Council (2014) Local Flood Risk Management Strategy for Dorset (Technical Report). Available online at: Managing flood risk - Dorset Council
[75] South Gloucestershire Council, Local Flood Risk Management Strategy 2014-2020 Summary. Available online at: https://consultations.southglos.gov.uk/gf2.ti/-/507586/13304645.1/PDF/-/Summary%20of%20the%20Draft%20SGC%20LFRMS%20Summary%20_Oct%202014_.pdf
[76] North Somerset Council, Local Flood Risk Management Strategy for North Somerset. Available at: https://n-somerset.gov.uk/sites/default/files/2023-05/CD8.61_Local%20Flood%20Risk%20Management%20Strategy%20for%20North%20Somerset%3B%20Part%20G%20%20%E2%80%93%20Coastal%20Flood%20Risk%20Awareness.pdf
[77] HM Government (2023) Environment Improvement Plan 2023. First revision of the 25 Year Environment Pan.
[78] Environment Agency (2020) Meeting our future water needs: a national framework for water resources – summary. Available online at: Meeting our future water needs: a national framework for water resources - GOV.UK (www.gov.uk)

5.7.11. At a regional level, the future implications of climate change projections include: increased coastal and flood-plain flood events leading to damage to property and disruption to economic activity; water shortages; and higher incidence of damage to transportation, utilities, property and communications infrastructure caused by an increase in the number of extreme weather events (e.g. heat, high winds and flooding).

5.7.12. The management of flooding is complex, for example; the Environment Agency has a strategic overview of surface water flooding, but the local management of surface water flood risk is the responsibility of local organisations such as Lead Local Flood Authorities or specific wastewater companies on foul sewer flooding matters.

5.7.13. The Government has established policy and regulations to ensure that flooding from all sources is managed, clearly setting out the role that each organisation plays and expectations of them. Flood risk management plans help organisations work together to understand where flood risk might occur, enabling them to put in place measures to reduce the risk or to help people respond and to plan for the future.

5.7.14. Through their Local Flood Risk Management Strategies and other land and transport planning policies and tools, the LAs will continue to have an active role in promoting sustainable development and ensuring that climate risk, both now and in the future, is understood and managed, with all new development contributing to reduced risks and improved resilience where appropriate.

5.8 AIR QUALITY

SUMMARY OF CURRENT BASELINE

5.8.1. Air quality plays an important role in human health. Poor air quality can have large impacts on health through short term exposure, but particularly through long term exposure. According to the World Health Organization (WHO), air quality is one of the greatest environmental risks to human health.

5.8.2. Poor air quality also contributes to the deterioration of ecological receptors. Ecosystems are negatively impacted by air pollution, particularly emissions such as sulphur and nitrogen, as it affects their ability to function and grow[79].

5.8.3. Outdoor air quality across the Western Gateway STB region is generally good, however there are a total of 24 Air Quality Management Areas (AQMAs)[80]. The breakdown of these by local authority can be seen in **Table 5-4** below. These are primarily located in the more urban areas and have been designated for exceedances in nitrogen dioxide and in some cases, particulate matter. **Figures C-26 – C29 in Appendix C** shows the location of AQMAs in the Western Gateway STB.

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[79] UNECE. Air Pollution, Ecosystems and Biodiversity. Available online at: Air pollution, ecosystems and biodiversity | UNECE
[80] DEFRA (2024) UK AIR - Air Quality Management Areas (AQMAs). Available online at: https://uk-air.defra.gov.uk/aqma/

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Table 5-4 - Current AQMAs

Local Authority	Air Quality Management Area	Date declared	Pollutants
Bath and North East Somerset	Bath	2002 (amended in 2013)	Nitrogen dioxide NO_2
	Keynsham	2010	Nitrogen dioxide NO_2
	Saltford	2013	Nitrogen dioxide NO_2
	Temple Cloud	2018	Nitrogen dioxide NO_2
	Farrington Gurney	2018	Nitrogen dioxide NO_2
Bristol, City of	Bristol	2001 (amended in 2011)	Particulate Matter PM_{10} Nitrogen dioxide NO_2
Dorset	Chideock	2007 (amended 2012)	Nitrogen dioxide NO_2
	Dorchester	2009	Nitrogen dioxide NO_2
Gloucestershire	Cheltenham	2020	Nitrogen dioxide NO_2
	Birdlip	2008	Nitrogen dioxide NO_2
	Lydney	2010	Nitrogen dioxide NO_2
	Barton Street	2005	Nitrogen dioxide NO_2
	Priory Road	2005	Nitrogen dioxide NO_2
	Painswick	2007	Nitrogen dioxide NO_2
South Gloucestershire	Kingswood - Warmley	2010 (amended in 2015)	Nitrogen dioxide NO_2
	Staple Hill	2010 (amended in 2012)	Nitrogen dioxide NO_2

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Local Authority	Air Quality Management Area	Date declared	Pollutants
Wiltshire	Westbury	2001	Nitrogen dioxide NO_2
	Bradford-on-Avon	2001 (amended in 2021)	Nitrogen dioxide NO_2 Particulate Matter PM_{10}
	Salisbury City Centre	2007	Nitrogen dioxide NO_2
	Salisbury Wilton Road	2007 (amended in 2016)	Nitrogen dioxide NO_2
	Salisbury London Road	2007	Nitrogen dioxide NO_2
	Marlborough	2011	Nitrogen dioxide NO_2
	Devizes Shanes Castle	2009 (amended in 2013)	Nitrogen dioxide NO_2
	Calne	2013	Nitrogen dioxide NO_2

5.8.4.   The levels of particulate matter (PM_{10} and $PM_{2.5}$) emissions in the Western Gateway STB region are in line with the UK overall[81]. The average annual mean for particulate matter in the majority of the Westen Gateway area is between 0.003-0.1 unit tonnes/1x1km. There are vast contrasts between rural areas and urban areas where the road network is more concentrated, with < 0.003 unit tonnes/1x1km along parts of the coastline, compared to > 4 unit tonnes/1x1km in the more densely populated areas of Bournemouth, Bristol, Gloucester, Salisbury, Swindon and Bath.

5.8.5.   These trends are also reflected for levels of NO_2, with levels in more urban area reaching >25 unit tonnes/1x1km of NO_2 compared to <0.01 unit tonnes/1x1km of NO_2 along the coastlines of Dorset and North Somerset[81].

5.8.6.   Bristol City and B&NES councils have implemented clean air zones, to improve air quality by reducing harmful levels of air pollution caused by traffic and make sure everyone benefits from a healthy and natural environment.

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[81] National Atmospheric Emissions Inventory. UK Emissions Interactive Map. Available online at: UK Emissions Interactive Map (beis.gov.uk)

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5.8.7. The UK Clean Air Strategy outlines plans to reduce emission of pollutants and improve air quality by the year 2030[82]. This will include reductions in public exposure to particulate matter, ammonia, nitrogen oxides, sulphur dioxide, and non-methane volatile organic compounds. However, the 29% increase in road traffic from 1990 and 2018 and 6% increase in GHG emission from 1990 to 2017 is likely to continue.

5.8.8. The number of vehicles on the roads is likely to increase as the population rises, putting air quality at further risk of degradation. More severe and frequent heat episodes (associated with the changing climate) can also worsen air quality, and therefore asthma, respiratory diseases and allergic reactions, without further intervention.

5.8.9. The UK are continuing to ban the sale of new petrol and diesel vehicles with the new Labour Government set on reinstating the 2030 target[83]. This will improve air quality, particularly across urban areas, and further the improvements to emissions reductions. Electric and hybrid vehicles are expected to become dominant (with the ban on hybrid vehicle sales in the UK by 2035).

5.8.10. Overall, increases in population and urbanisation have the possibility to degrade air quality, while higher standards for air pollutants and vehicle emissions have the potential to improve air quality. These opposing trends may balance each other out in future.

5.9 CLIMATIC FACTORS

SUMMARY OF CURRENT BASELINE

5.9.1. In 2022 (the most recent data), an estimated 33% of total greenhouse gas emissions (GHG) in England were from the transport sector[84]. This has decreased around 13% from 109.5MtCO2e of GHG in 2021, to 95.1MTCO2e of GHG emissions in 2022.

5.9.2. **Table 5-5** shows the breakdown of GHG emissions generated within the Western Gateway STB region compared to regional and national averages. Gloucestershire has the highest levels of GHG emissions at 3,504.2 ktCO2e and Bath and North East Somerset has the lowest levels of GHG emissions at 717.1 ktCO2e. However, South Gloucestershire has the highest proportion of transport related emissions at 52%, which is much higher than the regional average of 36% and the national average of 33%.

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[82] Defra (2019) Clean Air Strategy. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770715/clean-air-strategy-2019.pdf
[83] HM Government (2020) Available online at: https://www.gov.uk/government/news/government-takes-historic-step-towards-net-zero-with-end-of-sale-of-new-petrol-and-diesel-cars-by-2030

Table 5-5 - Greenhouse Gas Emissions[84]

	Grand Total (kt CO2e)	Transport Total (kt CO2e)	% Transport Total	Per Capita Emissions (tCO2e)
Bath and North East Somerset	717.1	243.0	34%	3.7
Bristol, City of	1,570.2	529.3	34%	3.3
Bournemouth, Christchurch and Poole	1,265.4	434.7	34%	3.1
Dorset	2,233.8	704.6	32%	5.8
Gloucestershire	3,504.2	1,399.5	40%	5.4
North Somerset	1,136.5	515.3	45%	5.2
South Gloucestershire	1,660.0	857.9	52%	5.6
Wiltshire	3,000.2	1,127.0	38%	5.8
South West Total	**29,972.1**	**10,766.2**	**36%**	**5.2**
England Total	**290,954.6**	**95,108.2**	**33%**	**5.1**

5.9.3. The Western Gateway STB region levels of carbon emissions are in line with the UK overall[85]. The average annual mean for carbon dioxide as carbon in the majority of the Westen Gateway area is between 10–100-unit tonnes/1x1km. There are stark contrasts between rural areas and urban areas where the road network is more concentrated, with < 1-unit tonnes/1x1km along parts of the

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[84] Gov.uk (2024) UK local authority and regional greenhouse gas emissions statistics. Available online at: https://www.gov.uk/government/collections/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics

[85] National Atmospheric Emissions Inventory. UK Emissions Interactive Map. Available online at: UK Emissions Interactive Map (beis.gov.uk)

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coastline, compared to > 1995-unit tonnes/1x1km in the more densely populated areas of Bournemouth, Bristol, Gloucester, Salisbury, Swindon and Bath.

5.9.4. During the most recent decade (2009-2018) the UK has been on average 0.3°C warmer than the 1981-2010 average and 0.9°C warmer than 1961-1990. All of the top ten warmest years have occurred since 2002. In the past few decades there has been an increase in annual average rainfall over the UK. The most recent decade (2009–2018) has been on average 5% wetter than 1961–1990 and 1% wetter than 1981-2010[86].

5.9.5. Coastal areas of the Western Gateway STB region in Dorset and North Somerset are vulnerable to coastal erosion. It is estimated that exposed areas of Dorset's coastline such as Studland Bay are eroding at approximately 60cm per year[87]. To combat the risk of erosion, defences such as walls, earth embankments, and sand dunes have been implemented.

5.9.6. Urban heat island (UHI) is the phenomenon where temperatures are relatively higher in cities compared to surrounding rural areas. UHI up to 8°C have been felt in UK cities, and concern for excess urban heat are increasing[88]. Heatwaves and increased heat in early summer can lead to additional deaths. With increases in urban heat and climate change, there is potential for further deaths linked to UHI in the urban areas of the Western Gateway STB region.

FUTURE EVOLUTION OF THE BASELINE

5.9.7. The UK is committed to legally binding carbon emissions reduction targets of 100% by 2050, compared to the 1990 baseline, as set out in the Climate Change Act 2008[89]. The previous Conservative UK Government adopted a suite of policies in order to reach this target, as set out in two strategy publications; The Net Zero Strategy (2021) and Powering Up Britain: The Net Zero Growth Plan (2023).

5.9.8. Alongside this a more ambitious target was set by the UK in 2020 to reduce greenhouse gas emissions by at least 68% by 2030, compared to 1990 levels, as part of its Nationally Determined Contribution towards the Paris Agreement [90]. Currently there is widespread uncertainty as to whether the UK is on track to meet these ambitions, with a new Nationally Determined Contribution due to be set between November 2025 and February 2025[91].

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[86] Met Office, UK Climate Projections: Headline Findings, 2022 Available online at: https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp18_headline_findings_v4_aug 22.pdf

[87] National Trust, Adapting to Coastal Change at Studland Bay. Available at: https://www.nationaltrust.org.uk/visit/dorset/studland-bay/coastal-erosion-at-studland-bay

[88] Royal Meteorological Society (2017) Urban Heat Islands. Available at: Urban Heat Islands | Royal Meteorological Society (rmets.org)

[89] Climate Change Act (2008) Available online at: https://www.legislation.gov.uk/ukpga/2008/27/contents

[90] Department for Business, Energy and Industrial Strategy (2020) Press Release: UK Sets Ambitious New Climate Target Ahead of UN Summit. Available online at: https://www.gov.uk/government/news/uk-sets-ambitious-new-climate-target-ahead-of-un-summit

[91] UK Parliament (2024) The UK's plans and progress to reach net zero by 2050. Available online at: https://commonslibrary.parliament.uk/research-briefings/cbp-9888/

5.9.9. In 2024, the new Labour Government announced several new bills that are relevant to net zero. These include:

- Great British Energy Bill (to set up a publicly owned clean power company to accelerate investment in renewable energy).
- Crown Estate Bill (to remove restrictions and allow for easier investment in public infrastructure).
- Sustainable Aviation Fuel (Revenue Support Mechanism) Bill (to support the production of sustainable aviation fuel).

5.9.10. It is currently unknown if and when these Bills will receive Royal Assent.

5.9.11. Working towards these targets means changes to technology as well as ways in which people travel. For example, prior to the 26th Conference of the Parties (COP26) Summit in 2021, the UK brought forward its ban on the selling of new petrol, diesel, or hybrid cars from 2040 to 2030. The last decade has seen a remarkable surge in demand for electric vehicles in the UK. The number of licensed ultra-low emission vehicles (ULEVs) in the UK has increased by 71% between the end of March 2021 to the end of March 2022, a jump from 487,000 ULEVs to 833,000 ULEVs[92].

5.9.12. The local authorities within the Western Gateway STB region aim to achieve net zero by either 2030 or 2040. To achieve this, they seek to increase the supply of renewable energy as part of their respective Climate Action Plans.

5.9.13. By the end of the 21st century, all areas of the UK are projected to be warmer, more so in summer than in winter. This projected temperature rise in the UK is consistent with future warming globally. Rainfall patterns across the UK are not uniform and vary on seasonal and regional scales and will continue to vary in the future, with significant increases in hourly precipitation extremes[93]. Both temperature and rainfall the changes will be much larger if greenhouse gas emissions continue to increase.

5.9.14. Despite this, the current estimate for temperature increases and changes to rainfall patterns are unlikely to alter significantly in the near future, given the timescales associated with climate change. This being the case, there will be an increasing need to implement climate change mitigation and adaptation measures in light of changing environmental conditions.

5.9.15. Sea level rises, coastal erosion, increased storminess and changes in temperatures are key factors to changes in coastlines. Projections for future flood levels indicate that vast areas of the coastline, reaching from Lyme Regis to Christchurch, and Western-super Mare round to Burnham-on-Sea could be below the annual flood level and at risk from sea level rise from the start of the next decade in 2030[94].

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[92] Vehicle licensing statistics: January to March 2022 - GOV.UK (www.gov.uk)
[93] Met Office (2019) UK Climate Projections: Headline Findings. Available online at: https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp-headline-findings-v2.pdf

[94] Climate Central, Coastal Risk Screening Tool. Available online at: Climate Central | Land below 1.0 meters of water

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5.10 MATERIAL ASSETS

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Geology and Soils

5.10.1. The Western Gateway STB region has a varied and diverse range of soil types, from wet acid loamy and clayey soils to shallow lime-rich soils over chalk or limestone. Development, including transport interventions, pose a risk to soils and soil quality. There is potential for soil loss as a result of developments, as well as the degradation and pollution of soil quality.

5.10.2. According to Natural England's Agricultural Land Classification, much of the agricultural land within the Western Gateway STB region is rated good to moderate quality (grade 3). Land in the rural areas surrounding Salisbury, Swindon, Gloucester, and Ilminster are rated very good to excellent (grades 1-2).

5.10.3. The geology across the Western Gateway STB region varies but is predominantly comprised of sedimentary bedrock formed between the Jurassic and Palaeogene period. Bedrock geology across Wiltshire is primarily chalk formed during the Cretaceous period. The Jurassic Coast' is internationally renowned and is designated as England's only natural World Heritage Site, inscribed in 2001 for the area's important fossil sites and classic features such as Durdle Door[95].

5.10.4. The Western Gateway STB region is underlain by seven aquifers[96]: Chalk, Lower Greensand, Corallian Limestone, Oolites, Triassic Sandstone, Permian Sandstone, and Carboniferous Limestone. These aquifers provide significant water storage and support water supply and river base flow but are highly vulnerable to pollution. The Triassic Sandstone, covering most of BCP, Dorset, Gloucestershire and Wiltshire can supply up to 125 l/sec of hard to moderately hard water.

Transport Infrastructure

5.10.5. The Western Gateway STB region is generally well served with transport connections, between and through the main urban areas. The area as a whole is well connected to the national motorway network and national rail lines, as well as having a strong local public transport network. However, in rural areas, there are constraints to the accessibility of the transport network.

5.10.6. Major transport routes include:

- Sections of the M5, M4, M32, M48, M49, A37, A38, A4, A350.
- Sections of the Waterloo to Weymouth and the London to Exeter main rail line corridors, as well as direct connections to Birmingham, Manchester, Edinburgh, Liverpool and Cardiff.

5.10.7. Bristol, Bath and Chippenham are the most accessible urban centres within the Western Gateway area due to their central location and benefits provided by the M4 and M5 and main line rail network[97].

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[95] UNESCO, United Kingdom Commission. World Heritage sites. Available online at: World Heritage Sites – UNESCO UK
[96] British Geological Survey, Principal Aquifers in England and Wales. Available at: https://www2.bgs.ac.uk/groundwater/shaleGas/aquifersAndShales/maps/aquifers/home.html
[97] Western Gateway Sub-national Transport Body (2019) Regional Evidence Base Part 1 Story of Place.

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5.10.8. The Western Gateway STB region contains two international airports; Bristol and Bournemouth. Bristol Airport is the largest airport in the South West and one of the top 10 largest UK airports serving a mixture of UK and European destinations. Bournemouth carries approximately 700,000 passengers per year with flights servicing 22 international destinations. However, connectivity to both airports are an issue as there is no direct access from the motorway network.

5.10.9. The Western Gateway STB region is also home to three major ports; Bristol, Poole, and Portland. Bristol Port is the UK's most centrally located deep sea port with around 67% of trade undertaken with non-EU countries. One of the most significant trades of the port is that of motor vehicles, with over 700,000 vehicles handled each year. The Port is also an important location for cruise ships departing for destinations such as Northern Europe, Spain and Portugal [98].

5.10.10. Poole Harbour is Europe's largest natural harbour. Once a major port, freight transport has declined but the harbour is still regularly served by cross channel passenger ferries with services to Guernsey, Jersey and France.

5.10.11. Portland Port is a rapidly expanding port located by the Isle of Portland, Dorset. The port attracts a large number of businesses due to its size and location close to the English channel and continental Europe, particularly attracting agricultural businesses. The Port is also developing its capabilities in handling hazardous cargoes. Additionally, an Energy Recovery Facility (ERF) has been proposed at Portland Port, which would be capable of exporting approximately 15MW of partially renewable low carbon energy[99].

Waste

5.10.12. Majority of the waste within the Western Gateway STB region is treated within Gloucestershire, Wiltshire, Somerset, and Dorset.

5.10.13. In the South West, landfill waste dropped from 499,000 tonnes (19.3% of total) in 2018/19 to 106,000 tonnes (4.2% of total) in 2022/23. This is higher than the national average of 10.8% and the highest among reporting regions. This is also highlighted by the higher than national average (41.7%) recycling rates within the Southwest at 48.2%[100].

5.10.14. In the South West, 46% of total waste generation is incinerated, 48.6% is recycled/composted, 4.2% is landfilled and 1.2% is disposed of by 'other' methods[100].

5.10.15. Household waste recycling rates are higher in the South West than the national average, at 48.2% regionally versus 41.7% nationally, however figures from 22/23 show a drop in recycling rates both regionally and nationally[100].

[98] West of England Combined Authority (2019), Local Industrial Strategy: Infrastructure Evidence. Available online at: https://www.westofengland-ca.gov.uk/wp-content/uploads/2019/02/5.-WofE-LIS-Infrastructure-report.pdf

[99] Powerfuel, Powerfuel Portland is proposing to deliver an Energy Recovery Facility (ERF) at Portland Port in a £150+ million investment. Available online at: Powerfuel Portland - Energy Recovery Facility at Portland Port

[100] UK Government (2023), Local Authority Collected Waste Management Annual Results. Available online at: https://www.gov.uk/government/statistics/local-authority-collected-waste-management-annual-results/local-authority-collected-waste-management-annual-results-202223

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5.10.16. In 2020, it is estimated that the UK generated 59.4 million tonnes of non-hazardous construction and demolition waste, of which 55.0 million tonnes was recovered[101].

Energy

5.10.17. The local authorities within the Western Gateway STB region aim to achieve net zero by either 2030 or 2040. To achieve this they seek to increase the supply of renewable energy as part of their respective Climate Action Plans.

5.10.18. The Western Gateway STB region has a long history of supporting energy infrastructure, including nuclear and renewables. This is primarily concentrated around Cheltenham, Gloucester and the Severn Estuary, where 65 local nuclear and renewable business can be found[97].

5.10.19. According to 2023 Regional Renewable Statistics[102], Wiltshire has the most renewable energy installations within the Western Gateway STB region at 13,422, which is primarily made up of photovoltaics (13,390 installations). In comparison, due to Dorset's location on the South Coast, the highest number of onshore wind and hydro installations can be found (26 onshore wind installations and 11 hydro installations)[102].

FUTURE EVOLUTION OF THE BASELINE

5.10.20. Increased development across the Western Gateway STB region is likely to increase pressure upon agricultural land, which could potentially result in the loss of high-grade agricultural land. Transportation infrastructure is also a frequent source of land contamination.

5.10.21. Climate change poses a threat to transport infrastructure in the region. Increasing exposure and likelihood of climate change impacts particularly flooding (ground, surface water and fluvial), extreme heat and cold which could lead to disruption and infrastructure damage. It is likely that there will be a need for increased maintenance of highways and watercourses due to adverse impacts such as slope failure, pathway erosion, increased pothole repair, culvert maintenance and other drainage maintenance such as pipes, ditches and tunnels to accommodate and cope with increased likelihood of intense rainfall events.

5.10.22. Other key impacts include increased flooding and subsidence (i.e. landslips) as well as increased thermal loadings on roads and control equipment. It is evident that increasing adaptation measures (including both engineering solutions and new smarter technologies) are likely to be needed to keep the surface transport system running efficiently regardless of changing weather conditions.

5.10.23. All local authorities within the Western Gateway STB region have set a target of net zero carbon for their council activities by 2030 or 2040, with an overall strategic objective to decarbonise the energy system and increase local renewable energy production.

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[101] Department for Environment, Food & Rural Affairs (2024) UK Statistics on Waste. Available at: https://www.gov.uk/government/statistics/uk-waste-data/uk-statistics-on-waste
[102] Gov.uk (2023) Regional Renewable Statistics. Available online at: https://www.gov.uk/government/statistics/regional-renewable-statistics

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5.10.1. The growing population and associated need for development are also likely to increase use of mineral resources and waste generation. As such, it will be necessary to apply resource efficiency and waste management measures, including the re-use and recycling of materials.

5.10.2. "Taking Charge"[103], the government's strategy for electric vehicles, sets out the need for an additional 300,000 electric vehicle charge points by 2030.Western Gateway have also produced an EV Charging Study to support the government's strategy and identify the current state of EV infrastructure within the STB region[104]. Western Gateway's EV Strategy identifies that the region will need between 55,000 and 75,000 new EV chargepoints by 2035. While charging at home will be a convenient option for many, there is also a need to supplement this with local fast charging stations and charging facilities at destination points e.g. place of work, shopping centres etc.

5.11 ENVIRONMENTAL ISSUES AND OPPORTUNITIES

5.11.1. Table 5-6 below presents the environmental issues and opportunities for the SIP, which have been identified from the review of current and future baseline as well as the relevant policy context. These have been set out per SEA topic.

Table 5-6 Environmental issues and Opportunities for the SIP

SEA Topic	Environmental Issues and Opportunities for the SIP
Population and Human Health	**Issues** • The population of the STB Local Authorities is predicted to increase both in number and age profile. • Substantial quantities of new housing must be delivered in the region across the coming years to meet this increasing requirement and deliver on the Government's housing requirement. In many cases, this must be delivered in Authorities with large rural areas. • Transport issues affect different groups to varying extents, with barriers to accessing and using transport exacerbated by age, ethnicity, income and gender. • An increased population will see an increase in demand on services, particularly transport and mobility, with the future implementation of transport policies required to consider how to better respond to the mobility needs of a more diverse, growing and ageing population. • Low population density and longer distances in rural areas means that providing cost-effective, regular and convenient public transport is already challenging. Around a quarter of residents of Western Gateway live in such areas.

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[103] HM Government (2022) Taking charge: the electric vehicle infrastructure strategy. Available online at: https://assets.publishing.service.gov.uk/media/6245ba40e90e075f15381cf0/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf

[104] Peninsula Transport and Western Gateway (2024) Electric Vehicle Charging Study. Available at: https://westerngatewaystb.org.uk/wp-content/uploads/2024/03/20240226-Peninsula-and-Western-Gateway-EVReady-Final-v3.pdf

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SEA Topic	Environmental Issues and Opportunities for the SIP
	• Lack of phone/internet connectivity in certain areas prevents the use of digital services and increases the need to travel. • Social isolation and loneliness, mental health, obesity, preventable disease, ageing population and disparities between health are challenges affecting communities across the Western Gateway STB region. • Transport availability, particularly public transport, affects wellbeing because it facilitates social connectedness. • Demographic change will require a rethinking of current transport strategies, with new challenges set to arise such as an increasing number of older drivers on the road and more people with dementia using public transport. • With increasing prevalence of mental health conditions, transport systems often come with challenges that exacerbate feelings of anxiety, overwhelm, fear and loneliness. • Sexual assault and violence are the crimes most likely to occur on public transport. • There are areas across the region which have high levels of crime deprivation, particularly in Bristol. • Vulnerable road users such as cyclists and pedestrians are more likely to be traffic accident casualties. • As the population within the Western Gateway STB region increases there are expected to be a greater number of vehicles on the region's roads, which may result in an increase in the number of accidents and those KSI on roads. **Opportunities** • The SIP present opportunities to deliver a more affordable and accessible transport network that helps addressing deprivation and promotes social inclusion. This is a key aim of the Strategic Transport Plan. • New technologies and business models are presenting new transport and travel options. These have the potential to improve the competitiveness of public transport journeys relative to the private car by providing a more seamless travel experience • The SIP should seek to maximise opportunities for improving transport connectivity and resilience in rural areas. • There are opportunities to improve access through transport services, digital services and by bringing services to people. • Mode of transport affects physical and mental health, via mechanisms including physical activity and commuting time and improved quality of life. • Infrastructure should be adapted for groups such as disabled and pregnant women, accessible and addresses anxiety, mental health safety and security related concerns. • Public transport services should include adequate lighting and communication systems (including on board and at stops/stations) and suitable monitoring and maintenance systems. • There are opportunities for the SIP to contribute towards local authorities within the Western Gateway meeting the NPPF requirement for housing development.
Economy	**Issues** • The Western Gateway region is prosperous, with the West of England particularly recognised as the biggest net contributor to the public purse outside of London.

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SEA Topic	Environmental Issues and Opportunities for the SIP
	- Although the STB contains important centres of economic activity, spatial distribution of economic activity is unequally distributed, being concentrated in economic centres of Bristol and Bath, and major towns in North Somerset. GDP is much higher in Bristol and South Gloucestershire than it is along the south coast. - Western Gateway has several areas and communities that experience poor transport connectivity, especially with respect to corridor connectivity, largely located in rural areas of the STB region. - Health inequalities and barriers to work persist in clusters around the region, with poor transport connectivity aligning to create "double deprivation" in some areas. - Increasing skills gap and recruitment and retention challenges, including in science, technology, engineering and mathematics (STEM), digital, health and social care and construction - Changing work patterns such as remote, internet-based jobs and working from home are likely to reduce the growth of transport demand - The change in working habits has also affected traditional 5/2 day shift patterns with an increase in nighttime working. - Rural communities face ongoing reduction in passenger transport services - Physical connectivity remains poor for many rural areas, with a lack of infrastructure and poor affordability risking creating exclusion. - Behaviour changes, funding and service cuts, increased costs and driver shortages are impacting viability of bus services. - If employment remains more concentrated in urban centres, this could put increased pressure on transport systems as commuting distances increase. - Dorset has a lower working age population than the average and there are high levels of economic inactivity. **Opportunities** - The SIP presents opportunities to attract investment and grow the region's economy to support regeneration and growth. - Strategic and coordinated action to remove transport-related barriers to employment and education via improved access to economic centres and addressing known areas of deprivation and existing connectivity gaps. - Increase connectivity, particularly North – South, will lead to greater productivity from the existing workforce due to much improved journey times and help to balance out the North-South differential in GDP. - The SIP could help to enhance connectivity to the international gateways, such as major ports and airports in the area and improved connectivity to global gateways.
Biodiversity	**Issues** - There are a number of statutory local, national and international sites designated for nature conservation in the region which may be affected by increased population, transport infrastructure development, and climate change. - The trend in biodiversity decline across the UK shows habitats, and wildlife corridors outside of these protected areas are especially at risk of being lost, damaged or fragmented by transport development.

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SEA Topic	Environmental Issues and Opportunities for the SIP
	• Secondary impacts of transport networks, such as noise disturbance, air pollution and lighting can have detrimental impacts on biodiversity and species movements. • Though not the key cause, transport networks have contributed to the decline in natural capital, habitat fragmentation, and species decline. • New transport routes will need to be carefully planned so that they do not cause adverse effects on ecosystems with high (potential) ecosystem services provision. **Opportunities** • UK Government objectives of halting biodiversity loss by 2030, and then increase abundance by at least 10% to exceed 2022 levels by 2042 and to protect 30% of our land and sea also by 2030. • The Local Authorities within the Western Gateway STB are developing, or have developed, Local Nature Recovery Strategies. This provides opportunities for the SIP to work together with these strategies to protect and enhance biodiversity • The SIP presents opportunities to be strategic in the enhancement of biodiversity through recommending the use of green infrastructure (GI) in development arising from the SIP. These can be combined with priorities for wider ecosystems services benefits to deliver landscape wide improvements. • The SIP presents an opportunity to support schemes that promote and implement biodiversity net gain. • Given that ecosystem services are the benefits that nature provides to people, areas of high (potential) provision are often the green and blue spaces close to centres of population, as well as connecting habitats that link these with more remote designated habitats and landscapes. There are opportunities for the SIP to enhance connectivity between these spaces, improving ecosystem services. • Biodiversity and natural capital enhancements can be better planned and delivered when considered at programme level for further development at plan and project level
Landscape and Townscape	**Issues** • Transport infrastructure has the potential to cause direct and indirect impacts on designated landscapes and seascapes, eroding the character and quality of the landscapes and seascapes, increasing pollution and eroding the visual amenity for residents and visitors alike. • Increased development, including transport interventions, poses a serious risk to tranquillity and light pollution through increased population, traffic and visitors. As such, there is a need to protect the special quality of landscapes and seascapes. • Future growth in some locations could risk compromising landscape and townscape character and features, however a landscape-led design with GI principles in place, could play a key role in the enhancement of the natural environment, visual amenity and improved socioeconomic outcomes. • Climate change will also put pressure on the landscape and seascape designations as new pests and diseases emerge, sea levels rise and extreme weather increasing the stresses on nature conservation. • Future growth in some locations could risk compromising landscape and townscape character and features, however a landscape-led design with GI principles in place, could play a key role in the enhancement of the natural environment, visual amenity and physical and mental health of its people.

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SEA Topic	Environmental Issues and Opportunities for the SIP
	• There is a need to reduce/ limit increases in light pollution and protect Dorset's dark skies. **Opportunities** • The design of transport infrastructure requires a landscape-led approach to design, to ensure the best placement and integration of the proposed development into the existing landscape, especially in sensitive locations. • Landscape-led designs can help contribute to the climate change agenda, health and wellbeing, and tackling pollution in all its forms (such as air, light and noise). • Support of decarbonisation and reduction in the number of cars on the road network, will also help to reduce road traffic noise and air pollution emissions, increasing levels of tranquillity. • A clean and well connected transport system can improve access to green spaces hence providing additional benefits in terms of health, well-being and social cohesion.
Historic Environment	**Issues** • The Western Gateway region is home to numerous important sites of historic and archaeological interest, including the Jurassic Coast, historic villages and Roman remains in the Cotswolds, white horses in Wiltshire and the World Heritage City of Bath. • New and/or upgraded transport infrastructure across the area has the potential to affect the survival, fabric, condition and setting of cultural heritage assets (both above and below ground) through increased noise and visual effects, increased congestion, intensification of existing traffic or the construction of new road or rail, in addition to increased pressure from population growth. • Highly significant archaeological remains, whether designated or not, normally require preservation in situ. This clearly has implications and can represent a significant constraint to future scheme design, which should respect, retain and protect the remains (e.g. through avoidance and redesign). • Vehicle damage and pollution can adversely affect both listed buildings and scheduled monuments, so reducing vehicle movements within historic urban areas is also an important area to address. • There are still significant gaps in our understanding of the historic environment. The use of early assessment and, where necessary, field evaluation, can minimise the risk of encountering unexpected remains during construction. This information can also inform the design of transport schemes and any strategies to mitigate impact on the historic environment. **Opportunities** • There are opportunities for enhancing the setting of heritage assets through the development of schemes that reduce traffic noise, limit traffic movements within historic urban areas, and enhance accessibility through active modes. • There are opportunities to improve the connections to heritage assets and encourage visitors, improving knowledge and enjoyment of the historic environment.

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SEA Topic	Environmental Issues and Opportunities for the SIP
	• There are opportunities for good design that is sensitive to the historic environment and seeks to enhance the sense of place, character and experience of the historic environment. • Keeping development within the existing highway boundaries and reprovisioning existing highways for development, may help to reduce the impact heritage assets. • Decarbonisation presents opportunities to reduce the number of vehicles on local roads, reducing the degradation of heritage assets. • Reducing the number of heavy vehicles passing close to heritage assets can reduce their degradation. • Improved access to heritage assets by a clean well connected transport system can foster healthy lifestyles, community cohesion, provide a "sense of place" and drive economic vitality.
Water Environment	**Issues** • The Western Gateway region has a number of important coastal and inland waterways, including the Rivers Severn, Avon and Frome, and coastal ports and basins in Dorset and Bournemouth, Christchurch and Poole. • Road-related pollution, including light, noise, vibration, de-icing salt, dust, particles from wear and tear of tyres and pavements, metals, herbicides, and exhaust emissions (e.g. NOx, CO and particulates) can affect the water environment. Other effects include habitat fragmentation and vehicle-wildlife collisions)[105]. • The physical and chemical quality of water resources is an important aspect of the natural environment and can be adversely affected by pollution associated with surface water runoff from new or existing transport infrastructure, as well as by changes to waterbodies which can affect their quality as a habitat • Of the 603 water bodies, just 12% are achieving 'good' ecological status, falling far short of the WFD target of achieving 'good' for all water bodies. • Meeting water supply demand over the next 25 years will be challenging in the South West. Deficits may develop across England by the 2050s due to climate change alone; these would be exacerbated by population growth and increasing demand and consumption of resources. • Increased development (including transport infrastructure) can increase flood risk on a local and catchment scale. **Opportunities** • Upgrading existing infrastructure provides the opportunity to improve pollution control, including the reduction of litter and microplastics through mitigation measures. For example, Sustainable Urban Drainage Systems (SuDS), and other nature-based solutions or grey infrastructure to help deliver water quality improvements alongside other co-benefits like attenuating water and flood control.

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[105] Phillips et. al. (2021). Spatial Extent of Road Pollution: A National Analysis. Available online at https://www.sciencedirect.com/science/article/pii/S0048969721006574:

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SEA Topic	Environmental Issues and Opportunities for the SIP
	• New transport infrastructure could result in improved drainage, reducing discharge from roads and surface water flooding • The SIP could seek to include schemes that incorporate or retrofit sustainable urban drainage systems (SuDS) and GI requirements within new developments in order to mitigate road-related pollutant run-off, adapt to climate change and counteract flood risk. GI can also reduce surface water runoff and have water quality co-benefits
Air Quality	**Issues** • 24 areas in the Western Gateway region are currently designated as Air Quality Management Areas, these are primarily located in the more urban areas of the STB region. There are also Clean Air Zones in the centre of Bath and Bristol. • Poor air quality is one of the greatest environmental risks to human health. • Reducing air pollution can result in reductions in stroke, heart disease, lung cancer, and both chronic and acute respiratory diseases, including asthma • Replacing fossil fuel derived electricity with decarbonised electricity will lead to substantial reductions in emissions of NOx and sulphur dioxide (SO_2) and hence in $PM_{2.5}$ and O_3. • The UK Government's plan to end the sale of all new conventional petrol and diesel cars and vans by 2035 and support for work and home-based electric charging facilities, will promote use of hybrid and electric vehicles, with positive effects for air quality. • However, emissions of non-exhaust particles from friction and abrasion such as from tyre, brake and road surface wear, and the resuspension of road dust, will continue to be a significant source of particulate matter (PM_{10} and $PM_{2.5}$) emissions, even from a fully electric vehicle fleet. These emissions could increase if average vehicle mass and numbers were to increase, as it may with larger batteries. • The number of vehicles on the roads is likely to increase as the population rises, putting air quality and AQMAs at further risk of degradation. • Climate change itself is expected to affect air quality in the UK by influencing emissions, atmospheric processing and transport of many pollutants - some of these effects are likely to slow or temporarily reverse improvements in air quality. • More severe and frequent heat episodes as a result of climate change can contribute to the worsening of air quality. **Opportunities** • The SIP should support active travel measures that encourage a shift away from car use to walking, cycling and public transport provide both decarbonisation and improvements in air quality, as well as health benefits that extend beyond improving air quality. • There are opportunities for the SIP to prioritise schemes that will encourage private car users to switch to electric vehicles, by ensuring charging infrastructure is sufficient to meet demand. • The SIP can contribute to the creation of healthy places, streets and communities that promote active transport, improve air quality, and improve road safety.

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SEA Topic	Environmental Issues and Opportunities for the SIP
	• Providing more reliable and efficient journeys will help to minimise the negative impact of congestion and support sustainable growth by enabling efficient movement of people and goods, reducing carbon emissions and engine idling.
Climatic Factors	**Issues** • Flooding (tidal and surface water) is a key risk for the region and both property and infrastructure (road and rail). • Flooding is set to be exacerbated by climate change and sea-level rise, presenting further risks to properties and infrastructure with increased maintenance required. • Transport is the largest contributor to greenhouse gas emissions in the UK at 33% of total emissions and in the Western Gateway STB region with the largest contributor being domestic transport at 38.5%. • Most Western Gateway Local and Combined Authority partners have passed resolutions declaring a 'climate emergency'. The differing characteristics of the local authority areas within the region means that the current levels of carbon emissions, their available carbon budgets and trajectories to net zero carbon emissions will differ, and some authorities have the ability and the ambition to move forward at a faster pace[106]. • There is a high reliance on private transport and high levels of car ownership in rural areas, where around 87% of journeys are made by car[107]. • Higher per capita emissions in more rural authorities where private car ownership and use is high and necessary due to fragmented transport systems • The region can expect to see increased climate hazards including heatwaves, droughts and more frequent adverse weather events including intense rainfall events and flooding, regardless of how successful global policies are in achieving net zero. • Climate change has the potential to disrupt operations and damage the transport network, through hazards such as flooding, subsidence, high and low temperatures, and other extreme weather event. • There will be an increasing need to implement climate change mitigation and adaptation measures considering changing environmental conditions, including low-carbon and resilient transport infrastructure. • New infrastructure schemes need to take account of both embodied and operational emissions at an early strategic stage in decision making. **Opportunities** • The Western Gateway STB is committed to delivering decarbonisation.

[106] Western Gateway Sub-national Transport Body. Strategic Transport Plan 2020-2025.

[107] Western Gateway Sub-national Transport Body (2022) South West Rural Mobility Strategy. Available at: https://westerngatewaystb.org.uk/wp-content/uploads/2024/07/WG-PT-Rural-Mobility-Strategy-Final-Draft-Strategy-v3.pdf

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SEA Topic	Environmental Issues and Opportunities for the SIP
	• The Western Gateway's strategic environmental priority in relation to the climate emergency and relating to decarbonisation set out in this transport plan is to reduce carbon emissions to net zero by 2050 at the latest. • The SIP presents opportunities to help deliver an increasingly reliable transport network that efficiently manages transport demand and is resilient to climate change. Increasing the resilience of transport infrastructure not only protects the infrastructure itself, but it also improves wellbeing and protects vulnerable groups from being excessively affected by climate impacts.
Material Assets	**Issues** • Flooding (tidal and surface water) is a key risk for the region, which is set to be exacerbated by climate change and sea-level rise, presenting risks to properties and infrastructure with increased maintenance required • It is important that any future development of the transport network does not have adverse impacts or lead to the degradation or sterilisation of the best and most versatile agricultural land, as this is important for the UK's self-sufficiency in food production. • There is potential for soil loss as a result of developments, as well as the degradation of soil quality. • Minerals are a finite resource, and materials will be required for any new transport infrastructure, with subsequent waste produced. • There is a continued increase in renewable energy supplies across the region, of which needs to be managed efficiently to ensure the capacity requirements of this transition are met. **Opportunities** • The SIP should aim to increase adaptation and resilience measures (including both engineering solutions and new smarter technologies), which are likely to be needed to keep the surface transport system running efficiently • The SIP should support the delivery of a transport network with greater use of public transport, powered by decarbonised energy sources. • The SIP should encourage the implementation of circular economy principles in developments to reduce waste.

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6 SEA APPRAISAL FRAMEWORK

6.1 INTRODUCTION

6.1.1. The SEA will identify the environmental, economic and social objectives of the objectives and interventions proposed in the SIP and assess the extent to which these, when judged against reasonable alternatives, will be successful in promoting sustainable development.

6.1.2. The iterative SEA process, including consultation with Natural England, Historic England and the Environment Agency, will inform the development of the SIP prior to its adoption.

6.2 PROPOSED SEA APPRAISAL FRAMEWORK

6.2.1. The proposed SEA Appraisal Framework and sustainability objectives for the Western Gateway STB's SIP are identified in **Table** 6-1 below.

Table 6-1 SEA Appraisal Framework

SEA Topic	SEA Objective	Supporting Appraisal Questions
Population and Human Health	**SEA1:** To increase the inclusivity, capacity and connectivity of the transportation network, especially in rural communities. **SEA2:** To protect and enhance physical and mental health and wellbeing through better access to public transport, supporting active travel and encouraging healthy lifestyles. **SEA3:** To promote safe transport through reducing collisions, improving safety and reducing crime across the transport network. .	Will the Western Gateway STB SIP: • Reduce deprivation and inequality across the Western Gateway STB region? • Support the provision of everyday services more locally so that people do not have to travel as far - provision physical (fixed), mobile (non-fixed) and digital provision of services? • Improve equality of opportunity amongst all social groups? • Ensure that infrastructure / interventions are conscious of the needs of future population and population growth, including disadvantaged groups and minority communities? • Consider the specific challenges of the region's rural communities? • Encourage healthy lifestyles and reduce health inequalities? • Promote access to health, social, recreational and leisure facilities for all sectors of the community? • Provide and enhance community access to high quality open/green space and nature? • Increase opportunity for active travel? • Ensure that transport users feel safe, particularly after dark? • Improve road safety and reduce the number of people KSI on the roads, particularly children from deprived background?

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SEA Topic	SEA Objective	Supporting Appraisal Questions
		• Improve access for people with disabilities and protected characteristics? • Provide opportunities for housing growth within the STB region?
Economy	**SEA4:** To provide greater connectivity across the region to support key sectors, attract inward investment and support economic success. **SEA5:** To support rural economies, attracting visitors and providing opportunities for prosperity. **SEA6:** To provide infrastructure that supports future sustainable housing growth	• Support the nationally important role of the Western Gateway STB economy? • Support access to jobs, training and educational opportunities, particularly in rural areas? • Improve reliable access to employment centres? • Enhance the vitality and resilience of the town centred and retail centres? • Improve reliability, accessibility and affordable of transport to access quality work? • Ensure that infrastructure and opportunities for work and education keep pace with population growth? • Promote good design that enhances the natural and built environment hence fostering healthy lifestyles, community cohesion and economic vitality? • Support the movement of essential goods on suitable routes? • Support the expected revised housing forecasts/new housing growth?
Biodiversity	**SEA7:** To protect, enhance and restore habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	• Contribute towards the target of halting the decline in species abundance by 2030? • Contribute to the UK commitment to protect 30% of land and sea for nature by 2030 (30by30)? • Avoid impacts on designated and important biodiversity and provide net gains where possible, incorporating the mitigation hierarchy? • Protect the integrity of designated sites including enhancement for SSSIs, Local Wildlife Sites and National Nature Reserves? • Restore and enhance biodiversity in the region? • Encourage opportunities to achieve at least 10% biodiversity net gain on interventions? • Prevent habitat fragmentation and promote ecological networks, not prejudicing future improvements to habitat connectivity?

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SEA Topic	SEA Objective	Supporting Appraisal Questions
Landscape and Townscape	**SEA8:** To protect and enhance townscapes and landscapes, including the rural environment, town and city centres, and seascapes.	• Ensure that the Western Gateway's most valuable landscapes, townscapes and seascapes are conserved and enhanced? • Improve the quality and condition of the townscape and landscape? • Incorporate green infrastructure, natural landscape principles, and/or nature based solutions into design? • Improve access to green spaces hence providing additional benefits in terms of health, well-being and social cohesion. • Incorporate Road to Good Design principles?
Historic Environment	**SEA9:** To preserve and enhance heritage resource including historic environment and archaeological assets (including designated and non-designated) and their unique settings in the region, improving access to heritage assets. **SEA10:** To improve access to heritage assets by a clean well connected transport system that fosters healthy lifestyles, community cohesion, and provide a "sense of place".	• Conserve and enhance the significance of buildings and structures of architectural or historic interested, both designated and non-designated? • Improve the quality and condition of the historic environment? • Respect, maintain and strengthen local character and distinctiveness? • Enhance the setting of heritage assets through the development of schemes that reduce traffic noise, limit traffic movements within historic urban areas?
Water Environment	**SEA11:** To conserve, protect and enhance the water environment, water quality and water resources.	• Avoid the potential contamination of waterbodies and watercourses? • Support the protection and enhancement, including ecological and chemical status, of water bodies? • Support green infrastructure development or retrofit SuDS, and other nature-based solutions or grey infrastructure to help deliver water quality improvements alongside other co-benefits like attenuating water and flood control?
Air Quality	**SEA12:** To protect and enhance air quality by reducing emissions from the transport network.	• Reduce the need to travel? • Encourage journeys to be made by sustainable means? • Avoid any adverse effects on air quality and for people exposed to poor air quality? • Improve air quality, particularly in areas of concern such as AQMAs and Clean Air Zones? • Promote and facilitate the use of remote working, active travel, car-sharing, public transport and EVs?

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SEA Topic	SEA Objective	Supporting Appraisal Questions
		• Facilitate expansion and upgrades to existing EV infrastructure?
Climatic Factors	**SEA13**: Support the resilience of the transport infrastructure in the Western Gateway STB region to the effects of climate change, including flooding from fluvial, coastal and surface water sources. **SEA14:** Reduce the Western Gateway STB region's contribution to climate change from transport related greenhouse gas emissions	• Ensure transport infrastructure development in areas at risk of flooding, consider the likely future effects of climate change? • Increase resilience of the transport infrastructure (new and existing) to the effects of climate change including extreme weather, flooding, heat and cold? • Support new developments meeting or exceeding sustainable design criteria, including embodied carbon?
Material Assets	**SEA15**: To reduce the amount of waste produced and promote sustainable use of resources (including land). **SEA16:** To ensure that infrastructure is upgraded, well-maintained and resilient to future climate risks and support future population growth.	• Avoids the loss of potentially high-grade agricultural land? • Minimise loss and negative effects upon geodiversity? • Encourage the use of previously developed land? • Promote a circular economy or waste minimisation at construction, operation and decommissioning phases? • Minimise the loss of land valuable for biodiversity, carbon sequestration, water attenuation or similar? • Enable long term use of assets to maximise economic value and minimise waste? • Support the transition to renewable energy sources and manage capacity and distribution?

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7   NEXT STEPS

7.1.1.   Consultation will be undertaken with Natural England, Historic England and the Environment Agency (the SEA Statutory Consultees) on this report for a 5-week statutory period. Once the consultation process is complete and any necessary amendments have been made, a finalised version of this report will be issued.

7.1.2.   This report represents Stage A of the SEA process. The next step is the assessment stage (Stage B), during which emerging options will be assessed. The timetable for SIP is set out in **Table 7-1.**

7.1.3.   The SEA report will be available for consultation alongside the draft SIP as it is prepared.

Table 7-1 – SEA and Transport Plan Timetable

Transport Plan Activity	Timeframe
Scoping Consultation	September – November 2024
SEA Assessment	October 2024
SEA Report and SIP Consultation	December 2024 – January 2025
Publication of the SIP and final SEA	Spring 2025
Post Adoption Statement	Summer 2025

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Appendix A

REVIEW OF PLANS, POLICIES AND PROGRAMMES

WSP

This appendix sets out the policy context for the each of the SEA topics.

Table A-1 – Population & Human Health

Plan, Policy, Programme Name	Key Messages
National	
Equality Act (2010)	The Equality Act legally protects people from discrimination in the workplace and in wider society. It is against the law to discriminate against anyone because of: ■ Age ■ Being or becoming a transsexual person ■ Being married or in a civil partnership ■ Being pregnant or having a child ■ Disability ■ Race including colour, nationality, ethnic or national origin ■ Religion, belief or lack of religion/belief ■ Sex ■ Sexual orientation
National Planning Policy Framework (NPPF) (2023)[1]	When delivering new schemes, applicants must avoid and mitigate environmental and social impacts in line with the principles set out in the NPPF and the UK Government's planning guidance. Applicants should provide evidence that they have considered reasonable opportunities to deliver environmental and social benefits as part of schemes.
Department for Transport, Transport for Everyone: an action plan to promote equality (2012)	The Action Plan sets what the UK Government is doing to ensure people from all communities in society have the option to use public transport. The main aim of the report is to '*deliver better access to jobs and key services through an accessible and socially inclusive transport system, by removing the barrier to travel and ensuring that social impacts are addressed in policy development and service delivery*'.

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[1] It should be noted that the NPPF is currently undergoing review. We will ensure to keep reference to the NPPF under review and make updates as when the revised NPPF becomes available.

Plan, Policy, Programme Name	Key Messages
Strong and Prosperous Communities: The Local Government White Paper (2006)	Deliver better public services through involving and consulting users more fully, providing better information about local standards and managing services at neighbourhood level.
Foresight Mental Capital and Wellbeing Project (2008). Final Project report, The Government Office for Science.	As the number of older adults increases substantially in the UK over the next six decades, the existing urban and rural infrastructure will need to be adapted so that the needs of these people are met. For example, issues of access, transport, amenity and security will substantially affect the wellbeing of older people.
Addressing Transport Barriers to work in Low Income Neighbourhoods, Sheffield Hallam University (2017)	Transport is a key factor shaping experiences of poverty. The ability of households in poverty to find paid work often depends on access to affordable, regular and reliable transport. Residents of low-income neighbourhoods generally have a significant reliance on bus services. This can create issues regarding variable frequency, timing, reliability and range of places served. There is considerable evidence that transport issues affect different groups to varying extents and in particular ways, especially in terms of gender. A distinguishing feature of low-income neighbourhoods is the relatively low incidence of motor vehicle ownership. This means that residents have a much higher reliance on public transport than those living in middle and high-income areas. Difficulties in meeting the costs of transport from current incomes have given rise to the concept of 'transport poverty'
Build Back Fairer: The Covid-19 Review (2020)	The Marmot Review identified that the levels of social, environmental and economic inequality in society are damaging health and well-being. This report identifies that as the UK emerges from the pandemic it would be a mistake to attempt to re-establish the status quo that existed before the pandemic. The reductions in car traffic during the pandemic resulted in cleaner air and reduction in emission of greenhouse gases. Walking and cycling as modes of transport became both necessary and desirable. As the pandemic is brought under control and public transport again becomes safe, a future for our cities based on reduction in vehicle traffic and made safe for walking and cycling in addition to public transport is a future we can both imagine and realise. Building Back Fairer requires a sizeable reduction in private car use and greater active travel and use of public transport. Efforts to support this are required urgently and would help to reduce Greenhouse Gas Emissions and lead to a more sustainable environment.

Plan, Policy, Programme Name	Key Messages
Transport for London, Healthy Streets for London (2017)	Although the initial strategy is based in London, the approach is becoming more widely adopted nationally. The Healthy Streets Approach puts people and their health at the centre of decisions about how we design, manage and use public spaces. It aims to make our streets healthy, safe and welcoming for everyone. The Approach is based on 10 Indicators of a Healthy Street which focus on the experience of people using streets. These are as follows: - Pedestrians from all walks of life - Easy to cross - People chose to walk, cycle and use public transport - Clean air - People feel safe - Not too noisy - Places to stop and rest - Shade and shelter - People feel relaxed - Things to see and do
Fair Society, Healthy Lives: The Marmot Review: Strategic review of health inequalities in England post (2012)	Reducing health inequalities is a matter of fairness and social justice. In England, the many people who are currently dying prematurely each year as a result of health inequalities would otherwise have enjoyed, in total, between 1.3 and 2.5 million extra years of life. Ensure a healthy standard of living for all; Create and develop healthy and sustainable places and communities; and Strengthen the role and impact of ill health prevention.
Streets for a healthy life: A companion guide to Building for a Healthy Life (Issue 02) 2022	Streets for a healthy life document has been prepared to illustrate and explain what good residential streets look like, and how they function. Homes England uses Building for a Healthy Life as its toolkit to guide the design of our schemes, and this document should help us, and our partners, achieve the healthy streets envisaged by the toolkit. In order to ensure all aspects are considered in the design of new streets, this document has been organised around the five principal street functions derived from 'Manual for Streets'. These are: - Place - Movement - Access - Parking - Drainage, Utilities and Street lighting

Plan, Policy, Programme Name	Key Messages
Build Back Fairer: The Covid-19 Marmot Review (2020)	The Marmot Review identified that the levels of social, environmental and economic inequality in society are damaging health and well-being. This report identifies that as the UK emerges from the pandemic it would be a mistake to attempt to re-establish the status quo that existed before the pandemic. The reductions in car traffic during the pandemic resulted in cleaner air and reduction in emission of greenhouse gases. Walking and cycling as modes of transport became both necessary and desirable. As the pandemic is brought under control and public transport again becomes safe, a future for our cities based on reduction in vehicle traffic and made safe for walking and cycling in addition to public transport is a future we can both imagine and realise. Building Back Fairer requires a sizeable reduction in private car use and greater active travel and use of public transport. Efforts to support this are required urgently and would help to reduce Greenhouse Gas Emissions and lead to a more sustainable environment.
National Planning Policy Framework (NPPF) (2023)	Paragraph 96 of the NPPF states: *'Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:* *a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages* *b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high-quality public space, which encourage the active and continual use of public areas* *c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.'*
Chartered Institute of Highways & Transportation (CIHT), Better planning, better transport, better places (2019)	Poorly located and designed new development seriously hinders healthy lifestyles. Physical inactivity directly contributes to one in six deaths in the UK, drives rising levels of obesity, and is the fourth largest cause of disease and disability. It costs society an estimated £7.4 billion a year and places the national healthcare system under increasing financial strain. By enabling compact, higher density, and mixed-use patterns of development. This encourages more people to incorporate physical activity into their daily journeys, improving productivity and dramatically reducing ill health.

Plan, Policy, Programme Name	Key Messages
Transport, health and wellbeing: An evidence review for the Department for Transport (2019)	There are three main mechanisms that link transport and health and wellbeing: Transport and access: Transport plays a key role in improving access to health services, particularly for vulnerable groups Mode of transport: Mode of transport affects physical and mental health, via mechanisms including physical activity and commuting time Wider effects of transport and infrastructure: Transport can facilitate social interactions and promote social inclusion.
National Networks National Policy Statement (NN NPS) (2024)	Paragraph 4.57 states that "*Highways developments provide an opportunity to make significant safety improvements and significant incident reduction benefits when they are well designed. Some developments may have safety as a key objective, but even where safety is not the main aim of a development, the opportunity should be taken to improve safety, including introducing the most modern and effective safety measures where proportionate. Consideration should also be given to wider transport objectives, including expanding active travel, and creating safe and pleasant walking, wheeling and cycling environments. In developing roads schemes the applicant should have due regard to the needs of drivers and riders and the imperative to ensure road user safety*".
National Highways Delivery Plan 2020-2025 (2020)	Although there has been an ongoing reduction of people Killed or Seriously Injured (KSI) on UK roads has generally been declining since 2005, over the last few years the number of fatalities has remained fairly consistent with a small increase in KSIs in 2013. National Highways recognise that they must continue to improve safety by investing in the road network, both to prevent incidents from occurring and to reduce the severity of those that do. By the end of 2025, they aim to continue to reduce the number of KSIs on the Strategic Road Network to support a decrease of at least 50%, against the 2005-2009 average baseline.
Network Rail, Our Delivery Plan for Control Period 7 (2024 – 2029)	Over the next five years Network Rail will continue to invest in keeping passengers and the public safe – on trains, at stations, using level crossings and around our network – as well as keeping our workforce safe and healthy. The key safety objectives for the next five years include: - Reduce passenger safety risk - Reduce health and safety risk to our workforce - Reduce public safety risk - Effectively control threats to railway security
Public Health England, Health Matters, Physical Activity: Prevention and management of long-term conditions	Regular physical activity provides a range of physical and mental health and social benefits, including: - Reducing the risk of many long-term conditions - Helping manage existing conditions - Ensuring good musculoskeletal health - Developing and maintaining physical and mental function and independence

Plan, Policy, Programme Name	Key Messages
	▪ Supporting social inclusion ▪ Helping maintain a healthy weight ▪ Reducing inequalities for people with long-term conditions The CMOs' Physical Activity Guidelines state that for good physical and mental health, adults should aim to be physically active every day. Any activity is better than none, and more is better still. Regular physical activity can help to prevent and manage a range of chronic conditions and diseases. many of which are on the rise and affecting people at an earlier age.
Noise Policy Statement for England (2010)	The long-term vision for the Noise Policy Statement for England is to "promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development."
Local	
West of England Combined Authority Business Plan 2024 - 2025	The plan's vision is to: 'Be a driving force for clean and inclusive economic growth in the West of England to ensure that people benefit from more job opportunities, a stronger economy and a high quality of life'. The West of England Combined Authority has developed six core organisational priorities to implement their vision for the region: ▪ People Create West of England sustainable transport ▪ Tackle the climate and ecological emergency ▪ Secure decent jobs and training ▪ Make the West of England an amazing place to call home ▪ Put the West of England on the map for national and global success ▪ Improve our organisational capacity to delivery for our communities and our businesses.
West of England Cultural Plan	The plan's vision is to: 'create a region which is an international exemplar of the power of culture to transform and enrich lives, places and businesses'. The plan identifies four areas of focus: ▪ Cultural and creative skills ▪ Creative freelancers, start-ups and SMEs ▪ Placemaking ▪ Wellbeing

Plan, Policy, Programme Name	Key Messages
West of England Combined Authority Housing Delivery Strategy 2020-2030	The West of England Combined Authority Housing Delivery Strategy's aims to through 'driving housing delivery, the Combined Authority will create sustainable, well-designed, attractive and healthy places that deliver economic benefits and community resilience, support clean, inclusive growth and respond to the climate and biodiversity emergencies.
Bath and North East Somerset Corporate Strategy 2023-2027	The Corporate Strategy is Bath and North East Somerset Council's overarching strategic plan. Core ambitions at the centre of the Strategy include: ■ Preparing for the future - to work towards a resilient, sustainable economy that is fair, green, creative and connected ■ Delivering for local residents - to continually improve frontline services across communities, whilst protecting the most vulnerable ■ Focusing on prevention - to invest in prevention across all services to tackle inequalities and improve local areas.
Bristol City Council Corporate Strategy 2022-2027	The Corporate Strategy outlines a vision of driving an inclusive, sustainable and healthy city of hope and aspiration where everyone can share the city's success. The Corporate Strategy's main priorities are informed by 5 key principles that influence everything we do: ■ Development and delivery ■ Environmental sustainability ■ Equality and inclusion ■ Resilience ■ World-class employment
Dorset Council's Plan 2020-2024	The Council's Plan includes a section on Strong, Healthy Communities and sets out ways in which they will help to work with residents and partners to build a maintain strong communities where people get the best start and live fulfilling lives. These actions include: ■ Work to improve the economic, social and environmental wellbeing of the area ■ Support communities to be cohesive, inclusive, safe and active ■ Enable people to feel a sense of belonging and to participate actively in their community ■ Aim to increase people's healthy life expectancy and reduce differences between areas ■ Work to give residents the same opportunities to live well no matter where they live or what their circumstances are ■ Provide additional support to communities with the greatest challenges ■ Keep Dorset connected with better transport and digital links between communities
South Gloucestershire Council Plan 2024-2028	Goal 2 of the plan aims to help reduce inequalities which includes ■ Improving access to health, education and skills services ■ Tackling the root cause of crime ■ Ensure people get the financial help they need ■ Improve access to secure affordable homes and address homelessness

Plan, Policy, Programme Name	Key Messages
	Goal 4 of the plan aims to support wellbeing and independence in the council's communities which includes: ■ Improve health and wellbeing for everyone ■ Build strong, age-friendly communities ■ Provide better support for service users and carers ■ Protect the most vulnerable
South Gloucestershire Tackling Inequalities Plan 2024-2028	The council outlines ten priorities within the Tackling Inequalities Plan, one of the priorities centres around accessibility, including digital inclusion, transport, the built and natural environment and access to the wider economy.
Bath and North East Somerset, Swindon and Wiltshire Partnership, 2021-2024	The vision of this plan is to 'work in partnership to tackle inequalities across the life course to ensure that every resident of Bath, North East Somerset, Swindon, and Wiltshire can live longer, healthier, happier lives'.
West of England Joint Green Infrastructure Strategy 2020 – 2030 and Action Plan (2020 – 2023)	The Strategy aims to: 'address inequalities in the provision of green infrastructure and health, achieve well designed, attractive and health places that deliver economic benefits and community resilience and respond positively to the climate and ecological emergency'.
West of England Cycling and Walking Infrastructure Plan 2020 - 2036	The Cycling and Walking Infrastructure Plan forms part of the West of England's wider plans and ambitions for creating and improving active travel. The Plan aims to provide high quality infrastructure to support the region's transition to walking and cycling becoming the preferred choice for shorter trips and improving access to public transport.
Integrated Care Strategy (Bath and North East Somerset, Swindon and Wiltshire together) (BSW Together)	The Integrated Care Strategy sets out BSW 'Together's' ambition as partners working across the health, social care, voluntary and other sectors to support the people of BSW to live happier and healthier for longer.
Bath and North East Somerset Joint Health and	The vision for the Strategy is:

Plan, Policy, Programme Name	Key Messages
Wellbeing Strategy and Implementation Plan	'Together we will address inequalities in Bath and North East Somerset so people have the best start in life, live well and age well in caring, compassionate communities, and in places that make it easier to live physically and emotionally healthy lives.' It is a seven-year strategy that sets out four priorities for improving health and wellbeing and reducing inequalities for the local population. It also identifies the approaches that will be taken to address them. The four priorities are: ▪ Priority 1: Ensure that children and young people are healthy and ready for learning and education ▪ Priority 2: Improve skills, good work and employment ▪ Priority 3: Strengthen compassionate and healthy communities ▪ Priority 4: Create health promoting places
Keep Bristol Cool: A Framework for Urban Heat Resilience	The Bristol One City Climate Strategy recognised the urgent need to prepare a local management plan to address urban heat risks, and to investigate the impact of extreme heat on the city to fill a critical data and knowledge gap. This council-led framework is a fulfilment of these recommendations addressing five aims: The Framework includes five aims: ▪ Building a common understanding of Bristol's urban heat risks ▪ Supporting decision-makers through a new evidence base ▪ Setting objectives for delivering urban heat resilience across priority themes ▪ Maximising co-benefits through a joined-up response to climate resilience, net zero and nature recovery ▪ Advocating for wider action across the city
Bristol Joint Local Health and Wellbeing Strategy 2020-2025	The vision for the Local Health and Wellbeing Strategy is: 'For citizens to thrive in a city that supports their mental and physical health and wellbeing, with children growing up free of Adverse Childhood Experiences, and the gaps in health outcomes between the most economically deprived areas and the most affluent areas of Bristol to be significantly reduced.' To achieve this vision, five themes have been identified: ▪ Healthy childhoods ▪ Healthy bodies ▪ Healthy minds ▪ Healthy places ▪ Healthy systems
Food Equality Strategy for Bristol 2022-2032 and Action Plan	The aim of the Food Equality Strategy is to strive for food equality for all residents in the city of Bristol within ten years.

Plan, Policy, Programme Name	Key Messages
North Somerset Council Joint Health and Wellbeing Strategy 2021-2024	The Strategy and accompanying action plan are centred around three main approaches to improving health and wellbeing and reducing health inequalities in North Somerset: ■ Prevention - prevent people from becoming unwell or experiencing poor health and wellbeing ■ Early intervention - support people to identify and manage health and wellbeing problems as early as possible. Ensure sure support is in the right place to address those problems ■ Thriving communities - focus on the wider factors and influences on health, and work with partners to support communities to thrive
North Somerset Physical Activity Strategy 2023-2038	The shared vision for the Strategy is that: "Every person has the opportunity to get moving, be active, and enjoy a healthier life in their local community. The strategy is based on four shared outcomes: ■ Active Places ■ Active Communities ■ Healthy People ■ Partnerships and Working Together
North Somerset Council Active Travel Strategy 2020-2030	The vision for the Strategy is to: 'Make walking and cycling the natural choice for a cleaner, healthier and more active North Somerset.' This is supported by four key objectives: ■ Deliver safe and frequent active travel to enable improved public health ■ Tackle the Climate Emergency ■ Drive local economic development ■ Shape active travel neighbourhoods through planning
South Gloucestershire Health and Wellbeing Strategy 2021-2025	South Gloucestershire's Joint Health and Well-being Strategy (JHWBS) 2017-21 sets out key areas of focus and actions to reduce health inequalities and improve the health and well-being of people living and working in the area. The strategy targets four key health and well-being issues which are to: ■ Improve educational attainment of children and young people, and promote their wellbeing and aspirations ■ Promote and enable positive mental health and wellbeing for all ■ Promote and enable good nutrition, physical activity and a healthy weight for all ■ Maximise the potential of our built and natural environment to enable healthy lifestyles and prevent disease
Wiltshire's Joint Local Health and Wellbeing Strategy 2023 to 2032	This strategy has been developed based upon the evidence of need and has enabled the board to focus on four thematic areas where it can have its most impact, ensuring everyone has access to the opportunities and services. The Strategy has four guiding themes: 1 improving social mobility and tackling inequalities 2 prevention and early intervention

Plan, Policy, Programme Name	Key Messages
	3 localisation and connecting with communities **4** integration and working together
Wiltshire and Swindon Sport, Health and Wellbeing Strategy 2023-2025	The aim of this strategy is to support and encourage people to move more and be active every day, whether that be at home or taking part in the various opportunities available across the county. It identifies that Barriers and inequalities prevent many people from being active and so we want to understand and remove these barriers and reduce health inequalities in participation, access, and achievement. The Strategy has three key priorities: ■ Priority 1: Tackling health inequalities through increased physical activity ■ Priority 2: Supporting people to move more to maintain good health ■ Priority 3: Encouraging people to live longer better
Dorset National Landscape Management Plan 2019-2024	The Dorset Area of Outstanding Natural Beauty Partnership is working towards a future in which the management of the landscape and designation is the best example of how protected landscapes can stimulate truly sustainable development and land management. The vision for the community of the National Landscape: ■ sustainable rural communities are thriving and housed affordably, enjoying a range of health and wellbeing benefits afforded by a wonderful environment ■ there is a range of active travel options and wide access to the countryside ■ the landscape's natural and cultural heritage is the basis for a wide range of education, learning and volunteering opportunities for all ages; it inspires ongoing research and artistic endeavour
BCP Council (2021) Empowering Communities - BCP Council's VCS and Volunteer Strategy	The Strategy's vision is: *'Our vision is to ensure that Bournemouth, Christchurch and Poole is a vibrant, connected community which provides meaningful opportunities for volunteering and social action, and empower a thriving voluntary and community sector to help support community needs.'* BCP Council has developed six priorities to implement this vision: ■ Build effective partnerships and working relationships that support stronger connected communities. ■ Extend the council's services by building capacity through specialist partners. ■ Learn from the COVID-19 community response and embrace new ways of working. ■ Help people to connect with their communities. ■ Support community-led approaches to build resilient communities. ■ Focus on early intervention and prevention to support people to avoid crisis.

Plan, Policy, Programme Name	Key Messages
BCP Council (2020) BCP Early Help, Family Support and Young People's Strategy 2020-2023	The Strategy's vision is: 'Caring for our children and young people; providing a nurturing environment, high quality education and opportunities to grow and flourish.' BCP Council has developed four objectives to implement this vision: ■ provide the right help and support to children and families as early as possible and at the right time ■ build resilience in families ■ develop and provide innovative ways to support readiness for school across each phase ■ reduce risks for our young people who are identified as being at risk of going missing and or of child exploitation
Dorset Council (2023) Accessibility strategy 2022 to 2025	The Strategy sets out a vision for children and young people with disabilities and what Dorset Council will do to help make our schools and educational settings more accessible for them. The key priorities of the Strategy are: ■ Increase the extent to which children and young people with disabilities can take part in the curriculum ■ Improve the physical environment of schools and other education settings so that children and young people with disabilities can take advantage of the education, benefits, facilities, and services offered ■ Improve the delivery of information for children and young people with disabilities within schools and other education settings ■ Work with the wider council, partner agencies and the voluntary and community sector to: — raise awareness of barriers to accessibility — promote equity of opportunity for children and young people with disabilities encourage building good relationships between children and young people who are disabled and those who are not
Dorset Council (2023) Children, Young People and Families' Plan 2023 to 2033	The Dorset Strategic Alliance for Children and Young People is a multi-agency partnership which brings together senior people from the council, police, health, fire and rescue services, schools, early years settings and the voluntary and community sector to shape and transform services for children and young people that achieve improved outcomes. The Plan's vision is: *"We want Dorset to be the best place to be a child, where communities thrive, and families are supported to be the best they can be."* The partnership shares a set of values and is committed to working together and with children, young people, and their families in the following ways: ■ always putting children and families at the heart of everything we do – including in how we develop and shape services ■ no child or family left behind – we strive for equity of outcomes for all ■ focus on early intervention and prevention – offering the right help, in the right place at the right time ■ working restoratively – doing things with families, not to or for them ■ thinking family – providing a joined-up approach ■ focusing on and building on the strengths within individual, families, and communities ■ being inclusive – challenging discrimination where we see it and promoting a sense of belonging for all our children in our communities ■ taking a rights-based approach to our work

Plan, Policy, Programme Name	Key Messages
	- delivering best value for money – spending the Dorset £ in Dorset on the things that get the best outcomes for children and families - remaining hopeful and determined to achieve good outcomes for all
Dorset Council (2023) Commissioning for A Better Life as People Age in Dorset 2023 to 2028	This Strategy sets out three outcomes: **Outcome 1** - Dorset is a great place to grow older, with a range of vibrant community activity, giving people better days whether they have support needs or not, and keeping them well connected to the people around them and where they live. **Outcome 2** - People have access to excellent care and support in their home, both responsive short-term reablement and longer-term care, which always puts independence at its heart and helps people to continue to live independently for as long as possible, utilising equipment and assistive technology where appropriate. **Outcome 3** - A good range and choice of residential care is available, in high quality, modern homes, to meet the increasingly complex needs of the local older population.
Dorset Council (2023) Commissioning for A Better Life for Adults in Dorset 2023 to 2028	This Strategy sets out a broad context for all of our work to develop the system of care and support in Dorset, for adults with both short- and long-term needs for additional support. This Strategy sets out six outcomes: Outcome 1 - Communities are resilient, vibrant and inclusive through working in partnership with the voluntary and community sector, and provide natural circles of support for people's independence and wellbeing. Outcome 2 - People can easily access a range of local community based resources which support their health and wellbeing, including high quality and consistent information, advice and guidance when they need it. Outcome 3 - People have ready access to a range of technology options that can support their independence and their ability to receive long-term care in ways that work best for them. Outcome 4 - People are supported to manage their own care through the use of direct payments and individual service funds, with a vibrant marketplace from which they can choose and buy their support. Outcome 5

Plan, Policy, Programme Name	Key Messages
	■ People have choice and control over their lives, including where they live, how they spend their days, and how they are supported when they need it. Outcome 6 ■ People have access to high quality support services appropriate to their needs, which promote both their safety and their independence, and work together well to support them through important transitions in life, including from birth to settled adulthood, and later into older age.
Gloucestershire Joint Health and Wellbeing Strategy, 2019 - 2030	This Joint Health and Wellbeing Strategy provides an excellent opportunity to focus on those areas where a collective, system wide approach can help to improve the health and wellbeing of the population of Gloucestershire. The overall vision for Gloucestershire is – 'Gloucestershire is a place where everyone can live well, be healthy and thrive' Key priorities to support this vision includes: ■ Physical activity- to make being physically active the social norm, and get 30,000 inactive people in Gloucestershire active ■ Adverse childhood experiences- to build resilient communities and organisations that take action to prevent the potential lifelong impacts of adverse childhood experiences ■ Mental wellbeing- For every Gloucestershire resident to enjoy the best possible mental health and wellbeing throughout their life. ■ Social isolation and loneliness- to enable local people to build and nurture strong social networks and vibrant communities. ■ Healthy lifestyles- aim to halve the level of childhood obesity in Gloucestershire and reduce the gap in obesity rates between the most and least deprived parts of the county. ■ Early years and best start in life- to ensure that every child in Gloucestershire has the best start in life. ■ Housing- to improve the quality, affordability, availability and suitability of housing

Table A-2 – Economy

Plan, Policy, Programme Name	Key Messages
National	
National Planning Policy Framework (NPPF) (2023)	Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. Planning policies should: a) Set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration b) Set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period c) Seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment d) Be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances
The Enterprise Act (2016)	The Enterprise Act includes measures to: ▪ Establish a Small Business Commissioner to help small firms resolve issues ▪ Extend the Primary Authority scheme to make it easier for businesses to access tailored and assured advice from local authorities, giving them greater confidence to invest and grow ▪ Protect and strengthen apprenticeships by introducing targets for apprenticeships in public sector bodies in England, and establish an Institute for Apprenticeships – an independent, employer-led body that will make sure apprenticeships meet the needs of business
Build Back Better: our plan for growth (2021)[2]	Build Back Better: our plan for growth' set out the previous government's plans to support growth through significant investment in infrastructure, skills and innovation, and to pursue growth that levels up every part of the UK, enables the transition to net zero, and supports our vision for Global Britain.
The Clean Growth Strategy (2018)	This Strategy set out a comprehensive set of policies and proposals that aim to accelerate the pace of "clean growth", i.e. deliver increased economic growth and decreased emissions.

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[2] The new UK government plans to drive growth around the following key policies and strategies: Devolution; Industrial Strategy; Green Prosperity Plan; Planning Reform; and a 10-year Infrastructure Strategy compressing and Automotive Strategy, Bus reform / Better Buses Bill and, Rail (High Speed Rail Bill)

Plan, Policy, Programme Name	Key Messages
	The key policies and proposals include: - Accelerating Clean growth - Improving Business and Industry Efficiency – 25% of UK Emissions - Improving Our Homes – 13% of UK Emissions - Accelerating the Shift to Low Carbon Transport – 24% of UK Emissions - Delivering Clean, Smart, Flexible Power – 21% of UK Emissions - Enhancing the Benefits and Value of Our Natural Resources – 15% of UK Emissions - Leading in the Public Sector – 2% of UK Emissions - Government Leadership in Driving Clean Growth.
National Highways, Strategic Business Plan 2020-2025	The plan sets out how National Highways will invest over £14.2 billion in enhancements schemes across the next five years, providing a benefit of £27 billion to customers, local communities and the wider economy. These benefits will come from improved journey times and access to employment and housing developments.
Local	
Western Gateway Economic Connectivity Study (2019)	The Western Gateway economic connectivity study was included in its Regional Evidence Base which was submitted to the Department of Transport in July 2019 in response to the Government's request to identify our Sub-national priorities for the major road network over the period of 2020 to 2025. It identified 15 strategic travel corridors which link strategically important locations across the Western Gateway STB area, including the main urban centres, ports and airports. The corridors identified either traverse multiple authorities within the Gateway area or provide strategic linkages to neighbouring areas from which the Gateway area will benefit. The 15 corridors were identified according to their existing status or function (such as linking the primary urban areas and ports). The corridors are also considered as strategic, high level facilitators of increased economic activity and are therefore not considered mode-specific. - This Economic Connectivity analysis has shown that the Western Gateway area should be viewed as both a single area containing some of the UK's fastest-growing local economies as well as being a crucial facilitator of improved connectivity to other parts of the country, including the South West, the Solent area, South Wales and the West Midlands.

Plan, Policy, Programme Name	Key Messages
Western Gateway Strategic Transport Plan 2024-2050	Western Gateway's Strategic Transport Plan (STP) provides a link between national policy and local strategy. It interprets national policy for a regional context to guide future transport investment and provide a supporting context for our nine Local Authorities in producing their Local Transport Plans. Key economic objectives include: ■ Support and inform planned strategic housing and employment growth ■ Maximise opportunities to reduce growth of private motor vehicle travel and manage impacts on the regional transport networks and communities ■ Support the economy to thrive and level up across the whole region, particularly where prosperity is constrained by poor connectivity ■ Facilitate visitor access to our key tourism areas, managing the impacts of seasonal peaks in travel demand ■ Maintain and improve sustainable access for goods and people to national and international gateways, including ports, airports and rail hubs ■ Level up access to social, educational and economic opportunities in all areas - particularly those currently constrained by poor connectivity - reducing isolation, exclusion and inequality ■ Improve north-south rail and road links between the Midlands and South Coast to deliver social and economic benefits and level up southern parts of the region
West of England Employment and Skills Plan (2023) and Annual Delivery Plan	The Plan sets out the longer term strategic ambitions for skills, training and employment. The scope of the plan being the West of England functional economic area, with delivery activity covering the Combined Authority area. The Plan outlines five strategic objectives: ■ Strengthen and simplify the skills system ■ Enable all young people to achieve their potential ■ Support unemployed and inactive people into work ■ Support people to progress in work ■ Address employer needs and skills shortages
West of England Combined Authority Plan for Innovation 2024-2029	The Plan for Innovation sets out how over the next five years, the West of England can capitalise on its place-based advantages, sector strengths and enabling technologies to create innovation led solutions for the region's pressing challenges and priorities. It outlined core priorities as: ■ Creating West of England sustainable transport ■ Tackling the climate and ecological emergency ■ Securing decent jobs and training ■ Making the West of England an amazing place to call home Putting the West of England on the map for national and global success

Plan, Policy, Programme Name	Key Messages
West of England Combined Authority Local Industrial Strategy	The strategy aims to draw on the unique strengths on West of England Combined Authority and sets out the ambition to be a driving force for clean and inclusive growth. The strategy consists of four key priorities: ■ Strengthening cross-sectoral innovation and driving production ■ Inclusive growth ■ Providing businesses with the space, network and skills they need to boost productivity, grow and thrive ■ Tackling climate change, addressing air quality and ensuring quality of life for current and future residents
West of England New Regional Economic Resilience Strategy	■ The Combined Authority is currently developing a regional strategy which will aim to deliver economic growth for the region and address challenges such as productivity, skills, housing and transport.
West of England LEP Strategic Economic Plan (2015-2030)	The Plan sets out the strategic direction on how growth will be managed to everyone's benefit. The Plan states that currently not everyone shares in the prosperity of economic growth and that there is a significant economic brake applied by unemployment and social exclusion. The Plan's vision is that by 2030, the West of England will have: ■ One of Europe's fastest growing and most prosperous sub-regions which has closed the gap between disadvantages and other communities ■ A buoyant economy competing internationally ■ A rising quality of life for all, achieved by the promotion of healthy lifestyles ■ Easier local, national and international travel thanks to transport solutions that link communities to employment, opportunities and local services, control and reduce congestion and improve strategic connections by road, rail and through Bristol Airport and Bristol Port ■ Cultural attracts that are the envy of competitor city regions across Europe ■ Success secured in ways that are energy efficient, protect air quality, minimise waste and protect and enhance the built environment ■ Built upon the benefits of its distinctive mix of urban and rural areas ■ Real influence with regional and national government.
West of England Digital Plan (2023)	The Plan outlines key priority areas and strategic objectives to 'deliver better services and unlock better opportunities for people and place'. The five priority areas are: ■ Digital Infrastructure ■ Digital Inclusion and Skills ■ Digital Growth ■ Digital Public Services ■ Digital Tech for Good

Plan, Policy, Programme Name	Key Messages
North Somerset Digital Strategy 2021-2024	The mission statement for the Strategy is: 'We will maximise opportunities for digital design, data and technology to enhance economic growth, quality of life, sustainability, climate and individual opportunity in North Somerset. We will use technology to do things more effectively and to use resources more wisely.' Desired outcomes listed include: - We enable and facilitate digitally connected new homes and communities - We make it attractive and easy for service providers to invest in North Somerset and accelerate the installation of full fibre broadband and 5G infrastructure - We use digital technologies to support renewable energy generation and carbon storage - More businesses have the digital skills and technology solutions they need to grow and become more productive - Digital solutions support the reduction of transport emissions - Digital solutions support charging point options for vehicles
North Somerset Council Housing Strategy 2022-2027	The Strategy outlines its vision for 'better, more sustainable and affordable homes' A key priority of the Strategy is to ensure infrastructure is in place to support any new developments, ensuring communities have access to the services they need, such as schools, health services, roads, shops, employment and green spaces.
North Somerset Employment and Skills Strategy	- The Strategy has an overall objective: 'To ensure North Somerset's residents benefit from economic growth, and businesses can access the talent they need to grow and invest in our region'.
North Somerset Economic Plan 2017-2036	- The Plan's vision is for a 'vibrant, successful place to live, work and study, with a distinctive identity and quality of life that attracts and retains enterprise, investment, young people and visitors.' Theme 1: Facilities and Infrastructure includes 'improving transport, accessibility and connectivity'.
South Gloucestershire Housing Strategy (2023)	Objective two of the Strategy is to 'ensure adequate infrastructure and access to amenities', through: - Local living, where everyday requirements are within a fifteen-minute walk or cycle; - Ensuring the timely provision of essential infrastructure and digital connectivity; - Making it easier for people of all ages and ability to be able to safely access their local centres or high streets by providing an infrastructure for walking and cycling, and increasing options to reduce the reliance on cars through trials of electric scooters and bikes etc - Ensuring that new developments meet the obligations of Local Plan policies to make contributions towards education, affordable housing, community facilities, transport, open space amenities etc as well as promoting sustainable communities in planning and design - Ensuring the provision of sufficient and accessible green infrastructure, walking and cycling, transport links, open spaces, and public spaces.

Plan, Policy, Programme Name	Key Messages
Bath and North East Somerset Economic Strategy 2024-2034	The Strategy focuses on three distinct themes: infrastructure, innovation and opportunity. These themes will be delivered through six strategic pillars to: ▪ Create a greener economy that is net zero and nature positive; ▪ Support residents to access and thrive in good work; ▪ Establish Bath and North East Somerset as a centre for scientific and health academic excellence ▪ Create resilient businesses ▪ Address housing affordability ▪ Support stronger places
Bristol City Leap Business Plan	The City Leap Initial Business Plan comprises two elements; the Low Carbon Energy Infrastructure (LCEI) plan developed by Ameresco, and the Heat Network plan developed by the Ameresco's subcontractor, Vattenfall Heat UK and explores opportunities for low-carbon energy projects and future expansion of heat networks.
BCP Council (2021) BCP Futures – Economic Development Strategy (EDS) for Bournemouth, Christchurch and Poole – Unleashing our potential 2021-2026	The Strategy outlines priority areas of action: Priority areas of action: 1. Supercharging our business community: Focusing on supporting increased productivity across our small and medium sized business community. 2. Supporting the BCP exemplar industries: Encouraging growth in BCP priority sectors and clusters as the catalysts to success. 3. Opening doors to prosperity: Creating the best local economic conditions to achieve a world-class, sustainable city region and one of the best coastal places in the world in which to live, work, invest and play. Business matters @ BCP: Achieving an outstanding economic development service, acting as the concierge for Council business-facing functions.
BCP Council (2021) High Streets and District Centres Strategy	The Strategy details themes and objectives: **Theme 1 – Vision and Strategy / Networks and Partnerships** ▪ Objective 1: to support a broad variety of uses in our high streets and district centres ▪ Objective 2: to make full use of our high street properties ▪ Objective 3: to ensure successful partnership working **Theme 2 – Adaptability and Experience** ▪ Objective 4: to make our high streets and district centres culturally rich destinations for experiences and events ▪ Objective 5: alternative and future uses for our high streets and district centres **Theme 3 – Appearance and Attractiveness** ▪ Objective 6: make our high streets and district centres cleaner and greener ▪ Objective 7: keep our high streets and district centres safe and secure **Theme 4 – Place Marketing**

Plan, Policy, Programme Name	Key Messages
	■ Objective 8: market and promote our high streets & district centres to showcase their full potential **Theme 5 – Activity and Innovation** ■ Objective 9: use our high streets and district centres as data-rich locations that are easy to navigate ■ Objective 10: future proof our high streets and district centres as Smart Places **Theme 6 – Liveability and Functionality** Objective 11: diversify our high streets and district centres as mixed use, dynamic places to live, work and congregate
BCP Council (2023) Tourism Strategy: 2023 - 2027	The vision for Bournemouth, Christchurch and Poole's Tourism Economy is to *'establish one of the best coastal places in the world to visit, work and invest in.'* The Strategy sets out the key Goals and Priorities that the Destination Management Board and its partners including BCP Council will develop an action plan to deliver over the next 5 years, in order to support and sustainably grow the year-round visitor economy in ways that are beneficial to the local economy and community.
BCP Council (2022) BCP Skills Plan 2022-2026	The BCP Skills Plan outlines clearly what needs to be done offering a strong agenda for local leadership and collaborative working to *'help our economy, business and people to build resilience, realise emerging growth in our exemplar sectors, such as advanced engineering, fin-tech, green, health innovation, digital and creative and meet Net Zero ambitions, while adjusting to demographic and technological change.'* The Plan sets out a range of priorities: ■ Priority 1: Skills driving productivity ■ Priority 2: Work & place centric delivery ■ Priority 3: Smart Collaborations ■ Priority 4: Learning for Life
BCP Council (2021) Workforce Development Strategy 2021-2023	The vision for the Strategy is to: *'Establish a system in which CPD, and work-based learning is business as usual and our workforce does have the time and space to reflect on practice using learning to improve outcomes for children and young people.'*
Dorset & East Devon Aquaculture, Dorset Mariculture Strategy 2020-2025	The vision for the Strategy is: *'To have an industry-leading, highly productive aquaculture sector, driven by sustainable production practices and continuous innovation. A sector that delivers a resilient seafood supply chain, contributes to UK food security and brings substantial socio-economic benefits to coastal communities across Dorset.'*
Dorset Council (2023) Dorset's Economic Growth Strategy 2020 to 2024	This Economic Growth Strategy sets out Dorset Council's ambitions to enable clean, inclusive, sustainable and good quality economic growth across the whole council area. The aim is to bring improved standards of living, quality of life, health, and wellbeing for all of Dorset's residents, and to ensure that Dorset is great place to live, work and visit.

Plan, Policy, Programme Name	Key Messages
	The priorities are: - enhance Dorset as a place to do business and attract inward investment - support the creation and growth of new sustainable business. This will support high quality job creation - improve transport and digital connectivity across the area - enhance aspirations and skills to improve social mobility The six foundations are: - digital infrastructure - people and skills - business and environment - ideas and innovation - place - transport infrastructure
Dorset Council (2023) Commercial Strategy	This Strategy is mechanism to ensure that the commercial approach to commissioning and procurement takes place in accordance with the Council's strategic aims, that it is effective and delivers best value to residents. The strategy principles provide the structure and framework from which the Council will plan and prioritise the commercial activity of commissioning and procurement. The principles are: - Principle 1 - people, skills and development - Principle 2 - effective commissioning - Principle 3 - strategic sourcing - Principle 4 - contract management - Principle 5 - partnership working - Principle 6 - maximising the Dorset pound - Principle 7 - climate and ecological emergency
Gloucestershire's Economic Strategy, 2024-2034	This 10-year economic strategy, covering the period 2024-25 to 2034-35, outlines the county's existing strengths, opportunities, and challenges, and provides a clear statement of intent for Gloucestershire – to achieve greener and inclusive economic growth that delivers a stronger, more sustainable, economy; and sets us on the journey to achieving a new Gloucestershire 2050 Vision. It has been developed following extensive stakeholder engagement supported by a comprehensive updated body of local evidence. The government's announcement in April 2023 to integrate LEP functions into local democratic institutions provides an opportunity to consider how to develop a new delivery model for local economic growth. Essential to this will be to build upon the work of the LEP by designing a new way to capture the 'voice of businesses,' whilst continuing to develop trusted LEP assets such as the Growth Hub network. In a later

Plan, Policy, Programme Name	Key Messages
	section of this document, new governance arrangements for the delivery of this strategy are set out, which include the creation of a new Economic Growth Board to provide an independent business voice.
Swindon and Wiltshire Strategic Economic Plan (2016) – To be superseded from LEP integrations	The five strategic objectives of the plan are: ■ Skills and talent - we need an appropriately skilled and competitive workforce to achieve our growth ambitions ■ Transport infrastructure improvements - we need a well connected, reliable and resilient transport system to support economic and planned development growth at key locations ■ Digital capability - we need to deliver excellence in digital connectivity and cyber transformation to achieve business growth, innovative public services and influence societal change ■ Place shaping - we need to deliver the infrastructure required to deliver our planned growth and regenerate our City and Town Centres, and improve our visitor and cultural offer ■ Business development - we need to strengthen the competitiveness of small and medium sized businesses and attract a greater share of foreign and domestic investment into the area.

Table A-3 – Biodiversity

Plan, Policy, Programme Name	Key Messages
International	
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	The convention has three main aims which are stated in Article 1: ■ To conserve wild flora and fauna and their natural habitats ■ To promote cooperation between states ■ To give particular attention to endangered and vulnerable species including endangered and vulnerable migratory species
Ramsar Convention on the Conservation on Wetlands of International Importance (1971)	The Ramsar Convention covers all aspects of wetland conservation. It has three main pillars of activities: ■ 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 ■ International co-operation with other countries to further the wise use of wetlands and their resources

Plan, Policy, Programme Name	Key Messages
	▪ While the initial emphasis was on selecting sites of importance to waterbirds, now non-bird features are increasingly taken into account, both in the selection of new sites and when reviewing existing sites.
National	
The Environment Act (2021)	The Environment Act, which became law in 2021, acts as the UK's new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction.

The Biodiversity Gain objective requires the biodiversity value attributable to a development to exceed pre-development biodiversity value by at least 10%.

Local Nature Recovery Strategies (LNRS) are 'a new, England-wide system of spatial strategies that will establish priorities and map proposals for specific actions to drive nature's recovery and provide wider environmental benefits'. LNRSs will inform the delivery of 'nature-based solutions' for outcomes such as flood management, carbon sequestration and improvements in water quality. |
| The Conservation of Habitats and Species Regulations 2017 | The Conservation of Habitats and Species Regulations 2017 (as amended) (the Habitats Regulations) protect hundreds of wildlife sites in England—across millions of hectares of land, and over one hundred rare or vulnerable animal, bird and plant species. The Habitats Regulations cover the sites of greatest significance and international importance for nature, for which the UK has a special responsibility: breeding and resting sites for rare and threatened species, plus precious natural habitats that are at risk. The Regulations provide these sites with protection through the designations of Special Areas of Conservation (SACs), which provide protection to a variety of special species and habitats, and Special Protection Areas (SPAs), which provide protection for rare and vulnerable birds and their habitats. These protections also extend to internationally important wetland Ramsar sites as a matter of policy. These Habitats Regulations designations (SAC and SPA) give a higher level of legal protection than domestic protections, such as Sites of Special Scientific Interest (SSSIs), including through a legal requirement to assess potential impacts on protected sites (Habitats Regulations Assessment or HRA). |
| The Conservation of Offshore Marine Habitats and Species Regulations 2017 | As above but for marine habitats and species |
| 25 Year Environment Plan, HM Government (2018) | The 25 Year Environment Plan outlines the UK Government's ambition:

'To leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition.' |

Plan, Policy, Programme Name	Key Messages
	The Plan includes ten key targets of which two focus on biodiversity.

Thriving plants and wildlife:

- Restoring 75% of our one million hectares of terrestrial and freshwater protected sites to favourable condition, securing their wildlife value for the long term
- Creating or restoring 500,000 hectares of wildlife-rich habitat outside the protected site network, focusing on priority habitats as part of a wider set of land management changes providing extensive benefits
- Taking action to recover threatened, iconic or economically important species of animals, plants and fungi and where possible to prevent human-induced extinction or loss of known threatened species in England and the Overseas Territories
- Increasing woodland in England in line with our aspiration of 12% cover by 2060: this would involve planting 180,000 hectares by end of 2042.

Enhancing biosecurity:

- Managing and reducing the impact of existing plant and animal diseases; lowering the risk of new ones and tackling invasive non-native species
- Reaching the detailed goals to be set out in the Tree Health Resilience Plan of 2018
- Ensuring strong biosecurity protection at our borders, drawing on the opportunities leaving the EU provides
- Working with industry to reduce the impact of endemic disease |
| The Environmental Improvement Plan 2023 | The Environmental improvement plan 2023 (EIP 2023) represents the first review of the 25 Year Environmental Plan (25YEP). It reinforces the intent of the 25YEP. Where it sets out the framework and vision, the EIP 2023 sets out the plan to deliver.

To achieve its vision, the 25YEP set out 10 goals. The EIP 2023 uses the 10 goals set out in the 25YEP as the basis for its review: setting out the progress made against all 10, the specific targets and commitments made in relation to each goal, and its plan to continue to deliver those targets and the overarching goals.

The EIP 2023 has an apex goal of improving nature where it will halt the decline in biodiversity to achieve the thriving plants and wildlife goal. As part the apex goal, the plan aims to:

- Halt the decline in species abundance by 2030, and then increase abundance by at least 10% to exceed 2022 levels by 2042
- Launch the Species Survival Fund to create, enhance and restore habitats
- Create, restore, and extend around 70 areas for wildlife through projects including new National Nature Reserves, and the next rounds of the Landscape Recovery Projects
- Protect 30% of our land and sea for nature through the Nature Recovery Network and enhanced protections for our marine protected areas. We intend to designate the first Highly Protected Marine Areas this year
- Implement the Environment Act 2021, including rolling out Local Nature Recovery Strategies to identify areas to create and restore habitat, and Biodiversity Net Gain to enhance the built environment |

Plan, Policy, Programme Name	Key Messages
	- Support a transformation in the management of 70% of our countryside by incentivising farmers to adopt nature friendly farming practices - Publish an updated Green Finance Strategy, setting out the steps we are putting in place to leverage in private finance to deliver against these goals. We have a goal to raise at least £500 million per year of private finance into nature's recovery by 2027 and more than £1 billion by 2030
Wildlife and Countryside Act (as amended 1981)	The Wildlife and Countryside Act 1981 consolidates and amends existing national legislation to implement the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) and Council Directive 79/409/EEC on the conservation of wild birds (Birds Directive) in Great Britain (NB Council Directive 79/409/EEC has now been replaced by Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (codified version). The Act provides for the notification and confirmation of Sites of Special Scientific Interest (SSSIs) and the protection of wildlife.
Working with the grain of nature: A Biodiversity Strategy for England (2002)	The Biodiversity Strategy for England sets a fundamental shift in train by ensuring that biodiversity considerations become embedded in all the main sectors of economic activity, public and private. The Strategy capitalises on the opportunities presented by the report of the Policy Commission on Food and Farming and the current review of the Common Agricultural Policy. The Strategy sets out a programme for five years for the other main policy sectors, to make the changes necessary to conserve, enhance and work with the grain of nature and ecosystems rather than against them. It takes account of climate change as one of the most important factors affecting biodiversity and influencing policies.
The Natural Environment White Paper (2011)	The aim of the White Paper is to set out a clear framework for protecting and enhancing the things that nature gives us for free. Four core themes: - Protecting and improving our natural environment - Growing a green economy - Reconnecting people and nature - International and EU leadership
Making Space for Nature: A review of England's Wildlife Sites and Ecological Network: Chaired by Professor Sir John Lawton CBE FRS (2010)	Species and habitats should be restored and enhanced in comparison with 2000 levels. Improve the long term sustainability of ecological and physical processes that underpin the functioning of ecosystems, thereby enhancing the capacity of ecosystem services. Provide accessible natural environments rich in wildlife for people to enjoy and experience.

Plan, Policy, Programme Name	Key Messages
The Natural Choice: Securing the value of nature: HM Government (2011)	Protect and enhance biodiversity through Nature Improvement Areas (NIAs), biodiversity offsetting, Local Nature Partnerships and phasing out peat use. Place natural capital at the centre of economic decision making to avoid the unintended environmental consequences that arise from undervaluing natural assets.
National Networks National Policy Statement (NN NPS) (2024)	NN NPS states that any national network Nationally Significant Infrastructure Project (NSIP) should seek to improve and enhance the environment irrespective of the reasons for developing the scheme. However, there may be instances where infrastructure interventions are required to bring about improvements to environmental outcomes. Such outcomes might include contributing to net zero targets through, for example, electric vehicle charging, electrification of rail, improvements to air quality through reductions in congestion, or delivering localised environmental improvements to cultural heritage, landscape, or biodiversity. It states that biodiversity net gain should be applied in conjunction with the mitigation hierarchy and does not change or replace existing environmental obligations. In addition to providing net gains for biodiversity, applicants should also identify and deliver appropriate opportunities for nature recovery and wider environmental enhancements.
National Planning Policy Framework (NPPF) (2023)	Paragraphs 180 and 185 to 188 of the NPPF require development to protect and safeguard biodiversity, and advise that development should aim to conserve, restore and enhance biodiversity adequately through mitigation or, as a last resort, using compensation. Proposals which aim to conserve or enhance biodiversity should be supported. Recognise the wider benefits of ecosystem services; minimise impacts on biodiversity and provide net gains in biodiversity where possible, contributing to the UK Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Paragraph 180 of the NPPF requires that planning decisions should be taken to enhance the natural environment by recognising the wider benefits from natural capital and ecosystem services. Further, Paragraph 181 requires plans to take a strategic approach to maintaining and enhancing green infrastructure networks and improving natural capital at a catchment or landscape scale.
The State of Natural Capital: Restoring our Natural Assets; Natural Capital Committee (2014)	The report identifies that: Some assets are currently not being used sustainably and the benefits that we derive from them are at risk There are major economic benefits to be gained from natural capital and that their value should be incorporated into decision making A long-term restoration plan is necessary to maintain and improve natural capital for future generations

Plan, Policy, Programme Name	Key Messages
The State of Natural Capital; Natural Capital Committee (2020)	In the report, the Natural Capital Committee sets out: Despite some improvements, only limited progress has been made towards the 25 Year Environment Plan's goals Its advice to Government that biodiversity net gain should be expanded to environmental net gain Its advice that an England wide baseline of natural capital assets should be established to measure progress towards environmental goals Natural capital should be seen as infrastructure in its own right, in recognition of its contribution to economic wellbeing.
Natural England (2023) Green Infrastructure Framework	Aimed at planners and developers, the Green Infrastructure Framework will help increase the amount of green cover to 40% in urban residential areas. The Green Infrastructure Framework (GIF) provides a structure to analyse where greenspace in urban environments is needed most. It aims to support equitable access to greenspace across the country, with an overarching target for everyone being able to reach good quality greenspace in their local area.
The England Trees Action Plan 2021	This action plan will help to shape the kind of country future generations will want to live in, alive with the formidable power of healthy trees. England will have at least 12% woodland cover by mid-century, contributing to net zero greenhouse gas emissions. Its conifer and broadleaf woodlands will be managed for biodiversity and other environmental benefits, along with providing sustainable sources of hardwood and softwood timber and woody products, which can be effective carbon stores and are already seeing increased demand for as we transition to a green economy.
Local	
West of England Combined Authority Joint Green Infrastructure Strategy (2020-2030) and Action Plan	The Joint Green Infrastructure Strategy provides a multi-beneficial approach to strategy, policy and delivery in order to address: Inequalities in the provision of green infrastructure and health Achieve well-designed, attractive and healthy places that deliver economic benefits and community resilience Respond positively to the climate and ecological emergency
West of England Nature Partnership Strategy	The West of England Nature Partnership (WENP), which bring togethers key partners across the West of England to deliver more for nature, has published a set of Ambitions for Nature Recovery as part of its Strategy. The West of England Nature Partnership has ambitions for 2050 to: ▪ Increase the abundance of wildlife from 2020 levels by 50% by 2030 ▪ Increase semi-natural broadleaved woodland cover from 8,000 to 16,000 hectares

Plan, Policy, Programme Name	Key Messages
	- Create 6,000 hectares of wildlife-rich habitat outside of the protected site network - Close all NRN connectivity gaps through the creation of new habitat - Ensure all water catchments are in good ecological status - Ensure all designated sites are in favourable condition
West of England Nature Partnership. The Forest of Avon Plan. A Tree and Woodland Strategy for the West of England (2021)	This strategy sets out a long-term, generational vision for trees and woodlands across the region, aiming to 'better manage and connect trees and woodland to make a vital contribution to a thriving natural environment, society and economy in the West of England.' There is also an agreed aspiration to double the West of England's semi-natural tree and woodland cover by 2050.
Bristol Avon Fish Recovery Strategy	The Strategy, supported by all four LA's in the region, has a vision which states: 'The fish populations in the Bristol Avon catchment are thriving, with a diverse range of species living and breeding in healthy rivers and tributaries. Migratory fish, including sea trout, Atlantic salmon and European eel, as well as brown trout and coarse fish species are present within their typical habitats throughout the catchment. The tidal reaches act as an important habitat for estuarine and marine fish species linked to the internationally important fish assemblage of the Severn Estuary Special Area of Conservation.' It aims to ensure: - Healthy populations of migratory fish - A diversity of coarse fish species - A diverse abundance of estuarine and marine fish species - The different habitats required to ensure fish population's are protected, restored and resilient
West of England Combined Authority Local Nature Recovery Strategy Wiltshire & Swindon Local Nature Recovery Strategy Dorset Nature Recovery Strategy Gloucestershire Nature Recovery Strategy	A Local Nature Recovery Strategy (LNRS) for the Mayoral Combined Authority and these local authorities are currently being developed to coordinate efforts to restore nature across the region. .

Plan, Policy, Programme Name	Key Messages
Malvern Hills National Landscape Nature Recovery Strategy (in development)	
Cotswolds Nature Recovery Plan	Adopted by the Board of the Cotswolds National Landscape as guidance in October 2021, the Cotswolds Nature Recovery Plan (CNRP) was developed in partnership with the Cotswolds Nature Recovery Forum. The overall vision of the plan is: 'By 2050, the Cotswolds will be a place where local people and visitors actively support and benefit from the widespread recovery of nature, restoring and enhancing a distinctly Cotswolds mosaic of habitats and species that fit within the landscape's character'.
Bath and North East Somerset Ecological Emergency Action Plan 2023 - 2030	The Plan's vision is to 'be Nature Positive by 2030 through making a positive contribution to nature recovery, across all service areas and all decision-making'. The Plan focuses on forty-five actions that the council believes will deliver the biggest impact for nature recovery. Of these, the council has outlined a top ten priority actions.
Bristol One City Ecological Emergency Strategy and Bristol Biodiversity Action Plan	The One City Ecological Emergency Strategy's four goals are: 5 For 30 per cent of land in Bristol to be managed for the benefit of wildlife 6 To reduce the use of pesticides in Bristol by at least 50 % 7 For all waterways to have excellent water quality which supports healthy wildlife 8 To reduce consumption of products that undermine the health of wildlife and ecosystems around the world The Bristol Biodiversity Action Plan (BAP) provides the framework for habitat and species conservation in Bristol. It also recognises the benefits of wildlife to people and helps to identify ways to better promote, and engage people in, biodiversity conservation in the city. ■ Provide a strategic overview for biodiversity conservation in Bristol ■ Highlight priority habitats and species that are of particular value in Bristol, both within the national and local context ■ Highlight threats and issues affecting these priority habitats and species, together with objectives, targets and actions to address them ■ Encourage a common approach to biodiversity conservation and sharing of best practice ■ Encourage education and community action and involvement as a key part of the biodiversity process ■ Promote biodiversity conservation as an essential element of sustainable development ■ Promote the importance of Bristol's biodiversity at a local, regional and national level

Plan, Policy, Programme Name	Key Messages
	■ Develop Bristol as a centre of excellence for urban biodiversity conservation
North Somerset Rewilding Project	Rewilding projects have been established across North Somerset working with council partners. Projects include; extensive tree planting, tall grass introduction, habitat creation, regenerative amenity grassland management and creating flower meadows.
South Gloucestershire Biodiversity Action Plan 2016 - 2026	The Biodiversity Action Plan outlines five key strategic objectives for enhancing biodiversity: ■ Share biological data to inform decision-making; ■ Ensure that the Council considers biodiversity in exercising all of its statutory regulatory functions ■ Improve the management for biodiversity of land and buildings owned by South Gloucestershire Council ■ Raise awareness of biodiversity and promote opportunities for formal and informal learning about and understanding of the natural world ■ Establish and maintain an internal reporting mechanism to inform and report on how South Gloucestershire Council is actively halting biodiversity loss
Wiltshire Climate Strategy 2022-2027	This strategy sets a framework for reducing emissions in Wiltshire over the next five years and for making the county resilient to climate impacts. This strategy is not a statutory document, but it will influence other key council strategies and plans such as the emerging Local Plan and our Local Transport Plan. Key biodiversity objectives: ■ Efficient and environmentally sensitive use of land, providing for the needs of an increasing population and nature: food production, renewable energy generation, housing and transport, alongside woodland creation and nature recovery ■ Protect and extend our network of green spaces and land and water habitats. Make best use of this network of green and blue spaces for biodiversity, active travel, recreation, cooling, shade and absorbing carbon.
Wiltshire Local Plan, Pre-submission Draft 2020-2038 (Pre-submission Draft) (2023)	Relevant Local Plan policies include: ■ Policy 4 – Addressing climate change ■ Policy 84 – Public open space and play facilities ■ Policy 88 – Biodiversity and Geodiversity
Gloucester, Cheltenham and Tewkesbury Joint Core Strategy 2011 – 2031 (2017)	Policy SD9: Biodiversity and Geodiversity The biodiversity and geological resource of the JCS area will be protected and enhanced in order to establish and reinforce ecological networks that are resilient to current and future pressures. Improved community access will be encouraged so far as is compatible with the conservation of special features and interests

Plan, Policy, Programme Name	Key Messages
Gloucester City Plan 2011–2031 (2017)	Policy E1: Biodiversity and Geodiversity Development proposals must demonstrate the conservation of biodiversity, in addition to providing net gains appropriate to the ecological network. Potential adverse impacts on natural environment assets including the connectivity of the ecological network, must be avoided or satisfactorily mitigated. In exceptional circumstances, where an impact cannot be avoided or mitigated on site, compensatory measures, including the use of biodiversity offsets will be considered as a means to provide an overall net gain.
Cotswolds National Landscape Management Plan 2023 – 2025	The Cotswolds National Landscape Management Plan ('the Management Plan') is a statutory plan, which sets out policies for the management of the National Landscape. The National Landscape Board is the body responsible for preparing and publishing the Management Plan and for reviewing it at intervals of no more than five years. This is the fifth such document prepared by the Board. Outcome 9 – Biodiversity and nature recovery There is concerted unified action for a widespread recovery of nature – conserving, restoring and enhancing a connected mosaic of distinctly Cotswolds habitats and species.
Dorset National Landscape Management Plan 2019 – 2024	The Dorset Area of Outstanding Natural Beauty Partnership is working towards a future in which the management of the landscape and designation is the best example of how protected landscapes can stimulate truly sustainable development and land management. The vision for the environment of the AONB: ■ the AONB is stunningly beautiful, tranquil and healthy ■ there are large tracts of well linked, high quality habitats within a landscape capable of supporting resilient populations of a wide range of species ■ the AONB is regarded as a store of natural capital which is conserved and managed to maximise the benefits available from it (clean water, clean air, productive soils, geological resources, etc)
Cranborne Chase Partnership Plan 2019-2024	The Plan presents the special qualities and features of the AONB and determines what actions are required to ensure their conservation and enhancement. It explains the significance of this AONB and describes its outstanding landscapes, focussing on conserving and enhancing them, sustaining living and working landscapes, and the special landscapes to enjoy. The vision: *'In 2030, the Cranborne Chase AONB will be an inspirational example of sustainable management in action.'* A nationally appreciated place where: ■ its distinctive local landscapes, historic heritage, and wildlife are conserved and enhanced by those who work and manage the land, nurturing a valued and treasured countryside for future generations; ■ its healthy soils, clean air and water are appreciated, prized and respected by all ■ its characteristic vibrant villages, profoundly rural character, and local sense of pride are tangible to all who live and visit here, or just pass through;

Plan, Policy, Programme Name	Key Messages
	- the breadth and depth of historic land use offers up its stories in the landscape today; - its cultural heritage is conserved, understood, enhanced, valued and enjoyed; - the aesthetic qualities of the landscape and environment, along with the sense of wonder and enjoyment, are appreciated by all; and - the quality of life remains high and the aspirations of those who live and work here are supported. Ambition – '*Wildlife thrives in the AONB and is able to move freely around the area.*'
BCP Council (2022) Green Infrastructure Strategy – Investing in a healthy, biodiverse, resilient and world class city region 2022-2031	This Strategy sets out the council's ambitions for investing in green infrastructure across Bournemouth, Christchurch and Poole over the next ten years. The aim is to make best use of our green infrastructure to: - Help increase health and well-being outcomes for our communities and visitors, thereby reducing pressures on health and social services - Reverse biodiversity loss and nature recovery - Strengthen the resilience of people, places and nature to a changing climate - Support high quality placemaking The ambition is to secure investment in the delivery of a multi-functional green infrastructure network, weaving together and enriching green and blue spaces throughout the city region – the 'Green Net'. The vision for the Green Net is: '*The Green Net provides a natural health service and life support system for our communities throughout Bournemouth, Christchurch and Poole. Providing the backdrop to peoples' everyday lives, the Green Net reinforces the green image of the city region as a healthy, biodiverse, resilient and world class place to live, work, study, visit and invest in.*' The vision is supported by four overarching, long-term strategic goals: - Goal 1. Encourage healthy living and well-being - Goal 2. Strengthen resilience to climate change - Goal 3. Support nature recovery and biodiversity - Goal 4. Support economic recovery, prosperity and placemaking
Dorset Council (2023) Natural Environment, Climate and Ecology Strategy 2023 to 25 Refresh	The vision for the Strategy: '*Our vision is for a carbon neutral, nature positive and resilient Dorset achieved through a clean, green and fair transition and that generates prosperous, stronger and healthier communities.*' The strategy is focused on three pillars: - climate change: Cutting our greenhouse gas emissions - biodiversity loss: Helping nature to recovery by protecting and enhancing our land, rivers and seas - environmental resilience: Adapting for the impacts of unavoidable environmental change The strategy is focused on three broad issues:

Plan, Policy, Programme Name	Key Messages
	— how we power and heat things — how we build, make and dispose of things — how we use our land, rivers and seas At its heart are 9 core missions: ■ renewable generation ■ heat decarbonisation ■ energy and water efficiency ■ road transport decarbonisation and modal shift ■ sustainable development and construction ■ sustainable consumption, waste and circularity ■ sustainable food ■ natural assets and nature-based solutions ■ resilience and adaptation Overall it has four broad outcomes it aims to achieve: 1 Net Zero Council 2040 and Net Zero Dorset 2050: Net zero emissions from power, heat, transport, construction, food, consumables and waste 2 Nature Positive Dorset 2030: At least 30% of our land, rivers and seas and nature-positive by 2030 3 prosperity through green growth: Green jobs, skills and investment for low carbon and nature sectors 4 stronger, healthier communities: Healthier, cheaper to run homes and safer more resilient communities
Dorset Council (2023) Dorset Council Pollinators Action Plan 2019 to 2024	The Action Plan proposes a range of positive approaches which can be applied to the management of councils' assets, projects and decision-making processes in relation to the decline in pollinators, on Dorset Council land. The actions are subdivided into five themes, as recommended by Buglife and Friends of the Earth 'Helping Pollinators Locally: Developing a local pollination Action Plan or Strategy': ■ the management of the council's green assets ■ enhancement opportunities via new development on Council land ■ opportunities via the Councils planning functions ■ raising awareness ■ monitoring, research and evidence
Stour Valley Park Partnership (2022) The Stour Valley Park Strategy Document	The Stour Valley Park is a vision for a regional park where everyone can enjoy the benefits of the natural world. The vision for the Stour Valley Park is:

Plan, Policy, Programme Name	Key Messages
	'Our vision is of an abundant river system and vibrant landscape, full of life; where people and nature thrive in harmony with one another, where we can learn about our past, enjoy the present and work towards a better future for all.' The Aims & Objectives are: ■ Create an accessible landscape which will regenerate the river, improve water quality, and enhance biodiversity. ■ Support the adoption of long-term sustainable land management. ■ Open up parts of the river valley for shared public access to improve the health and wellbeing of the locality. ■ Boost the local economy through new business opportunities and jobs which will help provide the resources for ongoing management of greenspace. ■ Uncover and then enhance the landscape's unique heritage and history. ■ Ensure an integrated approach to future growth, work with relevant sectors – housing, health, transport & culture. ■ Establish a unique brand for the Park, marketing it as a new regional destination with identifiable gateways (visitor centres, information points etc). ■ Enable integrated access via public transport and walking/cycle links, encouraging people to choose car-free travel alternatives along and across the Park. ■ Enhance the landscape's contribution to reducing and managing flood risk. ■ Work to a 10-year time frame for delivery.
A Green and Blue Infrastructure Strategy for Wiltshire, Wiltshire's Natural Environment Plan 2022-2030	The Vision for Wiltshire's Green & Blue Infrastructure Wiltshire's multi-functional network of high quality, biodiverse and accessible green and blue infrastructure is widely valued by our communities, businesses and visitors. Managed sustainably through strong leadership and partnerships, the green and blue infrastructure network provides a range of well-being benefits for people, places and nature across Wiltshire. As a result of working with natural processes to support delivery of multi-functional ecosystem services, Wiltshire is better able to adapt to a changing climate and biodiversity loss has been reversed. Networks of green and blue spaces and corridors in the countryside and our towns support access to nature and healthy lifestyles and provide high quality landscapes and beautiful places for people to live, work and visit.

Table A-4 – Landscape and Townscape

Plan, Policy, Programme Name	Key Messages
National	
National Planning Policy Framework (2023)	Planning policies and decisions should ensure that developments are sympathetic to local character, including the surrounding built environment and landscape setting, and ensure that developments are visually attractive and of appropriate architecture, layout and effective landscaping.
	Paragraph 180 of the NPPF requires developments to protect and enhance valued landscapes and recognise the intrinsic character and beauty of the countryside.
	Paragraph 182 of the NPPF states that great weight should be given to conserving and enhancing landscape and scenic beauty in National parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection. The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.
	Paragraph 183 of the NPPF states that when considering applications for development within National Parks, the Broads and Areas of Outstanding Natural Beauty, permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest.
The Environmental Improvement Plan 2023	The Environmental improvement plan 2023 represents the first review of the 25 Year Environmental Plan (25YEP). The EIP 2023 uses the 10 goals set out in the 25YEP as the basis of the document: setting out the progress made against all 10, the specific targets and commitments made in relation to each goal, and its plan to continue to deliver the targets and the overarching goals.
	Goal 10: Enhancing beauty, heritage and engagement with the natural environment, is to "safeguard and enhance the beauty of our natural scenery and improving its environmental value while being sensitive to considerations of its heritage."
National Policy Statement for National Networks (NN NPS) (2024)	Where the proposed development will lead to substantial harm to, or total loss of, significance of a designated heritage asset, the Secretary of State should refuse consent unless it can be demonstrated that it is necessary to deliver substantial public benefits that outweigh that loss or harm. Alternatively, that all of the following apply: ▪ the nature of the heritage asset prevents all reasonable uses of the site ▪ no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation • conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible ▪ the harm or loss is outweighed by the benefit of bringing the site back into use

Plan, Policy, Programme Name	Key Messages
Green Infrastructure: An integrated approach to landscape use. Landscape Institute Position Statement (2013)	The Landscape Institute's most recent position statement, 'Green Infrastructure LI Position Statement 2013' sets out why GI is crucial to our sustainable future. The publication showcases a range of successful GI projects and shows how collaboration is key to delivering multifunctional landscapes. It also illustrates why landscape professionals should take the lead on the integration of GI.
Local Green Infrastructure: helping communities make the most of their landscape: Landscape Institute for Green Infrastructure Partnership (2011)	Communities should identify green infrastructure requirements in their local area through addition to or creative enhancement of the existing network. Look to enhance local landscape character, heritage and biodiversity and ensure long term management is included in an overall strategy.
Guidance for Outdoor Sport and Play (2015)	Fields in Trust guidance, first published in the 1930s, is based on a broad recommendation that 6 acres (2.4 hectares) of accessible green space per 1,000 head of population enables residents of all ages to participate in sport and play; 75% of local authorities adopt this or an equivalent standard (2014 Fields in Trust / David Lock Associates Survey).
Accessible Natural Green Space Standards in Towns and Cities: A review and Toolkit for their implementation (2003) and Nature Nearby: Accessible Green Space Guidance (2010)	English Nature (now Natural England) recommends that provision should be made of at least 2 ha of accessible natural greenspace per 1000 population according to a system of tiers into which sites of different sizes fit: ■ No person should live more than 300m from their nearest area of natural greenspace; ■ There should be at least one accessible 20ha site within 2km from home ■ There should be one accessible 100ha site within 5km ■ There should be one accessible 500ha site within 10km
Natural England (2023) Green Infrastructure Framework	Aimed at planners and developers, the Green Infrastructure Framework will help increase the amount of green cover to 40% in urban residential areas. The Green Infrastructure Framework (GIF) provides a structure to analyse where greenspace in urban environments is needed most. It aims to support equitable access to greenspace across the country, with an overarching target for everyone being able to reach good quality greenspace in their local area.

Plan, Policy, Programme Name	Key Messages
National Highways, On the Road to Good Design	Aimed at developers, the On the Road to Good Design provides project teams with independent advice on good design. It helps schemes deliver positive impacts for local communities and better environmental outcomes. It also provides tangible benefits to National Highways in terms of implementing best practice and working efficiently. This also includes good design to conserve and enhance landscapes.
Local	
West of England Combined Authority Joint Green Infrastructure Strategy (2020-2030) and Action Plan	The Joint Green Infrastructure Strategy provides a multi-beneficial approach to strategy, policy and delivery in order to address: Inequalities in the provision of green infrastructure and health Achieve well-designed, attractive and healthy places that deliver economic benefits and community resilience Respond positively to the climate and ecological emergency
West of England Combined Authority Strategic Green Belt Assessment (not including North Somerset)	The assessment has been undertaken to understand the strategic role and function of the Bristol & Bath Green Belt within the West of England Combined Authority area, which includes Bath & North East Somerset, Bristol, and South Gloucestershire authorities. The strategic Green Belt assessment systematically considers parcels of land in an objective and consistent manner against the 5 Green Belt purposes defined in National Policy (NPPF).
Bristol Parks and Green Space Strategy 2024-2039 and Food Growing and Allotments Strategy	The Strategy's vision is: 'Our vision for Bristol is that by 2039, all our communities feel that parks are accessible, inclusive, safe, fun and rich in nature and wildlife. We want more people than ever before to visit our parks and stay for longer, and to take part in activities which make them healthier and happier.' The vision is guided by six strategic priority themes: ■ Nature and Climate ■ Children and Young People ■ Community Participation ■ Health and Wellbeing ■ Culture ■ Employment and Skills
Draft Bristol Tree and Woodland Strategy	The draft Strategy's vision is: 'A city of trees, where everyone is close to trees and directly benefits from them.' There are targets outlined in the draft Strategy to: ■ Target A: Increase city tree canopy cover by 795ha (equivalent to 1,100 football pitches) by 2046, giving a total canopy of 24% ■ Target B: Protected woodland to be in good management by 2046 (to meet Managing for Nature definition)

Plan, Policy, Programme Name	Key Messages
	In achieving Targets A and B we will care for and manage the 600,000 trees in the city, sustaining them, their successors and new planting into the future
North Somerset Green Infrastructure Strategy	The North Somerset Green Infrastructure Strategy's vision is to: 'By 2030 our green infrastructure will be: contributing to a carbon neutral community; biodiversity will have measurably increased; and health and wellbeing will be improved.' The Strategy sets out opportunities for improving the connectivity and quality of green infrastructure to maximise co-benefits and assist North Somerset in addressing the Climate and Nature emergency.
Bath and North East Somerset Green Infrastructure Strategy	The Strategy's vision is that: "By 2026 the Council and its partners will have worked with the community to achieve a well-used, managed, connected and expanding network of green infrastructure which provides a wealth of benefits for people, place and nature".
South Gloucestershire Green Infrastructure Strategy	The Strategy's vision is for South Gloucestershire to be a 'greener place, where people and nature thrive'. The Strategy includes how South Gloucestershire will: ■ Create more habitat for nature ■ Have quality public open spaces ■ Manage green infrastructure to adapt to the changing climate and support health and wellbeing ■ Have green infrastructure at the heart of new development planning ■ Work with partners, communities, and residents to have more, improvement and better connected green infrastructure
Mendip Hills and Cotswold Area of Outstanding Natural Beauty Management Plans	These Plans set out the issues facing these National Landscapes and the measures to ensure their future protection.
Bath and North East Somerset Core Strategy and Place Making Plan (2017)	The Core Strategy is a key policy document for Bath & North East Somerset that puts in place a strategic planning framework to guide change and development in the District over the next 20 years and beyond. The Placemaking Plan will help to deliver better places by facilitating the delivery of high quality, sustainable and well located development supported by the timely provision of necessary infrastructure. It complements the strategic framework in the Core Strategy by setting out detailed development and design principles for identified and allocated development sites, as well as a range of policies for managing development and protecting valued assets across Bath and North East Somerset.

Plan, Policy, Programme Name	Key Messages
Cotswolds National Landscape Management Plan 2023 – 2025	Outcome 4 – Landscape: The evolving landscape and much loved character of the Cotswolds is better understood and at the heart of all we do and the decisions we make. Outcome 5 – Local distinctiveness: In a world of constant and rapid change, the local distinctiveness of the National Landscape is valued, conserved and enhanced. Outcome 6 – Tranquillity: Noise pollution and visual disturbance are minimised to maintain tranquillity across the National Landscape. Outcome 7 – Dark skies: Fewer areas of the National Landscape are affected by light pollution. Outcome 10 – Rural land management: Land management conserves and enhances the natural beauty of the National Landscape whilst balancing the competing pressures of recovering nature, tackling climate change, food production, supporting livelihoods and public access.
Cranborne Chase Partnership Plan 2019-2024	The Plan presents the special qualities and features of the AONB and determines what actions are required to ensure their conservation and enhancement. It explains the significance of this AONB and describes its outstanding landscapes, focussing on conserving and enhancing them, sustaining living and working landscapes, and the special landscapes to enjoy. The vision: *'In 2030, the Cranborne Chase AONB will be an inspirational example of sustainable management in action.'* A nationally appreciated place where: ■ its distinctive local landscapes, historic heritage, and wildlife are conserved and enhanced by those who work and manage the land, nurturing a valued and treasured countryside for future generations; ■ its healthy soils, clean air and water are appreciated, prized and respected by all ■ its characteristic vibrant villages, profoundly rural character, and local sense of pride are tangible to all who live and visit here, or just pass through; ■ the breadth and depth of historic land use offers up its stories in the landscape today; ■ its cultural heritage is conserved, understood, enhanced, valued and enjoyed; ■ the aesthetic qualities of the landscape and environment, along with the sense of wonder and enjoyment, are appreciated by all; and ■ the quality of life remains high and the aspirations of those who live and work here are supported. Ambitions: — The unique character, tranquillity and special qualities of the AONB landscapes are conserved and enhanced. — The area's special qualities are widely understood. — Informed decision-making strengthens the special qualities. — When change happens, it is consistent with the character of the landscape and the setting of the AONB. We will take opportunities to restore landscape features that require it.

Plan, Policy, Programme Name	Key Messages
Dorset National Landscape Management Plan 2019 – 2024	The Dorset Area of Outstanding Natural Beauty Partnership is working towards a future in which the management of the landscape and designation is the best example of how protected landscapes can stimulate truly sustainable development and land management. The vision for the environment of the AONB: • the AONB is stunningly beautiful, tranquil and healthy • there are large tracts of well linked, high quality habitats within a landscape capable of supporting resilient populations of a wide range of species • the AONB is regarded as a store of natural capital which is conserved and managed to maximise the benefits available from it (clean water, clean air, productive soils, geological resources, etc)
Joint Core Strategy Landscape Characterisation Assessment and Sensitivity Analysis (2013)	This work has been prepared as part of the evidence for the Joint Core Strategy to provide landscape character and sensitivity analysis around the urban centres of Gloucester, Cheltenham and Tewkesbury.

Table A-5 – Historic Environment

Plan, Policy, Programme Name	Key Messages
International	
UNESCO, The World Heritage Convention (1972)	This convention sets out a framework for the identification and designation of cultural or natural heritage sites of 'outstanding universal value' as World Heritage Sites.
The Valetta Convention (1992)	This convention outlines protection measures for archaeological heritage assets, including the development and maintenance of an inventory of sites. The aim of this convention is to protect sites for future study, outlines the requirements to report 'chance finds', as well as controlling excavations. The input of expert archaeologists into the making of planning policies and decisions is also required under this convention.

Plan, Policy, Programme Name	Key Messages
Convention for the Protection of the Architectural Heritage of Europe, Granada (1985)	The main purpose of the Convention is to reinforce and promote policies for the conservation and enhancement of Europe's heritage. It affirms the needs for European solidarity with regard to heritage conservation and is designed to foster practical co-operation among the Parties. The convention considers comprising the following permanent properties, which are stated in Article 1: ■ Monuments: all buildings and structures of conspicuous historical, archaeological, artistic, scientific, social or technical interest, including their fixtures and fittings; ■ Groups of buildings: homogenous groups of urban or rural buildings conspicuous for their historical, archaeological, artistic, scientific, social or technical interest, which are sufficiently coherent to form topographically definable units; and ■ Sites: the combined works of man and nature, being areas which are partially built upon and sufficiently distinctive and homogenous to be topographically definable and are of conspicuous historical, archaeological, artistic, scientific, social or technical interest.
National	
National Planning Policy Framework (NPPF) (2023)	Paragraph 196 of the NPPF requires plans to set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. Paragraph 201 of the NPPF states that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. Paragraph 205 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be).
Planning Policy Guidance – Historic Environment (2019)	This sets out broad guidelines and advice on how to enhance and conserve the historic environment through plan making and decision making.
National Policy Statement for National Networks (NN NPS) (2024)	Projects need to be designed carefully, taking account of the potential impact on the landscape. For projects with the potential to affect nationally designated landscapes the relevant management plan(s) for these areas should be referred to for information to assist with the design of the scheme. Adverse landscape and visual effects may be minimised through appropriate siting of infrastructure, design (including choice of materials), and topographical interventions (for example, creation of bunds or lowering of ground level). Also, landscaping schemes (including screening options and design elements that soften the built form such as green bridges), depending on the size and type of the proposed project. Materials and designs for infrastructure should always be given careful consideration in terms of environmental standards.

Plan, Policy, Programme Name	Key Messages
Ancient Monuments and Archaeological Areas Act 1979	An Act to consolidate and amend the law relating to ancient monuments; to make provision for the investigation, preservation and recording of matters of archaeological or historical interest and (in connection therewith) for the regulation of operations or activities affecting such matters; to provide for the recovery of grants under section 10 of the Town and Country Planning (Amendment) Act 1972 or under section 4 of the Historic Buildings and Ancient Monuments Act 1953 in certain circumstances; and to provide for grants by the Secretary of State to the Architectural Heritage Fund.
Planning (Listed Buildings and Conservation Areas) Act (1990)	This Act changed laws relating to the granting of planning permission for building works, with a particular focus on listed buildings and conservation areas. It created special controls for the demolition, alteration or extension of buildings, objects or structures of particular architectural or historic interest, as well as conservation areas.
Historic Buildings and Ancient Monuments Act 1953	An Act to provide for the preservation and acquisition of buildings of outstanding historic or architectural interest and their contents and related property, and to amend the law relating to ancient monuments and other objects of archaeological interest.
Levelling-up and Regeneration Act 2023	This Act allows for the amendment of the Town and Country Planning Act 1990 to require "special regard [be had] to the desirability of preserving or enhancing" the designated heritage assets set out in S.102.
National Highways, On the Road to Good Design	Aimed at developers, the On the Road to Good Design provides project teams with independent advice on good design. It helps schemes deliver positive impacts for local communities and better environmental outcomes. It also provides tangible benefits to National Highways in terms of implementing best practice and working efficiently. This also includes good design to conserve and enhance the historic environment.
Local	
Dorset Council (2021) Art, Statues and Monuments on the Highway Policy	Where safe to do so Dorset Council will support the erection and display of permanent art, statues and monuments proposed by and to be maintained by local parishes, towns, and Dorset Council. Dorset Council will only process applications that have local community support including support from the local council member or members. Objectives: ■ to manage the erection of art, statues, or monuments that enhance the highway environment

Plan, Policy, Programme Name	Key Messages
	- to ensure that any art, statues or memorials have the support of the local community including support from the local Council member or members - to ensure that any art, statues or memorials placed in the highway are formally assessed for safety - to ensure the costs of assessment, erection, ongoing maintenance and removal are provided for - to ensure that any art, statues or memorials have received other appropriate legislative consent, such as planning consent before they are assessed by the highway authority - to ensure that the full costs of assessing and consenting are recovered - to ensure that the Council is indemnified against any related claims or damage
Dorset History Centre - Collections Care and Conservation Policy 2020 to 2023	The Joint Archives Service (JAS), based at Dorset History Centre (DHC) is funded by and operated on behalf of Bournemouth, Christchurch and Poole (BCP) Council and Dorset Council. This policy provides a framework for the JAS in caring for and managing the records held at Dorset History Centre for future generations and in providing appropriate access to the archives and the information contained within them.
Dorset National Landscape Management Plan 2019-2024	The Dorset Area of Outstanding Natural Beauty Partnership is working towards a future in which the management of the landscape and designation is the best example of how protected landscapes can stimulate truly sustainable development and land management. The vision for the community of the National Landscape: - sustainable rural communities are thriving and housed affordably, enjoying a range of health and wellbeing benefits afforded by a wonderful environment - there is a range of active travel options and wide access to the countryside - the landscape's natural and **cultural heritage** is the basis for a wide range of education, learning and volunteering opportunities for all ages; it inspires ongoing research and artistic endeavour
Cranborne Chase Partnership Plan 2019-2024	The Plan presents the special qualities and features of the AONB and determines what actions are required to ensure their conservation and enhancement. It explains the significance of this AONB and describes its outstanding landscapes, focussing on conserving and enhancing them, sustaining living and working landscapes, and the special landscapes to enjoy. The vision: *'In 2030, the Cranborne Chase AONB will be an inspirational example of sustainable management in action.'* A nationally appreciated place where: - its distinctive local landscapes, historic heritage, and wildlife are conserved and enhanced by those who work and manage the land. nurturing a valued and treasured countryside for future generations. - its healthy soils, clean air and water are appreciated, prized and respected by all.

Plan, Policy, Programme Name	Key Messages
	▪ its characteristic vibrant villages, profoundly rural character, and local sense of pride are tangible to all who live and visit here, or just pass through. ▪ the breadth and depth of historic land use offers up its stories in the landscape today. ▪ its cultural heritage is conserved, understood, enhanced, valued and enjoyed. ▪ the aesthetic qualities of the landscape and environment, along with the sense of wonder and enjoyment, are appreciated by all. ▪ the quality of life remains high and the aspirations of those who live and work here are supported. Ambitions: — The historic and cultural environment of the AONB is conserved and enhanced. — Everyone understands, values and enjoys its cultural and heritage assets. — The story of the area's evolution over time should be clear to everyone. — Light pollution will be minimised to benefit of human health, wildlife, reducing expenditure and carbon emissions, bringing new opportunities for education and rural tourism
Jurassic Coast Partnership Plan 2020 to 2025	The vision: *'World Heritage Status in Dorset and East Devon will inspire people to understand, celebrate and safeguard the Jurassic Coast for future generations.'* The Strategic Aims of the Plan are: 5 Protect the Site's Outstanding Universal Value and World Heritage Status. 6 Conserve and enhance the Site, its attributes, presentation and setting. 7 Inspire and engage people with the Site and deepen their understanding of its values. 8 Maintain and improve access to and experience of the Site. 9 Enable the Site's World Heritage Status to be of benefit to people and communities.
City of Bath, World Heritage Site Management Plan 2016-2022	In 2016, the City of Bath World Heritage Site Steering Group adopted a six-year Management Plan for the site which seeks to ensure that the Outstanding Universal Value of the site and its setting is understood, protected and sustained. With this aim in mind, the underlying priorities of the plan are managing developing, transport, public realm, interpretation and education and environmental resilience.
Cotswolds National Landscape Management Plan 2023 – 2025	Outcome 8 – Historic environment and cultural heritage: The historic environment and cultural heritage of the National Landscape is better understood, conserved and enhanced.

Plan, Policy, Programme Name	Key Messages
Stonehenge, Avebury and Associated Sites World Heritage Site Management Plan 2015	The purpose of the Stonehenge, Avebury and Associated Sites World Heritage Site (WHS) Management Plan is to protect and sustain the Outstanding Universal Value of the WHS for this and future generations, and provide a framework for partnership working. Within the plan, 61 management issues have been identified and agreed by WHS partners and stakeholders. These form the basis for the aims and policies for the management of the WHS, as well as the 178 related actions set out in the complete Plan. The Plan's main themes are: ■ planning and policy ■ boundaries of the WHS ■ conservation ■ visitor management and sustainable tourism ■ interpretation, learning and community engagement ■ roads and traffic ■ research ■ management, liaison and monitoring

Table A-6 – Water Environment

Plan, Policy, Programme Name	Key Messages
National	
The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017	The Water Framework Directive (WFD) Regulations are an important mechanism for assessing and managing the water environment in the UK. It originates from the EU Water Framework Directive, but still forms part of UK law post-Brexit. The core aim of the Water Framework Directive is to protect the UK's water environments by preventing their deterioration and improving their quality.
The Floods and Water (Amendment etc.) (EU Exit) Regulations 2019	These regulations aim to ensure that, following the withdrawal of the UK from the EU, legislation in the fields of water and floods continues to operate correctly.

Plan, Policy, Programme Name	Key Messages
	To that end they amend four primary Acts (the Water Act 1989, the Water Industry Act 1991, the Water Resources Act 1991 and the Water Act 2014)
National Planning Policy Framework (NPPF) (2023)	Paragraph 165 "… inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere".
The Environment Act (2021)	The Environment Act, which became law in 2021, acts as the UK's new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction. Objectives for targets under consideration: ▪ Reduce pollution from agriculture, in particular phosphorus and nitrate ▪ Reduce pollution from wastewater, in particular phosphorus and nitrate ▪ Reduce water demand ▪ Improve the quality of habitat on land, including freshwater and coastal sites, expressed through the condition of our protected sites (SSSIs) ▪ Improve the overall status of species populations on land and in freshwaters
National Policy Statement for National Networks (2024)	Paragraph 5.254: The planning system should contribute to and enhance the natural and local environment by, amongst other things, preventing both new and existing development from contributing to, or being put at unacceptable risk from, or being adversely affected by, water pollution. [..] Where applicable, an application for a Development Consent Order has to have regard to the water body objectives of the River Basin Management Plan where the project is located and avoid or mitigate deterioration of water bodies in the area. Paragraph 5.257: Applicants should consider protective measures to control the risk of pollution to groundwater; this could include, for example, the use of protective barriers.
A Green Future: Our 25 Year Plan to Improve the Environment (2018) - Goal 2 'Clean and plentiful water'	"Improve at least three quarters of our waters to be close to their natural state as soon as is practicable by: […] Reaching or exceeding objectives for rivers, lakes, coastal and ground waters that are specially protected, whether for biodiversity or drinking water".

Plan, Policy, Programme Name	Key Messages
Water Targets: Detailed Evidence Report, Department for Environment Food and Rural Affairs (2022)	The Environment Agency regularly assesses the water quality of the UK's waterbodies, however many of these are not achieving the required standards and are often prevented by a number of factors and are described as 'Reasons for Not Achieving Good Status (RNAGS)'. Such pressures include pollution from towns, cities and transport affecting 18% of water bodies.
Flood and Water Management Act (2010)	The Flood and Water Management Act 2010 requires Risk Management Authorities to: ■ Co-operate with each other. ■ Act in a manner that is consistent with the National Flood and Coastal Erosion Risk Management Strategy for England and the local flood risk management strategies developed by Lead Local Flood Authorities ■ Exchange information. ■ Risk Management Authorities have flexibility to form partnerships and to act on behalf of one another.
Local	
Bristol Avon Catchment Plan 2022 - 2027	The Catchment Plan for Bristol Avon aims to: ■ Enhance people's enjoyment and connection with the water environment ■ Improve water quality ■ Restore biodiversity and ecological connectivity ■ Adapt and build resilience to a changing climate
Bristol Avon Flood Strategy, 2021	The Strategy aims to protect Bristol and create a more active, sustainable and resilient city. It is the long-term plan to better protect Bristol from rising sea-levels and future flood events and enhance the river for all.
Severn River Basin Management Plan 2021-2027	The purpose of a river basin management plan is to provide a framework for protecting and enhancing the benefits provided by the water environment. This Plan also notes the significant water management issues facing the Severn river basin. To achieve this, and because water and land resources are closely linked, it also informs decisions on land-use planning.

Plan, Policy, Programme Name	Key Messages
South West Marine Plan (2016)	The South West Marine Plan introduces a strategic approach to planning within the inshore and offshore waters between the River Severn border with Wales and the River Dart in Devon. It provides a clear, evidence-based approach to inform decision-making by marine users and regulators on where activities might take place within the marine plan areas.
Wessex Water - Water Resource Management Plan	The Wessex water resources management plan sets out how, over the next 25 years, Wessex Water will balance water supplies with water demands to ensure adequate water supply for our customers, whilst also protecting the environment. Water companies are required to prepare and maintain a water resources plan on a five-yearly cycle. The plan is produced following guidance provided by the Environment Agency, our environmental regulator, and in accordance with direction from Defra.
Environment Agency (2022) South West river basin district (RBD) river basin management plan	Describes the pressures facing the water environment and the actions that will address them, particularly in relation to water quality. The environmental objectives covered by the plan are: ▪ preventing deterioration of the status of surface waters and groundwater ▪ achieving objectives and standards for protected areas ▪ aiming to achieve good status for all water bodies ▪ reversing any significant and sustained upward trends in pollutant concentrations in groundwater ▪ cessation of discharges, emissions and losses of priority hazardous substances into surface waters ▪ progressively reducing the pollution of groundwater and preventing or limiting the entry of pollutants
Dorset County Council (2014) Local Flood Risk Management Strategy	The vision of Dorset's Local Flood Risk Management Strategy is to see everyone *'Working together to manage local flood risk in Dorset so communities are resilient and prepared for flooding'*. The aims of the strategy have been developed to meet the Strategy's vision. They focus on three main elements of: community, economy and the environment. The aims of the strategy are as follows: ▪ Reduce risk to life and the impact of flooding to communities, whilst safeguarding vulnerable residents; ▪ Reduce the risk of flood damage to properties and businesses so as to develop a flood resilient economy within Dorset; ▪ Work together towards integrated and holistic catchment flood management. Local objectives that have been developed to describe how the aims and vision of the strategy will be met are as follows: ▪ Objective 1: Understand flood risk across Dorset; ▪ Objective 2: Manage the likelihood and impact of flooding; ▪ Objective 3: Help Dorset's communities manage their own flood risk; ▪ Objective 4: Ensure flood risk is considered in local land development proposals; ▪ Objective 5: Improve flood prediction, warning, response and post flood recovery.

Plan, Policy, Programme Name	Key Messages
Dorset Coast Forum (2009) Christchurch Harbour & Waterways Management Plan	The Plan has three aims: ■ To provide a framework for the safe and sustainable use and management of Christchurch Harbour and its waterways ■ To ensure that all users work together to conserve and enhance the biodiversity and cultural features of the harbour and waterways ■ To enhance the harbour's value and appeal to local communities
Dorset Council (2023) Dorset Council Harbours Strategy 2022 to 2032	The Dorset Harbours Strategy sets out the future direction of management for Weymouth, Lyme Regis and Bridport (West Bay) harbours and how each of these unique and valued harbours will develop over ten years from 2022 to 2032. It presents a set of strategic goals which will help achieve the vision to have *"Thriving Dorset harbours at the heart of our communities"*. The strategic goals are: ■ to maintain safe working harbours and provide high quality infrastructure and facilities ■ to strengthen relationships with harbour users and stakeholders and work in partnership to achieve common goals ■ to be a premium destination by supporting existing and developing leisure, tourism, and commercial sectors, making a significant contribution to the local and blue economy ■ to have a balanced budget whilst building the ability for investment into the harbours ■ to celebrate each harbour's natural and cultural heritage by integrating the harbours into the community and linking with the wider natural and cultural offer ■ to protect Dorset's natural capital by operating best practice in environmental management of the harbours
Poole Harbour Aquatic Management Plan (2024)	The Aquatic Management Plan has been implemented to promote the safe and sustainable use of Poole Harbour, balancing the demands on its natural resources, minimising risks and resolving conflicts of interest. This updated version of the Poole Harbour Aquatic Management Plan has consolidated and updated its previous iterations (1994, 2006 and 2011), and the 1998 Poole Harbour Management Policies, and has drawn on many other current planning and guidance documents. This document is a non-statutory Plan produced by the Poole Harbour Steering Group, a voluntary partnership made of Poole Harbour Commissioners, Bournemouth, Christchurch and Poole Council, Dorset Council, Environment Agency, Marine Management Organisation, Natural England, Southern Inshore Fisheries and Conservation Authority and Wessex Water Services Ltd. This aim is to be achieved through the following objectives: ■ To provide a framework for the co-ordinated management of the Harbour. ■ To improve communications between Harbour users and regulators. ■ To promote the safe use of the Harbour for all. ■ To educate and promote amongst Harbour users the sustainable and wise use of the Harbour for commerce, recreation, and amenity. ■ To protect and maintain the special natural features of the Harbour.

Plan, Policy, Programme Name	Key Messages
	▪ To create a culture of openness and an awareness of other users.
Wiltshire Local Flood Risk Management Strategy, 2014	Wiltshire Council's Local Flood Risk Strategy seeks to: ▪ Improve knowledge regarding flood risk ▪ Improve protection from flooding ▪ Improve resilience to flooding ▪ Improve the environment ▪ Improve communications about flooding issues
Gloucestershire Local Flood Risk Management Strategy, 2014	The aim of this Strategy is to work in partnership with local communities, and organisations responsible for managing flood risk, in order to better understand and reduce local flood risk in Gloucestershire where it is economically, technically, socially, and environmentally feasible to do so. To achieve this aim there are a number of key strategic objectives. The six key strategic objectives for the Strategy are: ▪ improve our understanding of local flood risk; ▪ put in place plans to manage these risks; ▪ avoid inappropriate development and ensure new development does not increase flooding elsewhere; ▪ increase public awareness of flooding and encourage local communities to take action; ▪ ensure close partnership working and co-ordination with other risk management authorities in Gloucestershire, and; ▪ support response to, and recovery from, flooding incidents.
Thames River Basin Management Plan 2022	The purpose of a river basin management plan is to provide a framework for protecting and enhancing the benefits provided by the water environment. This Plan also notes the significant water management issues facing the Severn river basin. To achieve this, and because water and land resources are closely linked, it also informs decisions on land-use planning. Describes the pressures facing the water environment and the actions that will address them, particularly in relation to water quality. The environmental objectives covered by the plan are: ▪ preventing deterioration of the status of surface waters and groundwater ▪ achieving objectives and standards for protected areas ▪ aiming to achieve good status for all water bodies ▪ reversing any significant and sustained upward trends in pollutant concentrations in groundwater ▪ cessation of discharges, emissions and losses of priority hazardous substances into surface waters ▪ progressively reducing the pollution of groundwater and preventing or limiting the entry of pollutants

Table A-7 – Air Quality

Plan, Policy, Programme Name	Key Messages
International	
Ambient Air Quality Directive (2008)	The Ambient Air Quality Directive provides the current framework for the control of ambient concentrations of air pollution in the EU. The control of emissions from mobile sources, improving fuel quality and promoting and integrating environmental protection requirements into the transport and energy sector are part of these aims.
National	
The Environment Act (2021)	The Environment Act, which became law in 2021, acts as the UK's new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction. Objectives for targets under consideration: ■ Reducing the annual mean level of fine particulate matter (PM2.5) in ambient air (as required by the Environment Bill) ■ In the long-term, reducing population exposure to PM2.5
25 Year Environment Plan, HM Government (2018)	With regards to the transport sector, the 25 Year Environment Plan identifies four 'early' priorities through the 'Future of Mobility Grand Challenge'. These include encouraging new modes of transport; addressing the challenges of moving from hydrocarbon to zero emission vehicles; and Preparing for a future of new mobility services, increased autonomy, journey-sharing and a blurring of the distinctions between private and public transport.
The Clean Growth Strategy (2017)	This Strategy sets out a comprehensive set of policies and proposals that aim to accelerate the pace of "clean growth", i.e. deliver increased economic growth and decreased emissions. Key Policies and Proposals in the Strategy: ■ Develop world leading Green Finance capabilities; ■ Develop a package of measures to support businesses to improve their energy ■ productivity, by at least 20 per cent by 2030; ■ Improving the energy efficiency of our homes; ■ Rolling out low carbon heating; ■ Accelerating the shift to low carbon transport; ■ Delivering clean, smart, flexible power emissions; and ■ Enhancing the benefits and value of our natural resources.

Plan, Policy, Programme Name	Key Messages
National Policy Statement for National Networks (2014)	Paragraph 5.12 - Accords air quality considerations substantial weight where, after taking into account mitigation, a scheme would lead to a significant air quality impact in relation to Environmental Impact Assessment (EIA) and/ or where they lead to deterioration in air quality in a zone/ agglomeration.
Clean Air Strategy (2019)	Addresses action to reduce emissions from transport "as a significant source of emissions of air pollution", in-particular oxides of nitrogen (NOx) – which is responsible for high levels of NO_2 in ambient air, especially in urban areas - and particulate ($PM10$ and $PM2.5$) emissions.
The Environmental Targets (Fine Particulate Matter) (England) Regulations (2023)	The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 (FMP Regs 2023) sets the legally binding $PM2.5$ annual mean and exposure reduction targets to be met by 31 December 2040 and outlines the monitoring methods and assessment processes for national compliance. Key targets include: ▪ A legally binding annual mean concentration target (AMCT) for ambient $PM2.5$ - $10\mu g/m^3$ to be met by 31 December 2040 (FMP Regs 2023). An interim target of $12\mu g/m^3$ should be met by 31 January 2028 (EIP 2023) ▪ NO_2 and $PM10$ legal objectives remain unchanged
Environmental Improvement Plan (2023)	Environment Improvement Plan 2023 (EIP 2023) sets interim annual mean and exposure reduction targets to be met by 31 January 2028. Key targets include: ▪ A legal target to reduce population exposure to $PM2.5$ by 35% in 2040 compared to 2018 levels, with a new interim target to reduce by 22% by the end of January 2028 ▪ Legal concentration limits for a number of other key pollutants. We already meet the majority of these limits including for sulphur dioxide and coarse particulate matter. We are working towards meeting compliance with a $40\mu g/m3$ limit for nitrogen dioxide ▪ A legal target to require a maximum annual mean concentration of 10 micrograms of $PM2.5$ per cubic metre ($\mu g/m3$) by 2040, with a new interim target of $12\ \mu g/m3$ by the end of January 2028 ▪ Legal emission reduction targets for five damaging pollutants by 2030 relative to 2005 levels: — Reduce emissions of nitrogen oxides by 73% — Reduce emissions of sulphur dioxide by 88% — Reduce emission of $PM2.5$ by 46% — Reduce emissions of ammonia by 16% — Reduce emissions of non-methane volatile organic compounds by 39%.

Plan, Policy, Programme Name	Key Messages
Air Quality Strategy: framework for local authority delivery (AQS Framework 2023).	Air Quality Strategy: framework for local authority delivery (AQS Framework 2023) sets the strategic framework for LAs and other partners – 'local partners'. It sets the powers, responsibilities, and further actions the government expects local partners to take. It outlines the key actions for both local partners and the UK government. Includes potential repercussions for failure to reduce PM2.5 concentrations "In light of the new targets, if we consider further action to be insufficient, we will consult on introducing a standalone legal duty on local authorities to take action to reduce PM2.5 emissions."
Local	
Dorset Council and BCP Council (2020) Dorset Heathlands Interim Air Quality Strategy	The aim of this Strategy is to address the adverse effect of airborne nitrogen upon the Dorset Heathlands designated sites by contributing to the achievement of the conservation objectives for air quality and in doing so, facilitate the delivery of planned development. The objectives are: ■ Contributing to the achievement of the conservation objectives of the Dorset Heathlands; ■ Facilitating the delivery of planned development; ■ Encouraging modal shift to reduce the number of trips by combustion engine vehicles; ■ Accelerating the shift to zero emission vehicles; ■ Working pro-actively with the agricultural sector to implement measures; and ■ Multi-layering projects to provide other benefits to include: — improved air quality for public health; — net gain in biodiversity; and — helping towards achievement of the Council's climate and ecological emergencies.
Dorset Council and BCP Council (2020) Dorset Heathlands Interim Air Quality Strategy	The aim of this Strategy is to address the adverse effect of airborne nitrogen upon the Dorset Heathlands designated sites by contributing to the achievement of the conservation objectives for air quality and in doing so, facilitate the delivery of planned development. The objectives are: ■ Contributing to the achievement of the conservation objectives of the Dorset Heathlands; ■ Facilitating the delivery of planned development; ■ Encouraging modal shift to reduce the number of trips by combustion engine vehicles; ■ Accelerating the shift to zero emission vehicles; ■ Working pro-actively with the agricultural sector to implement measures; and ■ Multi-layering projects to provide other benefits to include: — improved air quality for public health; — net gain in biodiversity; and

Plan, Policy, Programme Name	Key Messages
	— helping towards achievement of the Council's climate and ecological emergencies.
West of England Combined Authority Joint Local Transport Plan 4	There are five outcomes associated with air quality within the JLTP4: ■ NOx, particulates and carbon emissions are reduced ■ Air quality in the AQMAs is improved ■ Air quality remains better than national standards outside the AQMAs ■ The transport network is resilient and adaptable ■ Technological advances to improve air quality and monitoring are embraced
West of England Combined Authority Bus Service Improvement Plan	This Bus Service Improvement Plan (BSIP) sets out our ambitious targets to: 'reduce bus journey times by 10%, ensure 95% of services run on time, return to pre-pandemic patronage by 2025 and continuing to grow beyond that, increase passenger satisfaction and aim for all buses to be zero emission by 2030'. It aims to improve local air quality, support transport decarbonisation, and improve the health and wellbeing of people in our communities by: ■ Making the bus convenient ■ Making the public transport network co-ordinated ■ Delivering a positive customer experience
Western Gateway Strategic Transport Plan (2020-2025)	The Strategic Transport Plan sets out the plans for how future transport provision can support future prosperity, health and protection of the Western Gateway region, which includes the Combined Authority, for residents, visitors and businesses.
Bristol Transport Strategy (2019)	The Bristol Transport Strategy focuses the Joint Local Transport Plan to a city-level and sets out the transport vision for Bristol for the next 20 years. The vision for the Bristol Transport Strategy is: 'To be a well-connected city that enables people to move around efficiently with increased transport options that are accessible and inclusive to all. We will deliver an improved sustainable and resilient transport network that supports Bristol's vibrant independent local centres and neighbourhoods and connects to an attractive and thriving city centre.
Bristol Cycling Strategy (2015)	The Strategy's vision is that: 'Bristol city will be happy and healthy through cycling by allowing our citizens to move conveniently and with low impact throughout the city, with cycling being an easy and normal option to get around.'
Bristol Parking Strategy	The Strategy aims to reduce the unnecessary use of private cars, particularly in the city centre, encourage alternative modes of transport, guide appropriate scale, location and standards for all private and public parking and recognises its important in travel-related behaviour change.

Plan, Policy, Programme Name	Key Messages
Bath Air Quality Action Plan (2011)	The city centre of Bath and key roads within the city have a finalised AQAP to manage the air pollution of concern, nitrogen dioxide (NO2). The AQMA is due to be updated by measures within the ongoing consultation of the Bath Clean Air Action Plan.
Farrington Gurney and Temple Cloud Air Quality Action Plan 2023-2028 – Bath and North East Somerset	In Bath and North East Somerset, an AQAP has been prepared for the villages of Farrington Gurney and Temple Cloud to manage the air pollution of concern, nitrogen dioxide (NO2). Proposed measures in this AQAP should reduce concentrations of NO2 within both AQMAs.
Keynsham and Saltford Air Quality Action Plan – Bath and North East Somerset (2016)	In Bath and North East Somerset, Keynsham High Street and the A4 in Saltford have a finalised AQAP to manage the air pollution of concern, nitrogen dioxide (NO2). Nineteen measures in Keynsham and 14 measures in Saltford are highlighted in the AQAP which should reduce concentrations of NO2 within both AQMAs.
North Somerset Local Air Quality Strategy (LAQS)	The development of this LAQS for the area aims to ensure that the North Somerset council moves towards a healthier community with a better quality of life and environment through actions and initiatives to improve air quality locally. This requires the integration of air quality considerations into the various planning functions of local authorities, including land-use planning and planning control, transport, economic development and environmental and sustainable planning.
South Gloucestershire Clean Air Strategy 2020-2024	The Strategy's vision is to: 'Protect and enhance health and wellbeing, the environment, and sustainable economic growth through improved air quality across South Gloucestershire.' There are three strategic aims to achieve this: ■ Address air pollution hotspots to reduce inequalities by continuing to work to meet all statutory duties regarding air pollution ■ Build on the statutory duties by delivering an ongoing reduction in nitrogen dioxide (NO2), and particulate matter to reach WHO target levels across the whole of South Gloucestershire by 2025 ■ Reduce the fraction of mortality attributable to particulate air pollution so that it matches or is better than the South West region average by 202
Kingswood and Staple Hill Air Quality Action Plan – South Gloucestershire	In South Gloucestershire, Kingswood along Regent Street (A420) and Staple Hill at the Broad Street (A4175) High Street (B4465), Victoria Street and Soundwell Road (A4017) crossroads have a finalised AQAP to manage the air pollutant of concern, nitrogen dioxide (NO2). Measures highlighted in the AQAP should reduce concentrations of NO2 within both AQMAs.

Plan, Policy, Programme Name	Key Messages
Gloucestershire Air Quality and Health Strategy	The Gloucestershire Air Quality and Health strategy describes the strategic approach in Gloucestershire to improving air quality and mitigating its impact on health as it relates to nitrogen oxides and particular matter (with recognition that this scope may increase as evidence and priorities develop).

The strategy has been developed to be delivered through a partnership approach across agencies, professionals and members of the public who are active in Gloucestershire.

The vision of the strategy is: "*For organisations, professionals and the public across Gloucestershire to work together to improve air quality in the county and reduce the impact of air pollution on human health and the environment. To contribute to the vision of Gloucestershire as a prosperous, happy, healthy, and sustainable county*".

The key aims of the strategy are to:

- Bring about a significant and measurable improvement to air quality in Gloucestershire through joined-up working to implement cost-effective measures.
- Reduce the impact of poor air quality on the health of residents, workers and visitors, and the environment.
- Raise public awareness of air quality, its impact on health and personal protection measures in order to promote sustainable behaviour change.
- Increase our understanding of the state of air quality in Gloucestershire and the impact of measures to improve air quality.
- Meet and exceed statutory obligations and national targets on air quality. |
| Air Quality Strategy for Wiltshire 2019-2024 | This strategy focuses on improving air quality across Wiltshire, seeks to prevent any further deterioration and encourage interventions that will reduce concentrations of nitrogen dioxide and fine particulates across the county.

The objectives of the strategy are:

- To meet the annual average and hourly mean LAQM objective and EU limit for nitrogen dioxide.
- To meet the annual average and 24 hour mean LAQM objectives and EU limits for Fine Particulates (PM10).

To achieve these objectives, the strategy outlines the following anticipated changes:

- reduced use of private cars
- better informed strategic planning
- increased use of public transport
- more people being active
- provision of increased infrastructure for cycling and walking
- increase use of alternatives to fossils fuels
- increased active travel
- fewer people dying from respiratory and cardiovascular disease and cancer
- improve the wellbeing of those who suffer from respiratory and cardiovascular disease |

Plan, Policy, Programme Name	Key Messages
	- contribute to climate change reduction - more sustainable development - a reduction in health inequalities

Table A-8 – Greenhouse Gases and Climate Change

Plan, Policy, Programme Name	Key Messages
International	
Kyoto Protocol to the UN Framework Convention on Climate Change (1992) Doha Amendment to the Kyoto Protocol (2012)	Developed countries committed themselves to reducing their collective emissions of six key greenhouse gases by at least 5%. Each country's emissions target were to be achieved by the period 2008-2012. Doha Amendment saw parties commit to reduce GHG emissions by at least 18 percent below 1990 levels in the eight-year period from 2013 to 2020.
The Paris Agreement, 2015	Aims to limit the global warming change to below 2°C above pre-industrial levels. However, countries aim to limit the increase to 1.5°C to reduce the impacts of global warming. The EU has committed to a binding target of a reduction of at least 40% in greenhouse gas emissions by 2030 compared to 1990.
UN Climate Change Conference, 2023 (COP28)	COP28 was marked the conclusion of the first 'global stocktake' of the world's efforts to address climate change under the Paris Agreement. Having shown that progress was too slow across all areas of climate action – from reducing greenhouse gas emissions, to strengthening resilience to a changing climate, to getting the financial and technological support to vulnerable nations – countries responded with a decision on how to accelerate action across all areas by 2030. This includes a call on governments to speed up the transition away from fossil fuels to renewables such as wind and solar power in their next round of climate commitments.
National	
Environment Act (2021)	An Act to make provision about 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

Plan, Policy, Programme Name	Key Messages
	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.
A Green Future: Our 25 Year Plan to Improve the Environment (2018)	The 25 Year Environment Plan outlines the UK Government's ambition to leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition.
	Mitigating and adapting to climate change:
	■ Continuing to cut greenhouse gas emissions including from land use, land use change, the agriculture and waste sectors and the use of fluorinated gases. The UK Climate Change Act 2008 commits us to reducing total greenhouse gas emissions by at least 80 per cent by 2050 when compared to 1990 levels
	■ Making sure that all policies, programmes and investment decisions take into account the possible extent of climate change this century
	■ Implementing a sustainable and effective second National Adaptation Programme
National Planning Policy Framework (NPPF) (2023)	Paragraph 159 of the NPPF states that "New development should be planned for in ways that:
	a) Avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure
	b) Can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the UK Government's policy for national technical standards."
The Climate Change Act (2008)	Improve carbon management and help the transition towards a low carbon economy in the UK.
	Demonstrate strong UK leadership internationally, showing the commitment to taking shared responsibility for reducing global emissions in the context of developing negotiations on a post-2012 global agreement at Copenhagen in 2009. Greenhouse gas emission reductions through action in the UK and abroad of at least 80% by 2050, and reductions in CO_2 emissions of at least 26% by 2020, against a 1990 baseline.
Department for Transport, National Policy Statement for National Networks (NN NPS) (2024)	Paragraph 5.36 states: Applicants should look for opportunities within the design of the proposed development to embed nature-based or technological solutions to mitigate, capture or offset the emissions of construction.
	Paragraph 5.37 states: 'Steps taken to minimise, capture and offset emissions in design and construction, should be set out in the carbon management plan, secured under the Development Consent Order. This could include, for example, mitigation through woodland creation

Plan, Policy, Programme Name	Key Messages
	on or adjacent to the site, contributing to offsetting residual emissions. Applicants may wish to refer to the Institute of Environmental Management and Assessment Greenhouse Gas Management Hierarchy guidance when drafting their application'
UK Committee on Climate Change, Sixth UK Carbon Budget	The UK has committed to an 80% reduction in its greenhouse gas emissions by 2050. In order to help meet this target, the UK Committee on Climate Change (CCC) has devised a series of interim UK "carbon budgets" as follows: ▪ 1st carbon budget (2008 to 2012): 23% reduction ▪ 2nd carbon budget (2013 to 2017): 29% reduction ▪ 3rd carbon budget (2018 to 2022): 35% reduction by 2020 ▪ 4th carbon budget (2023 to 2027): 50% reduction by 2025 ▪ 5th carbon budget (2028 to 2032): 57% reduction by 2030
The Net Zero Strategy,2021	This strategy is a long-term plan for a transition that will take place over the next three decades. There are four overarching principles: 1. We will work with the grain of consumer choice: no one will be required to rip out their existing boiler or scrap their current car 2. We will ensure the biggest polluters pay the most for the transition through fair carbon pricing 3. We will ensure that the most vulnerable are protected through Government support in the form of energy bill discounts, energy efficiency upgrades, and more. 4. We will work with businesses to continue delivering deep cost reductions in low carbon tech through support for the latest state of the art kit to bring down costs for consumers and deliver benefits for businesses.
Local	
Dorset Council (2023) Natural Environment, Climate and Ecology Strategy 2023 to 25 Refresh	The vision for the Strategy: *'Our vision is for a carbon neutral, nature positive and resilient Dorset achieved through a clean, green and fair transition and that generates prosperous, stronger and healthier communities.'* The strategy is focused on three pillars: ▪ climate change: Cutting our greenhouse gas emissions ▪ biodiversity loss: Helping nature to recovery by protecting and enhancing our land, rivers and seas ▪ environmental resilience: Adapting for the impacts of unavoidable environmental change The strategy is focused on three broad issues: ▪ how we power and heat things ▪ how we build, make and dispose of things

Plan, Policy, Programme Name	Key Messages
	▪ how we use our land, rivers and seas At its heart are nine core missions: ▪ renewable generation ▪ heat decarbonisation ▪ energy and water efficiency ▪ road transport decarbonisation and modal shift ▪ sustainable development and construction ▪ sustainable consumption, waste and circularity ▪ sustainable food ▪ natural assets and nature-based solutions ▪ resilience and adaptation Overall it has four broad outcomes it aims to achieve: ▪ Net Zero Council 2040 and Net Zero Dorset 2050: Net zero emissions from power, heat, transport, construction, food, consumables and waste ▪ Nature Positive Dorset 2030: At least 30% of our land, rivers and seas and nature-positive by 2030 ▪ prosperity through green growth: Green jobs, skills and investment for low carbon and nature sectors ▪ stronger, healthier communities: Healthier, cheaper to run homes and safer more resilient communities
Dorset Council (2023) Electric Vehicle Strategy 2021 to 2023	*'Our vision is to create a reliable and accessible charging infrastructure for residents, businesses and visitors that helps Dorset become carbon neutral by 2050.'* The Strategy covers the following: ▪ EV1 - Destination charging ▪ EV2 - Residential charging ▪ EV3 - Charging hubs ▪ EV4 - Charging at Dorset Council sites ▪ EV5 - Workplace charging ▪ EV6 - Development policies ▪ EV7 - Bus and taxi charging ▪ EV8 - Renewable energy generation and supply for electric vehicle charging
West of England Combined Authority Climate and Ecological Strategy and Action Plan	The Strategy sets out six priorities where action is needed and where the Combined Authority will deliver tangible progress to tackle the climate and ecological emergency. It sets out the long-term strategic approach, includes a short-term action plan and describes medium to long-term actions. The six priorities are: ▪ Transport ▪ Buildings and Places

Plan, Policy, Programme Name	Key Messages
	▪ Business and Skills ▪ Net Zero Energy ▪ Climate Resilience
West of England Combined Authority Joint Green Infrastructure Strategy (2020-2030) and Action Plan	The Joint Green Infrastructure Strategy provides a multi-beneficial approach to strategy, policy and delivery in order to address: ▪ Inequalities in the provision of green infrastructure and health ▪ Achieve well-designed, attractive and healthy places that deliver economic benefits and community resilience ▪ Respond positively to the climate and ecological emergency
West of England Combined Authority Bus Strategy	The Bus Strategy sets out how bus services will help the West of England Combined Authority tackle traffic congestion and reduce carbon emissions in the region. To do this it proposes an ambitious aim for a doubling of bus passenger journeys by 2036.
West of England Combined Authority 10 Year Rail Delivery Plan 2020-2030	The joint Network Rail and West of England Combined Authority 10 Year Rail Delivery Plan 2020 to 2030 aims to enhance local rail services, providing people with access to jobs and services from stations that are step free and on trains that are 'turn up and go' style fast and frequent, clean and carbon neutral.
West of England Transport Delivery Plan 2021-2026	The long-term aspiration for transport in the West of England is 'connecting people and places for a vibrant, inclusive and carbon neutral West of England'. The Plan outlined five key objectives: ▪ Take action against climate change and address poor air quality ▪ Support sustainable and inclusive economic growth ▪ Enable equality and improve accessibility ▪ Contribute to better health, wellbeing, safety and security ▪ Create better places
West of England Draft Electric Vehicle Charging Action Plan	The draft Electric Vehicle Charging Action Plan (EVCAP) sets out the forecast number of EV charge points that will be needed by 2030 to help support the region's shift away from petrol and diesel cars and vans, and the number of charge points which are expected to require public sector intervention to ensure that people in the West of England have access to the chargers that they need to switch to EVs.
Western Gateway Strategic Transport Plan (2020-2025)	The Strategic Transport Plan considers all modes of transport within the context of strategic travel and provides a clear framework for future decision-making. Its aim is to deliver sustainable growth by ensuring the Western Gateway area is sustainably connected and provides high quality and value for money travel opportunities for all businesses, residents and visitors. It outlines the following as key challenges: ▪ The legacy of the Covid-19 and its impact on traditional journey patterns;

Plan, Policy, Programme Name	Key Messages
	■ The need to decarbonise the transport network with partner authorities declaring a Climate Emergency; ■ The importance of improving connectivity to support the delivery of sustainable growth; ■ The need to tackle rural accessibility gaps and develop sustainable solutions to maintaining rural transport networks; and ■ The need to reduce the productivity gap in the regions by removing travel constraints.
North Somerset Climate Emergency Action Plan (2022)	The Strategy and Action Plan list transport as a key sector for emissions reduction in North Somerset, in order to decarbonise transport, North Somerset will aim to: ■ Reduce total distance travelled by road by 25% by 2030; ■ Continue to drive project delivery to shift from private car use by acting on recommendations from the West of England transport decarbonisation study ■ Develop and secure funding for projects to grow the walking and cycling network across the district ■ Encourage our residents to consider their transport choices through parking schemes, car sharing schemes and other measures ■ Develop and deliver the Bus Service Improvement Plan Support transition to electric vehicles ■ Continue to develop the electric vehicle charging network
Bath and North East Somerset Council Climate Emergency Strategy and Action Plan 2019-2030	The Strategy outlines four key priorities for Bath and North East Somerset: ■ Decarbonise buildings ■ Decarbonise transport ■ Increase renewable energy generation ■ Cut council operational carbon emissions to net zero by 2030
Bath and North East Somerset Journey to Net Zero Transport Plan	The vision for Bath and North East Somerset's Journey to Net Zero Transport plan is to: 'Enhance its unique status by adopting measures that promote sustainable transport and decision making, whilst reducing carbon dioxide emissions and the intrusion of vehicles, particularly in the historic core. This will improve the quality of life for local people, enable more economic activity and growth, while enhancing the special character and environment of the city'. Key objectives outlined in the Plan include: ■ Reducing vehicle carbon emissions to achieve carbon neutrality by 2030 ■ Improving air quality and health ■ Promoting sustainable mobility ■ Supporting and enabling economic growth, competitiveness and jobs ■ Widening travel choice ■ Widening access to opportunities: jobs/learning and training ■ Safeguarding and enhancing the unique historic environment and World Heritage Site status ■ Improving quality of life in the city

Plan, Policy, Programme Name	Key Messages
Bristol One City Climate Strategy and Bristol City Council Climate Emergency Action Plan 2022-2025	The vision for the One City Climate Strategy is: 'In 2030, Bristol is carbon neutral and climate resilient. We have collectively achieved a fair and inclusive transition, capturing the opportunities of new jobs and investment, improved health, wellbeing and education, and a better environment for local people. We have helped lead the way to a safer global climate.'
South Gloucestershire Climate Emergency Strategy 2020-2030 and Action Plan (2024/25)	The Strategy's vision is for 'a climate resilient South Gloucestershire with a thriving low-carbon economy and lifestyle reflected in our travel, homes, businesses and communities, where nature can flourish.' The Strategy lists 'Transport and Infrastructure' as a key theme that delivers cross-cutting benefits including walking and cycling projects, behaviour change projects such as public transport and mileage reduction, metrobus extension, investments in electric vehicles, reducing internal combustion engine use and how to reduce emissions from maintenance of key infrastructure such as roads. The 24/25 Action Plan lists area wide actions to achieve carbon neutrality: - Maximise advice and support for active travel, support electric vehicle charging infrastructure roll-out - Work with the Combined Authority (plus the national and local highways authorities) to consider adaptation in transport planning - Deliver an area-wide active travel strategy and action plan and a suite of active travel projects - Continue to delivery low carbon road verge management - Commence delivery of Liveable Neighbourhoods - Support e-bike schemes, community led bike refurbishment schemes and active travel schools programmes
Gloucestershire Local Transport Plan, 2020-2041	This LTP (adopted in March 2021) considers a more sustainable transport model. The plan seeks to optimise the existing transport network, support innovation and low carbon infrastructure. Within the strategy, overarching policy supports the transport strategy for the county and aims to protect the environment and increase journeys on foot, by bike, bus and rail. Specifically, LTP PD0.1 – Reducing Transport Carbon Emissions and Adapting to Climate Change.
Gloucestershire Climate Change Strategy, 2020	The vision of the Climate Change strategy is *"By 2045 we will create a carbon neutral county that provides quality of life now and for future generations, having improved the quality of our natural environment. By 2030 we will have reduced our carbon emissions by 80%"*. Some of the key actions of the strategy are: - Gloucestershire Tree Strategy – commit to planting 35 million trees by 2030. Gloucestershire County Council will help by planting 1 million of these. - Establish £1m 'Action Fund' to incentivise carbon reduction and air quality improvements. - £1m energy efficiency invest to save loan fund. - Buy only 100% renewable electricity. - Generate electricity from the Javelin Park Energy from Waste facility to power around 25,000 homes a year.

Plan, Policy, Programme Name	Key Messages
	▪ Tender a contract to deliver over 1000 new electric vehicle charging points by 2023, as part of a county-wide Electric Vehicle (EV) Strategy. On 23 June 2021, a draft Ultra Low Emissions Vehicles (ULEV) Strategy was taken to Cabinet.
Wiltshire Council, Climate Strategy 2022-2027	The Climate Strategy sets out the council's journey to becoming a carbon neutral county from 2022-2027, covering seven delivery themes: ▪ transport; ▪ built environment; ▪ waste; ▪ green economy; ▪ energy generation, ▪ storage and distribution; ▪ natural environment, ▪ food and farming; and ▪ carbon neutral council. The Strategy also considers decarbonising the transport network, developing an active travel network and greener public transport initiatives.
BCP Climate Action Plan, 2019	BCP Council declared a Climate and Ecological Emergency on 16 July 2019 and followed this by considering and approving for consultation a draft Action Plan at its meeting on 16 December 2019. The Climate and Ecological Emergency Declaration committed BCP Council to becoming carbon neutral (or net-zero carbon) by 2030, including all Scope 1, 2 and 3 emissions.

Table A-9 – Material Assets

Plan, Policy, Programme Name	Key Messages
National	
The Environment Act (2021)	The Environment Act acts as the UK's new framework of environmental protection. The Environment Act allows the UK to enshrine better environmental protection into law. It provides the Government with powers to set new binding targets, including for air quality, water, biodiversity, and waste reduction.

Plan, Policy, Programme Name	Key Messages
	Objectives for targets under consideration: ■ increase resource productivity; ■ reduce the volume of 'residual' waste we generate
National Planning Policy Framework (NPPF) (2023)	Paragraph 180 states: "… contribute to and enhance the natural and local environment by: ■ Protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils… ■ Preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability…; ■ Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate" ■ Paragraph 215 to 223 also seeks to facilitate the sustainable use of minerals. Paragraph 216 encourages so far as practicable, planning policies should *"take account of the contribution that substitute or secondary and recycled materials and minerals waste would make to the supply of materials, before considering extraction of primary materials, whilst aiming to source minerals supplies indigenously".*
National Policy Statement for National Networks (NN NPS) (2024)	Paragraph 5.154 states that 'Where necessary, land contamination and instability should be considered in respect of new development. Specifically, proposals should be appropriate for the location, including preventing unacceptable risks from land contamination or instability. If land instability and/or land contamination may be an issue, applicants should seek appropriate technical and environmental expert advice from a competent person to prepare and carry out the appropriate assessments. Applicants should consult with the Coal Authority, Environment Agency and Local Authority if necessary'.
A Green Future: Our 25 Year Plan to Improve the Environment (2018)	Goal 5 'Clean and plentiful water' involves using resources from nature more sustainably and efficiently. The plan states: *"Improve our approach to soil management: by 2030 we want all of England's soils to be managed sustainably, and we will use natural capital thinking to develop appropriate soil metrics and management approaches".*
Out Waste, Our Resources: A Strategy for England (2018)	Sets out how the UK Government aims to preserve material resources by minimising waste, promoting resource efficiency and moving towards a circular economy in England.
Local	

Plan, Policy, Programme Name	Key Messages
Bournemouth, Christchurch, Poole and Dorset Mineral Sites Plan 2019	The Bournemouth, Christchurch, Poole and Dorset Mineral Sites Plan 2019 identifies sites for mineral development to meet the county's needs. The policies in the Mineral Sites Plan allocate specific sites for development, identify more general areas considered to be potentially suitable for development and contain other proposals to facilitate the supply of minerals in the Plan area.
Dorset Council (2023) Joint Municipal Waste Strategy for Dorset 2008 to 2033	A joint strategy by the Dorset councils to guide the way that waste will be dealt with over the next 25 years. Policy objectives for the Strategy: ■ Objective 1. Towards zero growth ■ Objective 2. Underpinning awareness and education ■ Objective 3. Recycling and composting ■ Objective 4. Optimised recycling services ■ Objective 5. Biodegradable waste ■ Objective 6. Residual waste ■ Objective 7. Cost efficient services ■ Objective 8. Encourage sustainable management of commercial waste ■ Objective 9. Sustainability within the local authorities ■ Objective 10. Working with others: listen, collaborate and influence
Jurassic Coast Partnership Plan 2020 to 2025	The vision: *'World Heritage Status in Dorset and East Devon will inspire people to understand, celebrate and safeguard the Jurassic Coast for future generations.'* The Strategic Aims of the Plan are: ■ Protect the Site's Outstanding Universal Value and World Heritage Status. ■ Conserve and enhance the Site, its attributes, presentation and setting. ■ Inspire and engage people with the Site and deepen their understanding of its values. ■ Maintain and improve access to and experience of the Site. Enable the Site's World Heritage Status to be of benefit to people and communities.
Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019	The Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) identifies sites for new waste management facilities to meet the county's needs. It provides the policy framework for determining planning applications for waste management facilities up to 2033.

Plan, Policy, Programme Name	Key Messages
South Gloucestershire, Development Plan	South Gloucestershire's Development Plan consists of the Core Strategy, Policies Sites and Places Plan and the Joint Waste Core Strategy. In 2013, South Gloucestershire adopted the Core Strategy. The document details the policies in place to develop and optimise land up to 2027 to help secure a sustainable future.
West of England Energy Strategy	This sets the direction towards a diverse, resilient and affordable energy system that enables economic growth and reduces greenhouse gas emissions. It outlines five areas of activity: ■ Improving business and industry energy efficiency ■ Improving our homes ■ Accelerating the shift to low carbon transport ■ Delivering clean, smart, flexible power ■ Leading in the public sector.
Renewable Energy Resource Assessment Studies – Bristol (2009), South Gloucestershire (2021), Bath and North East Somerset (2021) and North Somerset (2021)	A Renewable Energy Resource Assessment Study (RERAS) has been undertaken most recently in 3 of the Local Authorities in the region. The RERAS aims to help inform policies that support and facilitate the potential deployment of renewable, low and low and zero-carbon energy systems.
West of England Joint Waste Core Strategy (2011)	The Joint Waste Core Strategy sets out the four authorities in the region's aspirations for all levels of waste management until 2026: prevention; reuse; recycling; recovery; and disposal. Its vision is: 'By 2026 the West of England will be resource efficient with waste generation minimised, in line with the waste hierarchy, and operating a waste management infrastructure, with sufficient capacity to deal with the amount of waste generated in the West of England. The needs of the West of England to enable sustainable economic growth will be met, whilst ensuring the protection of the natural, and historic environment which are its most distinctive and unique assets.'
Bristol City Council Waste and Resource Management Strategy	The vision in the Strategy is: 'Bristol City Council want Bristol to be a city where resource use is minimised, waste production is minimal, and that repair and re-use is maximised. We want a city where there is a clean, green, safe and sustainable street scene for residents and for visitors to Bristol.'

Plan, Policy, Programme Name	Key Messages
North Somerset Recycling and Waste Strategy and Action Plan 2021-2030	The Strategy's vision is that North Somerset: 'Will be a leading authority in minimising waste and tackling the climate emergency. We want to change the way we all think about waste. It is a resource to be utilised and value recovered. We will lead our communities to inspire sustainable actions and provide an open, fair and green service.' There includes a set of eight targets in order to contribute towards the carbon neutral by 2030 target, some of which are particularly relevant to the Transport Plan: ■ Target 1: A reduction in residual waste (waste that is not recycled or reused) of 15% below the level of 2019/20 by 2030 ■ Target 2: A recycling rate of 70% by 2030 ■ Target 7: Improved appearance of our streets and open spaces ■ Target 8: Progress towards a circular economy
South Gloucestershire Resource and Waste Strategy: 2020 and Beyond	A strategy focusing on reducing the production of waste, with a focus on reducing the use of single-use items and encouraging reuse and repair. The strategy aims to increase awareness of and improve on; the value of the resource, addressing plastics, reducing waste, re-use, recycling and the role of recovery.
Bath and North East Somerset Resources, Waste and Litter Strategy 2020 to 2030	The focus of the Council's updated Resources Waste and Litter Strategy is working with residents to achieve the national 65% recycling target, making neighbourhoods cleaner and greener, and delivering objectives of the climate and nature emergency in order to improve people's lives.
Wiltshire's Wayfinding Strategy 2014	The aim of this project is to develop a wayfinding strategy to support and improve the legibility of walking and cycling in several towns and villages in Wiltshire.
Wiltshire Household Waste Management Strategy 2017-2027	Wiltshire Council's vision for its Household Waste Management Strategy 2017-2027 is working towards zero avoidable household waste in Wiltshire. The focus of the plan is to achieve high recycling rates and avoid litter. The priorities of the plan are: ■ To prevent waste from being generated. Where we cannot prevent, we should repair and reuse, where reuse is not possible we should recycle and compost more. Any waste that cannot be reused, recycled or composted should be treated to recover any potential value, such as energy. ■ To reduce litter and fly tipping which are two of the most visible forms of avoidable waste. In its Business Plan the council recognises that to continue sustainable growth in our communities we need clean, safe and attractive environments and this strategy will contribute to maintaining these.

Plan, Policy, Programme Name	Key Messages
	An annual action plan will sets out goals and outcomes for the council to work towards in order to deliver the priorities within the overarching strategy. There is also an annual performance report which will enable the council to review what has been achieved against the priorities based on completion of the targets set out in the action plan for the previous year.
Wiltshire Core Strategy, 2015	The Wiltshire Core Strategy includes the following objective: working towards lowering Wiltshire's carbon footprint through the appropriate location of development, and through renewable energy and sustainable construction. The strategy also includes a number of strategies for different areas within Wiltshire to improve the renewable energy contribution of the county.
Gloucestershire Sustainable Energy Strategy 2019	The County's sustainable energy strategy sets out how Gloucestershire can play its part in achieving improvements to energy efficiency and renewable energy, enabling its businesses and citizens to capture the economic and social benefits of doing so. The strategy is designed to make the most of Gloucestershire's strengths, creating opportunities to secure business advantages in relevant local, national and international markets. It also identifies a number of weaknesses which could see the county lose out and fail to deliver if they were to remain unaddressed. The ambitions of the Strategy are: - Committing to reducing carbon emissions: Gloucestershire to become carbon neutral by 2050, reducing carbon emissions by 60% by 2030 (on 2005 levels) and to virtually zero by 2050 with any residual emissions offset by additional tree planting or other carbon absorbing measures (in line with the anticipated new national target). - Increasing renewable electricity generation: Carbon emissions per unit of electricity below 100g by 2030 with at least 30% of electricity consumed in the county generated from renewable energy sited within the county. 1 TWh a year of renewable electricity sourced from projects sited within the county by 2030 (requiring an extra 0.75 TWh from 2017 levels). - Improving building energy performance (and tackling fuel poverty in the process): Every existing building (domestic and non-domestic) upgraded to at least an EPC rating of C by 2035 – and upgrading fuel poor homes to at least a C by 2030.
Gloucester Waste Core Strategy, 2012	The Waste Core Strategy explains how the County Council and its partners will address the issue of planning for waste management in Gloucestershire in the period 2012 to 2027. It provides a policy framework to guide decisions on planning applications for waste management developments, which include facilities to deal with key waste 'streams' such as municipal, commercial & industrial, construction & demolition and hazardous wastes. It also considers how radioactive, clinical, and agricultural wastes and waste water should be dealt with locally.

Appendix B

ADDITIONAL BASELINE INFORMATION

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This appendix sets out the key current baseline information for each of the SEA topics, for each of the local authorities comprising the Western Gateway Sub-National Transport Body. This has been summarised in Section 5 of the main Scoping Report.

Table B-1 – Population and Human Health

Local Authority	Current Baseline
Bournemouth, Christchurch & Poole (BCP) and Dorset	▪ BCP and Dorset have a total population of approximately 400,300 people and 379,600 people respectively [1]. The population of BCP has increased by 5.7% between 2011 and 2021[2], compared to a 4.0% increase in Dorset over the same period [3]. Both areas witnessed a smaller increase to their population compared to the South West region, 7.8%, and the overall population of England, 6.6%. ▪ The highest proportion of people in BCP are aged between 20-24 years, making up 6.7% of the total population [3]. Conversely, the 70-74 years age group has the highest proportion of people in Dorset, comprising 8.0% of the total population. The percentage of those in BCP and Dorset aged 65 and over exceed the national average of 18.4% at 21.6% and 29.6% respectively. Spatially, residents aged 65 and over tend to live away from major population centres in BCP and are more concentrated around the rural parts of Dorset. ▪ BCP has a high population density of 2,470 people per square kilometre (km2). Dorset has a much lower density with 152 people per km2 [3]. The population density in BCP is significantly higher than the regional and national population density averages of 239 people per km2, and 434 people per km2 respectively. Dorset has a lower population density than both averages. Approximately 68% of the population of Dorset live within rural areas, contrasting with only 6% in BCP. ▪ According to 2021 Census data [4], 91.4% of the population of BCP are White, 3.3% identified themselves as Asian, 2,8% as Mixed or Multiple ethnic groups, 1.4% as 'Other', and 1.0% as Black. The diversity in BCP may owe to 15% of the population being comprised of non-UK born residents [5]. The ethnic make-up of Dorset is much less diverse, with 97.1% identified as White, 1.2% as Mixed or Multiple ethnic groups, 1.1% as Asian, 0.4% as 'Other', and 0.3% as Black. ▪ The majority of residents in BCP are Christian (46.8%), followed by no religion (42.2%), Muslim (1.7%), Other (0.7%), Hindu (0.7%), Buddhist (0.5%), Jewish (0.4%), and Sikh (0.1%) [6]. However, 6.9% of people did not answer the Census question about religious belief. Identifying as Christian is also the most common religion in Dorset, at a higher rate of 51.6%. This is followed by no religion (40.1%), Other (0.6%), Muslim (0.4%), Buddhist (0.4%) and Jewish (0.1%). ▪ In terms of deprivation, BCP was ranked 166th out of 326 Local Authority Districts (LADs) in 2019 (1 being the most deprived and 326 the least deprived), with 137 Lower Super Output Areas (LSOAs) in the most 10% deprived nationally. These most deprived areas are particularly concentrated in Turlin Moor, Alderney, Turbary Common and West Howe, Boscombe and Somerford [7]. ▪ Dorset was ranked 197th out of 326 LADs in 2019 (1 being the most deprived and 326 the least deprived), with 150 LSOAs in the most 10% deprived nationally. The most deprived areas in Dorset are largely located in the urban areas, in particular Weymouth and Portland, but 66 of Dorset neighbourhoods could also be considered deprived in terms of barriers to housing and essential services [8], reflecting rurality and distance from services. ▪ The average life expectancy (at birth) across both BCP [9] and Dorset [10] is higher than the national average (79.6 years for males and 83.2 for females) for both males and females at 80.2 years and 83.8 years respectively. ▪ The percentage of physically active adults is consistent across BCP and Dorset. Levels above the national average of 66.3% are recorded, at 70.7%. The percentage of adults who are classified as overweight or obese in both BCP and Dorset is similar to but lower than the national average (62%) at 61.0%. In 2022, 18.1% of 4–5-year-olds in were reported to be overweight (including obesity). This proportion increases to 32.3% for 10–11-year-olds for the same year11. In Dorset, 20.3% of 4-5 year olds were reported to be overweight (including obesity), rising to 31.0% of 10-11 year olds. The proportion of children aged 4–5-year-old and 10-11 year old who are overweight (including obesity) in both BCP and Dorset is lower than the national averages of 21.3% and 36.6% respectively. Public Health England describe the health of people across BCP and Dorset as varied compared with the England average. This is reflected in the IMD 2019 [10], where BCP is ranked 140th out of 317 LADs nationally (where a rank of 1 is the most deprived and 317 is the least deprived). Dorset was ranked 191st and is therefore less deprived than BCP in the health domain. ▪ BCP has a higher mortality rate from Chronic obstructive pulmonary disease (COPD) at 35.1 people per 100,000 when compared to the regional average of 32.2 people per 100,000, but lower than the national average of 39.8 people per 100,000[12]. Conversely, Dorset has a lower mortality rate from COPD at 24.7 people per 100,000. ▪ According to Age UK, the majority of the people aged 65 and over in BCP are within very low and low risk areas for loneliness [13]. However, within BCP areas such as Kinson South, Strouden Park, Grange, and Poole Town have very high risk of loneliness. The majority of the people aged 65 and over in Dorset are also within very low and low risk areas for loneliness with the exception of areas such as Lodbourne, Gillingham Town, Shaftesbury, Stour Valley, Portman, Blandford, Bridport, Wool, Wareham, Swanage, Stour, Wimborne Minster, The Cross and Potterne, and Ferndown experiencing a very high risk of loneliness. In general, urban areas, such as the densely populated neighbourhoods of BCP and the large towns of Dorset, have higher levels of loneliness. ▪ The proportion of people within BCP and Dorset who are disabled under the Equality Act (day-to-day activities limited a lot) is significantly lower than the national average (17.7%) [14]. In BCP, 7.3% of the population are disabled under the equality act, with 6.5% considered disabled in Dorset.

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2 Bournemouth, Christchurch and Poole population change, Census 2021 – ONS

3 Dorset population change, Census 2021 – ONS

4 Office for National Statistics. Ethnic group, England and Wales: Census 2021. Available online at: Ethnic group, England and Wales - Office for National Statistics (ons.gov.uk)

5 BCP Council, Statistics, data and census. International migration. Available online at: Demography and migration | BCP (bcpcouncil.gov.uk)

6 Office for National Statistics, Religion, England and Wales: Census 2021. Available online at: Religion, England and Wales - Office for National Statistics (ons.gov.uk)

7 Public Health Dorset (2022) Bournemouth, Christchurch and Poole Council (BCP) JSNA Summary. Available online at: JSNA Narrative Template (publichealthdorset.org.uk)

8 Dorset Council (2022) State of Dorset 2021 – Deprivation. Available online at: Deprivation Reports - Dorset Council

9 Bournemouth, Christchurch and Poole Local Authority Health Profile 2019. Available online at: E06000058 (phe.org.uk)

10 Dorset Local Authority Health Profile 2019. Available online at: E06000059 (phe.org.uk)

11 Office for Health Improvement and Disparities, 2024, Obesity Profile, Available online at: https://fingertips.phe.org.uk/profile/national-child-measurement-programme/data#page/1/gid/8000011/ati/502/iid/90316/age/200/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1

12 Public Health England, Inhale - Interactive Health Atlas of Lung conditions in England 2019. Available online at: Respiratory disease - OHID (phe.org.uk)

13 Age UK (2016). Risk of Loneliness. Available online at: https://www.ageuk.org.uk/our-impact/policy-research/loneliness-research-and-resources/loneliness-maps/

14 [1] Office for National Statistics, Disability England and Wales: Census 2021. Available online at: https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandwellbeing/bulletins/disabilityenglandandwales/census2021

Local Authority	Current Baseline
	■ On average across BCP, 36.4 people (per 100,000 resident population) are killed or seriously injured (KSI) on the region's roads each year, lower than the regional average (39.8 people per 100,000 resident population) and the national average (42.6 people per 100,000 resident population) [13]. This rate is higher in Dorset, at 53.4 people (per 100,000 resident population) [14]. ■ In 2022, serious accidents occurred in more densely populated in Bournemouth, Christchurch, Ferndown, Dorchester and Weymouth. Accidents are most commonly associated with the A354, A31, A35 and A338[15]. ■ Bournemouth's average crime rate is higher than the regional average, at approximately 91 crimes per 1,000 people, 51% higher than the Dorset rate of 60 crimes per 1,000 people[16]. The crime rate in Poole is similar to Dorset, at 62 crimes per 1,000 people [17]. Christchurch has the lowest crime rate in the region, at 44 crimes per 1,000 people [18]. ■ With regards to crime deprivation, levels of deprivation are varied across BCP and Dorset. BCP has the highest crime deprivation levels, ranking 153rd out of 317 local authorities within the UK (an indicator of 1st being the most deprived neighbourhood, and 317 being the least deprived neighbourhood) [10]. Dorset ranks 272nd out of 317 local authorities within the UK.
Gloucestershire	■ Between the last two censuses (held in 2011 and 2021), the population of Gloucestershire increased by 7.4%, from around 597,00 in 2011 to around 645,000 in 2021. The population here increased at a similar rate to the overall population of the South West (7.8%), but by a greater percentage than the overall population of England (up 6.6% since the 2011 Census) [19,20]. ■ In mid-2023, Gloucestershire had a reported population of 659,276, an 1.01% increase from mid-2022[21]. Amongst its districts, Gloucester City Council has the largest population at 134,991. Despite having the smallest population at 89,104, the Forest of Dean saw the largest growth amongst the districts from mid-2022 to mid-2023. ■ Gloucestershire has a relatively low population density of 243 people per square kilometre (km^2) [29], compared to the national average of 434 people per km^2. ■ The dominant age group in Gloucestershire is 55-59 years, followed by 60-64 years, meaning the county has an ageing population. The county also has a lower gender distribution of males (48.90%) compared to the national and regional averages, 49.03% and 48.96%, respectively [20]. ■ The urban districts of Cheltenham and Gloucester, have a younger population as the proportion of the population in the 65+ age groups is lower, whilst the proportion of the population in the 20-24 to 35-39 age groups is noticeably higher [20]. This is the opposite for more rural districts such as the Forest of Dean and Stroud. ■ The age group that saw largest increase in all of Gloucestershire was in the 65+ age group, which increased by 1.70% from mid-2022 to mid 2023, followed by the 0-15 year olds, which increased by 0.97%, greater than the national increase by 0.72%. ■ Dependency ratios measure the level of support provided by a working age population (16-64) to the younger and older populations beyond this range. For every 100 people of working age in Gloucestershire, there were six people who were dependent on them, concordant with its ageing population, giving a ratio of 0.66. This is higher than the England and Wales ratio of 0.59[20]. ■ There has been a 1.22% increase in population density in Gloucestershire between mid-2022 and mid-2023. The county has a higher population density than the South West but is ranked in the 20% least densely populated county and unitary authorities in England and Wales for 2023. Conversely, Gloucester City Council is the only district to be ranked within the top 20% most densely populated district and unitary authorities [20]. ■ According to 2021 Census data, 93.1% of Gloucestershire's population identified as 'White'. This is less diverse than the national average, with 81.7% of residents across England and Wales identifying as 'White'. The second largest ethnicity reported in Gloucestershire, accounting for 2.9% of the population, is the 'Asian, Asian British or Asian Welsh' group, followed by 'Mixed or Multiple ethnic groups'[22]. ■ In 2021, 95.7% of Gloucestershire's population chose English as their preferred language, a 1% decrease from 2011 census data. However, the number of people speaking English as a main language increased by 7.4% in 2021, compared to 2011[21]. ■ The proportion of people with 'very good health' to' good health' in Gloucestershire (83.1%) is greater than the national average (82.2%) [23]. This is reflected in the mortality rate from respiratory diseases, with rates being consistently lower than the national rate for people in Gloucestershire. Nevertheless, this rate has increased from 79.8 people per 100,000 in 2021, to 88.5 people per 100,000 in 2022[24]. ■ The Gloucestershire Community Wellbeing Survey in 2017 identified that 38% of respondents felt lonely at times, and that it was highest in those with a mental health issue, long term illness and/or learning disability [25]. ■ The proportion of people within Gloucestershire who are disabled under the Equality Act is 16.8%, lower than the national average of 17.7% [26]. In 2022, 21.1% of 4–5-year-olds in Gloucestershire were reported to be overweight. This proportion increases to 33.9% for 10–11-year-olds for the same year. The proportion of adults who are classified as obese in Gloucestershire in 2022/23 is nearly on par with the national prevalence, at 25.9% and 26.2%, respectively [27]. ■ The percentage of physically active adults in Gloucestershire is has consistently been greater than the national percentage [25], however still 30% of residents aged over 55 years old are inactive [28]. ■ The number of KSI casualties in Gloucestershire for 2022 was greater than the estimate for England, at 94.8 and 94.5 per billion miles, respectively [42]. The casualties mainly involved vehicle occupants, followed by motorcycles, them cyclists. These were focused predominantly in the urban areas, such as Gloucester and Cheltenham [29]. ■ In 2015 there were 13 areas in Gloucestershire in the most deprived 10% nationally for the overall Index of Multiple Deprivation (IMD). This has since decreased to 12 areas in 2019[30]. ■ As of June 2024, the crime rate in Gloucestershire is 72 crimes per 1,000 people. The most common crimes recorded n Gloucestershire are violence and sexual offences [31].

15 Dorset Traffic Collision Map, 2022 [online] available at: https://www.google.com/maps/d/viewer?mid=1D3myfT_NvOq6_EvkOZ-cAxGpAPeqAcw&femb=1&ll=50.726193047375006%2C-1.8592537344614901&z=13

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17 CrimeRate. Poole Crime Statistics. Available online at: Poole, Dorset Crime and Safety Statistics | CrimeRate

18 CrimeRate. Christchurch Crime Statistics. Available online at: Christchurch, Dorset Crime and Safety Statistics | CrimeRate

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25 One Gloucestershire & Safer Gloucestershire, 2019, Deep Dive- Social Isolation & Loneliness, Available at: https://glostext.gloucestershire.gov.uk/documents/s58701/20190820%20Deep%20Dive%20Social%20Isolation%20FINAL%20DRAFT.pdf

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27 Office for Health Improvement and Dispart, 2024, Public Health Profiles, Available at: https://fingertips.phe.org.uk/

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29 Gloucestershire County Council, 2022, Gloucestershire Road Safety Policy, Available at: https://glostext.gloucestershire.gov.uk/documents/s86743/Road%20Safety%20Policy%20Cabinet%20Report%20final%202.pdf

30 Gloucestershire County Council, 2019, Indices of Deprivation- Gloucestershire, Available at: gloucestershire_deprivation_2019_v13.pdf

31 CrimeRate. Gloucestershire Crime Statistics. Available at: https://crimerate.co.uk/gloucestershire

Local Authority	Current Baseline
West of England Combined Authority and North Somerset	▪ Following the 2021 census, the West of England region (including North Somerset) has a total population of approximately 1,172,900 people [32], a 9.7% increase since the 2011 census from 1,069,583 people [33]. Of the region's total population, 40.3% reside in the City of Bristol, with 24.75% in South Gloucestershire, (the majority of which reside in the wider Bristol urban area), 18.47% in North Somerset and 16.48% in B&NES [31]. ▪ The highest proportion of people in the West of England are aged between 20-24 years, who make up over 8% of the total population, compared to 6% nationally and 5.8% regionally [34]. The percentage of those aged 65 and over (17.4%) is lower than the national average of 18.4% and the regional average of 22. ▪ The region has a working age population (16-65) of 734,400 (64.4%). Of the four local authorities (LAs), Bristol has the youngest age profile with 68% of the population of working age and a further 19% aged under 15. Conversely B&NES, South Gloucestershire and North Somerset have an older age profile; with 24% of North Somerset's population aged over 65. ▪ In total, 50.7% of the region's population are female and 49.3% are males. This is slightly higher than the national average of 51% for women and girls and 49% for men and boys [35]. ▪ The region is a predominantly urban with significant rural areas [35]. 189,069 people live in areas classified as rural and rural related, which is 16.1% of the total population, albeit these figures are from the 2011 census. ▪ Looking at the IMD in 2019, it can be concluded that the region generally experiences low levels of deprivation. There are, however, substantial pockets of deprivation in Bristol (in particular south Bristol) and North Somerset, and smaller pockets of deprivation in Bath. Bristol City local authority district is amongst the 30% most deprived in the country, ranking 82nd in 2019 out of 317 local authorities. This is in line with the national trend of urban populations experiencing higher levels of deprivation. ▪ The region has pockets of long-standing deprivation, with 16% of Lower layer Super Output Areas (LSOAs)[35] in Bristol falling into the most deprived 10% in England, 6% in North Somerset and 2% in B&NES. Bristol has 41 LSOAs in the most deprived 10% in England for overall deprivation, including three LSOAs in the most deprived 1% in England, one LOSA is in the most deprived 100 neighbourhoods in England (Hareclive in Hartcliffe and Withywood). ▪ B&NES is amongst the 30% least deprived neighbourhoods, ranking 247th out of 317 local authorities. North Somerset is amongst the 30% least deprived in the country, ranking 221st out of 317 Local Authorities. South Gloucestershire is amongst the 10% least deprived in the country, ranked 267th out of 317 local authorities. ▪ According to the 2021 Census data on average, 87.9% of the population of the West of England are White (identifying as English, Welsh, Scottish, Northern Irish, Irish and White Other), 4.4% are Asian, 3.2% are Mixed or Multiple Ethnicity, 3% are Black, 1.2% identify as Other and 0.08% identify as Gypsy, Irish Traveller and 0.13% Roma. ▪ The majority of the residents within the region identify as Christian (41.4%), followed by no religion (47.3%), Muslim (2.5%), Hindu (0.6%), Other (0.6%), Buddhist (0.5%), Jewish (0.2%), and Sikh 0.3%) [36]. ▪ In Bristol City, 6.1% of the population identified with an LGBTQ+ orientation and 4.2% in B&NES, which is a much higher proportion of the population than the England and Wales average of 3.2% and higher compared to South Gloucestershire (2.8%) and North Somerset (2.7%). ▪ The average life expectancy (years) for both males and females (three-year range) in the region, is higher than the national average of 78.9 years for males, and 82.8 years for females, B&NES (81 years for males and 84.8 years for females), South Gloucestershire (81 years for males and 84.6 years for males), and North Somerset (80.6 years for males and 83.9 years for females). The City of Bristol is an exception to the regional trend with lower life expectancies for both male and females when compared to the national average, at 78.2 years for males and 82.6 years for females [37]. ▪ The percentage of physically active adults 2021/22 in the region is higher than both the national and regional average in Bristol, B&NES and North Somerset. South Gloucestershire is higher than the national average but slightly lower than the regional average for physically active adults. Furthermore, the percentage of adults (aged 18 and over) classified as overweight or obese in the region were lower in each of the four local authorities than both the national and regional average [38]. Over one in four (26%) adults and 23.4% of children aged 10-11 years in England are classified as obese[39]. ▪ Across the region circa 140,900 individuals (12% of the population) reported a long-term health problem, of which, 46% said their day-to-day activities were limited 'a lot' and 54% said their day-to-day activities were limited 'a little'. However, this remains lower than the national average of 17.8% [40]. ▪ In 2022, there were 1,665 road accidents in the West of England, of which 20 were fatal (1.2%), 40% of these were pedestrians [41] . According to the Department for Transport in 2022, 75% of fatalities and 62% of casualties of all severities were male. In addition, 25% of fatalities and 29% of casualties were aged 17 to 29 years old and 23% of fatalities and 7% of casualties were aged 70 years old and over [42]. ▪ In B&NES, there have been ten road fatalities between 2020 and 2022, 70% of there were male and 40% were between the ages of 25 and 59 years old. In Bristol City Council, there have been 23 road fatalities between 2020 and 2022, 65% of these were males aged 25-59 years old. In South Gloucestershire, between 2020 and 2022 there have been ten total road fatalities, of which 60% were male and 60% were 35-59 years old. In North Somerset, there were also ten road fatalities between 2020 and 2022, of which 70% were male and 50% were aged between 25 and 59 years old. ▪ In 2022, there were 99,384 incidents of recorded crime, over 54% of these incidents were recorded in Bristol [43]. Between the year ending September 2022 and the year ending September 2023, there was an overall 0.6% growth in crime in Bristol. In England, crime decreased by 0.2% year on year. Over 36% of all recorded crimes in 2022 were categorised as "violence against the person", with a total of 35,902 recorded crimes [44]. ▪ Crime across England shows regional variations, with the Avon and Somerset area (which covers the West of England Combined Authority) having 80.8 crime rate per 1,000 people in 2022/23, this is lower than the England and Wales average of 93.6 crimes per 1000 people. Crime as a whole has been rising in England and Wales, as a rate of 93.6 crimes per 1000 people is the highest since 2006/7[45]. ▪ As of 2024, the crime rate in Bristol is 80% higher than the South West and 32% higher than the England, Wales & Northern Ireland overall figure, whereas the other three local authorities in the region fall below the national average.

32 Office for National Statistics, Population and Household Estimates (England and Wales). Available online at: Population and household estimates, England and Wales: Census 2021 - Office for National Statistics (ons.gov.uk)
33 Office for National Statistics, 2011 Census. Available online at: 2011 Census: Population and Household Estimates for Wards and Output Areas in England and Wales - Office for National Statistics (ons.gov.uk)
34 UK Government, Rural Urban Classification (2011). Available online at: 2011 Rural Urban Classification lookup tables for all geographies - GOV.UK (www.gov.uk)
35 Lower layer Super Output Areas (LSOAs) are made up of groups of Output Areas (OAs), usually four or five. They comprise between 400 and 1,200 households and have a usually resident population between 1,000 and 3,000 persons.
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38 Public Health England, Local Authority Health Profiles. Available online at: Local Authority Health Profiles - Data - OHID (phe.org.uk)
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40 West of England Combined Authority, Equality Framework 2020. Available online at: WECA-EQUALITY-FRAMEWORK-FINAL-JAN-2020.pdf (westofengland-ca.gov.uk)
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41 UK Government, Reported Road Casualties Annual Report. Available online at: Reported road casualties Great Britain, annual report: 2022 - GOV.UK (www.gov.uk)
42 UK Government Department for Transport, Reported Road Casualties UK 2022. Available online at: Reported road casualties Great Britain, provisional results: 2022 - GOV.UK (www.gov.uk)
43 Office for National Statistics, Recorded Crime Data by Community Safety Partnership 2022. Available online at: Recorded crime data by Community Safety Partnership area - Office for National Statistics (ons.gov.uk)
44 West of England Combined Authority Employment and Skills Plan: Evidence Base. Available online at: West of England Employment & Skills Plan (westofengland-ca.gov.uk)
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Local Authority	Current Baseline
	▪ With regards to crime deprivation, levels of deprivation are varied across the region. Of the LAs within the region, Bristol has the highest crime deprivation levels, ranking 8th out of 317 local authorities within the UK (an indicator of 1 being the most deprived neighbourhood, and 317 being the least deprived neighbourhood) [52]. The least deprived LA within the region is B&NES, ranking 196th out of 317 local authorities within the UK [46].
Wiltshire	▪ Between the last two censuses (held in 2011 and 2021), the population of Wiltshire increased by 8.4%, from around 471,000 in 2011 to around 510,300 in 2021. The population here increased at a similar rate to the overall population of the South West (7.8%), but by a greater percentage than the overall population of England (up 6.6% since the 2011 Census) [47]. ▪ Wiltshire has a low population density of 157 people per square kilometre (km²) [29], compared to the national average of 434 people per km². This area was among the lowest 15% for population density across English local authority areas at the last census [29]. ▪ Between the last two censuses, the average (median) age of Wiltshire increased by two years, from 42 to 44 years of age. This area had a similar average (median) age to the South West as a whole in 2021 (44 years) but a higher average (median) age than England (40 years). The number of people aged 50 to 64 years rose by around 15,800 (an increase of 17.0%), while the number of residents between 35 and 49 years fell by around 9,700 (9.4% decrease) [29]. ▪ In 2021, 41.3% of Wiltshire residents reported having "No religion", up from 26.5% in 2011. The rise of 14.7% was the largest increase of all broad religious groups in Wiltshire [29]. ▪ Across the South West, the percentage of residents who described themselves as having "No religion" increased from 29.3% to 44.1%, while across England the percentage increased from 24.8% to 36.7% [29]. ▪ In 2021, 50.2% of people in Wiltshire described themselves as Christian (down from 64.0%), while 6.0% did not state their religion (down from 7.7% the decade before) [29]. ▪ In 2021, 94.3% of people in Wiltshire identified their ethnic group as "White" (compared with 96.6% in 2011), while 1.7% identified their ethnic group within the "Mixed or Multiple" category (compared with 1.2% the previous decade) [29]. ▪ The percentage of people who identified their ethnic group within the "Black, Black British, Black Welsh, Caribbean or African" category increased from 0.7% in 2011 to 1.1% in 2021[29]. In 2021, 2.1% of Wiltshire residents identified their ethnic group within the "Asian, Asian British or Asian Welsh" category, up from 1.3% in 2011. The 0.8% increase was the largest increase among high-level ethnic groups in this area [29]. ▪ Wiltshire is less deprived than many other local authority areas in England. Over 70% of local authority districts in England are more deprived than Wiltshire [48]. ▪ One area (Trowbridge John of Gaunt - Studley Green) is in the most deprived 10% of LSOAs in England [30]. ▪ When looking at the specific domains of deprivation, less than 20% of Wiltshire's LSOAs are in the most deprived national 40% of LSOAs in the Income, Employment, Health and Crime domains. Around 30% of Wiltshire's LSOAs are in the most deprived national 40% in the Education (29%) and the Living Environment (31%) domains, while 47% of Wiltshire's LSOAs are in the most deprived national 40% in the Barriers to Housing and Services domain [30]. ▪ In 2021, 50.5% of Wiltshire residents described their health as "very good", increasing from 48.9% in 2011. Those describing their health as "good" fell from 34.5% to 34.0%. These are age-standardised proportions [30]. The proportion of Wiltshire residents describing their health as "very bad" was 0.8% (similar to 2011), while those describing their health as "bad" remained 3.2%. ▪ The proportion of adults in Wiltshire who are physically active has fallen from 2021/22-2022/23, from 71.9% to 70.6%, now nearing levels of national averages. ▪ The life expectancy in Wiltshire for males is 81 years, whilst for females it is greater at 84.8 years. Comparatively, the healthy life expectancy in Wiltshire for males is 66.2 years and 68 years for females [49]. ▪ The mortality rate from respiratory diseases in Wiltshire is significantly better than the national average; for 2022, the mortality rate for Wiltshire was 81.4 per 100,000 deaths, whilst the rate for England was 102.8 per 100,000[31]. ▪ In 2022, 19.9% of 4–5-year-olds in were reported to be overweight (including obesity) in Wiltshire. This proportion increases to 32.6% for 10–11-year-olds for the same year[50], this is lower than the national averages for both age groups. ▪ In 2021, 6.0% of Wiltshire residents were identified as being disabled and limited a lot. This figure decreased from 6.8% in 2011. Just over 1 in 10 people (10.4%) were identified as being disabled and limited a little, compared with 9.6% in 2011. The proportion of Wiltshire residents who were not disabled remained at 83.6% [50]. ▪ According to an Opinions and Lifestyle Survey run by the Office for National Statistics, 7.3% of people answered that they often or always felt lonely [51]. ▪ Between 2018-2022, almost 17,000 offences of this criminal damage were recorded by Wiltshire Police, equivalent to a rate of 67.2 offences per 10,000 persons across the county. Rates were higher than Wiltshire's average in the following community areas: Melksham, Salisbury, Trowbridge, Warminster and Westbury. In the same period, almost 4,700 sexual offences were recorded in Wiltshire, this is equivalent to a rate of 18.7 per 10,000 persons across the county and an average of approximately 900 offences of this type per year. These offences were particularly high in Salisbury and Devizes community areas [52].

46 UK Government, English Indices of Deprivation (2019). Available online at: English indices of deprivation 2019 - GOV.UK (www.gov.uk)

47 Office for National Statistics, 2023, How life has changed in Wiltshire: Census 2021, Available at: How life has changed in Wiltshire: Census 2021 (ons.gov.uk)

48 Wiltshire Council, 2019, English Indices of Deprivation 2019: Wiltshire Report, Available at: IoD-2019-Wiltshire (wiltshireintelligence.org.uk)

49 Office for Health and Improvement Disparities, 2024, Public health profiles, Available at: https://fingertips.phe.org.uk/

50 Office for Health Improvement and Disparities, 2024, Obesity Profile, Available at: https://fingertips.phe.org.uk/profile/national-child-measurement-programme/data#page/1/gid/8000011/ati/502/iid/90316/age/200/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1

51 Office for National Statistics, 2024, Opinions and Lifestyle Survey QMI, Available at: Opinions and Lifestyle Survey QMI - Office for National Statistics

52 Wiltshire Intelligence, 2018-2022 , Community Area Joint Strategic Needs Assessment (CASJANA), Available at: CAJSNA Wiltshire Intelligence

Table B-2 – Economy

Local Authority	Current Baseline

BCP & Dorset	■ In 2021, 63.1% of the population of BCP were of working age (between 16-64 years) which is slightly higher than both the regional and national averages of 62.5% and 62.9% respectively. In contrast, Dorset has a lower working age population than the regional and national averages at 56.3%.
	■ BCP has a relatively high number of jobs compared to its size. Job density [53] within BCP is recorded as 0.89 which is higher than the regional average of 0.87 and the national average of 0.85[54]. Dorset has an equivalent job density to the regional average at 0.87[55]. The job density in BCP make it an attractive prospect for the residents of Dorset, with commuting daily and frequently for work. The majority of BCP residents both live and work within BCP, whereas the residents of Dorset are far more likely to commute, by car, into BCP for work.
	■ BCP has a strong asset base, with a growing 5G and digital capacity, an international airport and significant UK passenger and freight port capabilities [56]. BCP has an important role with the Dorset Local Enterprise Partnership (LEP), and benefits from connections into the South West. By the end of 2024, Dorset council in partnership with BCP council and the Dorset LEP aim to have established a dialogue with government for a county deal for the whole of Dorset to enhance and drive economic development and the skills agenda, attracting additional government funding into Dorset [57].
	■ In BCP, the employment landscape shows a higher concentration of professional and associate professional occupations compared to the South West region and Great Britain as a whole. Specifically, 56% of the workforce in BCP is employed in Standard Occupational Classification (SOC) 2020 major groups 1-3, which includes managers, directors, senior officials, professional occupations, and associate professional occupations. This is higher than the South West's 50.8% and Great Britain's 52.8% [58].
	■ Conversely, BCP has a lower proportion of workers in administrative, secretarial, and skilled trades occupations (SOC 2020 major groups 4-5) at 15.2%, compared to 19.3% in the South West and 18.3% in Great Britain. Additionally, BCP has a higher percentage of workers in caring, leisure, and other service occupations, as well as sales and customer service roles (SOC 2020 major groups 6-7), at 17.4%, compared to 14.2% in the South West and 14.4% in Great Britain. Lastly, BCP has fewer workers in process plant, machine operatives, and elementary occupations (SOC 2020 major groups 8-9) at 11.4%, compared to 15.7% in the South West and 14.5% in Great Britain.
	■ In Dorset, 43.8% of the workforce is employed in higher-level occupations (SOC 2020 major groups 1-3), which is lower than the South West (50.8%) and Great Britain (52.8%) [59]. Administrative, secretarial, and skilled trades occupations (SOC 2020 major groups 4-5) make up 24.4% of Dorset's workforce, higher than the South West (19.3%) and Great Britain (18.3%). Caring, leisure, and service roles, along with sales and customer service occupations (SOC 2020 major groups 6-7), account for 17.7% of employment in Dorset, compared to 14.2% in the South West and 14.4% in Great Britain. Lastly, 14.1% of Dorset's workforce is in process plant, machine operatives, and elementary occupations (SOC 2020 major groups 8-9), slightly lower than the South West (15.7%) and Great Britain (14.5%).
	■ The visitor sector contributes £1.3bn to the BCP economy each year [60], and £1.05bn to the Dorset economy annually [61]. In 2021, this created 12,141 tourism jobs in BCP, and 25,936 tourism jobs in Dorset in 2019. In terms of gross value added (GVA), £417m in GVA was contributed to the local economy in BCP in 2021, and £703m generated in GVA in Dorset. This continues to develop as a major growth sector bringing both economic benefits and reputational advantages. Major tourist attractions across the region include:
	   - Jurassic Coast World Heritage site
	   - Lyme Regis Regatta and Carnival
	   - Portland Castle
	   - Durdle Door
	   - Bournemouth Air Festival
	   - Bournemouth Aviation Museum
	   - Christchurch Castle and Norman House
	   - Poole Seafood Festival
	   - Poole Harbour

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53 The ratio of total jobs to population aged 16-64.

54 Nomis Local Labour Statistics. Available online at: Labour Market Profile - Nomis - Official Census and Labour Market Statistics (nomisweb.co.uk)

55 Nomis Local Labour Statistics. Available online at: Labour Market Profile - Nomis - Official Census and Labour Market Statistics (nomisweb.co.uk)

56 BCP Council, BCP Futures – Economic Development Strategy (EDS) for Bournemouth, Christchurch and Poole. 2021-2026. Available online at: Appendix 1 24112021 Cabinet.pdf (bcpcouncil.gov.uk)

57 Dorset Council, Driving economic prosperity delivery plan. Available online at: Driving economic prosperity delivery plan - Dorset Council

58 Office for National Statistics, 2021, Labour Market Profile – Bournemouth, Christchurch and Poole, Available at: https://wsponlinegbr.sharepoint.com/:w:/r/sites/2024UK302778/_layouts/15/Doc.aspx?sourcedoc=%7BCC110201-57AE-44E2-B099-7DDA9953846F%7D&file=Western%20Gateway%20SIP%20SEA_Scoping%20Report_Appendix%20B_Baseline%20Information.docx&wdOrigin=TEAMS-MAGLEV.p2p_ns.rwc&action=default&mobileredirect=true

59 Office for National Statistics, 2021, Labour Market Profile- Dorset, Available at: Labour Market Profile - Nomis - Official Census and Labour Market Statistics (nomisweb.co.uk)

60 Bournemouth, Christchurch and Poole: Working together to deliver a great destination, Tourism Strategy: 2023 – 2027. Available online at: FINAL BCP Report (bcpcouncil.gov.uk)

61 Visit Dorset Business Support Hub, Tourism research for Dorset & SW England, How Tourism Benefits The Dorset Economy Infographic (2019) - minus Poole and Bournemouth statistics. Available online at: 2019 Infographic-The Economic Impact of Rural Dorset's Visitor Economy P (simpleviewinc.com)

Local Authority	Current Baseline

Gloucestershire	▪ As of December 2023, the employment rate in Gloucestershire was 82.3% for individuals aged 16 to 64, reflecting a robust job market and a strong local economy [62].
	▪ The unemployment rate in Gloucestershire stands at 3.1%, which is lower than the national average of 3.9%, indicating a relatively healthy job market with fewer people out of work [58].
	▪ Approximately 14.9% of Gloucestershire's population aged 16 to 64 are economically inactive, meaning they are not in employment or actively seeking work. This group includes students, retirees, and those with long-term illnesses.
	▪ The median average salary for full-time employees in Gloucestershire is £33,449 as of 2023, providing a benchmark for earnings in the region and reflecting the overall economic health.
	▪ Average salaries in Gloucestershire grew by £1,130 between 2022 and 2023, representing a growth rate of 3.50% per year. This increase in earnings reflects positive economic conditions and rising living standards.
	▪ Gloucestershire's Gross Domestic Product (GDP) was estimated at £22 billion in 2021, with a GDP per capita of £33,305, indicating the region's productivity and economic performance.
	▪ The job density in Gloucestershire is 0.87, meaning there are 0.87 jobs available per working-age person. This ratio helps to understand the availability of employment opportunities relative to the population.
	▪ Many residents of Gloucestershire commute to nearby cities such as Bristol and Birmingham for work, contributing to the local economy through spending on transportation and other services. In Gloucestershire, 49.4% of the working population drive to work, which is higher than both the South West (49.0%) and the national average (45.1%). Walking is the next most common mode of transport (8.1%), followed by being a passenger in a car or van (3.7%). These figures are similar to those in the South West and England and Wales. Fewer people in Gloucestershire travel by train (0.3% vs. 1.9% nationally) or by bus, mini coach, or coach (2.2% vs. 4.2% nationally) [63].
	▪ Certain areas, particularly in urban Gloucester, face higher levels of deprivation compared to more affluent rural areas. Issues such as lower income, higher unemployment, and limited access to services are more prevalent in these deprived areas.
	▪ The claimant count for unemployment-related benefits was 3.6% in March 2024, providing insight into the number of people relying on government support due to unemployment.
	▪ Over 43% of the working-age population in Gloucestershire have a degree or higher qualification, supporting a skilled workforce and attracting businesses to the region.
	▪ About 14.2% of the employed population in Gloucestershire are self-employed, indicating a strong entrepreneurial spirit and the presence of many small businesses.
	▪ Gloucestershire is home to 100 large businesses, 500 medium-sized businesses, and 2,790 small businesses, supporting a dynamic and resilient local economy.
	▪ The largest industry in Gloucestershire is Human Health and Social Work Activities, which accounts for 13.7% of all jobs. This sector includes hospitals, clinics, and social care services, highlighting the importance of healthcare in the local economy.
	▪ Other significant sectors in Gloucestershire include Manufacturing, Wholesale and Retail Trade, and Education, providing a diverse range of employment opportunities and contributing to the region's economic stability.
	▪ The Real Estate Activities sector saw a 33% increase in roles between 2021 and 2022, highlighting the expanding property market and related services in the region.
	▪ The Mining and Quarrying sector experienced a 42% decrease in roles between 2021 and 2022, reflecting broader trends in the industry and shifts in economic focus.
	▪ In 2019, Gloucestershire's travel and tourism industry was worth £966 million annually. Despite the impact of COVID-19, the county is well-positioned to capitalise on the revitalised tourism sector. This will bring new jobs and businesses, enhance the quality of life for residents, and ensure the area is well-maintained for everyone to enjoy [64].
	Key attractions contributing to this include:
	    - Gloucester Cathedral
	    - Cotswold Wildlife Park and Gardens
	    - Puzzlewood
	    - Symonds Yat Rock
	    - Gloucester Docks
	    - Sudeley Castle and Gardens
	    - Castle Combe Village
	    - Bibury
	    - Bourton-on-the-Water
	    - Broadway Tower

West of England Combined Authority and North Somerset	▪ The West of England has a strong and diverse economy. It is the most productive city region in England outside London, with vibrant innovative businesses and a highly skilled workforce with economic links to Wales, the Midlands, London and the South West. Founded on a base of high growth industry and business sectors which are well-connected along the M5/M4 corridor to London, Wales and Birmingham as well as internationally through its port and airport, the West of England economy competes strongly on a global scale [65]. ▪ The West of England is one of the most prosperous regions in the UK, and it plays a central role in the national economy. With an economy worth over £33 billion per annum and one of the highest rates of employment in the country, the region accommodates a range of designated Enterprise Zones and Enterprise Areas at Filton, Temple Quarter, Junction 21, Bath, Avonmouth/ Severnside, Somer Valley and Emersons Green. At the forefront of innovation and focused on the area around Filton, the West of England hosts the largest aerospace cluster in the UK. The West of England Combined Authority boasts a thriving higher education sector and world-class universities push the level of skills and qualification in the West of England above the national average [66]. ▪ Despite the West of England being one of the most prosperous regions in the UK, there are substantial pockets of deprivation, including areas of long-standing deprivation, in Bristol (in particular south Bristol) and North Somerset, and smaller pockets of deprivation in Bath. Bristol City Council is amongst the 30% most deprived local authorities in the country. ▪ The working age population in the West of England is well qualified overall, with 46% possessing an NVQ level or above qualification [67]. This compares to 39% in England as a whole and places the West of England Local Enterprise Partnership (LEP) amongst the top 5 out of 38 LEPs nationally in terms of its qualified working age population. The high level of qualifications amongst the working age

62 Office for National Statistics, 2021., Labour Market Profile, Available at: Labour Market Profile - Nomis - Official Census and Labour Market Statistics (nomisweb.co.uk)

63 Inform Gloucestershire, 2021, Labour Market and Travel to Work- A Briefing, Available at: labour-market-and-travel-to-work-briefing.pdf (gloucestershire.gov.uk)

64 Steve Gardner-Collins, 2021, Visit Gloucestershire, https://glostext.gloucestershire.gov.uk/documents/s71614/Visit%20Gloucestershire%20-%20County-Wide%20Visitor%20Economy%20Roadmap%20to%20Recovery.pdf

65 West of England Combined Authority (2020) West of England Recovery Plan. Available at: https://www.westofengland-ca.gov.uk/wp-content/uploads/2020/10/West-of-England-Recovery-Plan.pdf

66 West of England Combined Authority (2023) West of England Employment Land Spatial Needs Assessment. Available at: https://www.westofengland-ca.gov.uk/wp-content/uploads/2023/08/WECA-ELSNA-Final-Report-March-23-v3.pdf

67 ONS, Earnings and hours worked, place of residence by local authority: ASHE Table 8, 2023 [online] available at: https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/earningsandworkinghours/datasets/placeofresidencebylocalauthorityashetable8

Local Authority	Current Baseline
	• population reflects the range and quality of higher education provision across the region, including four universities, four further education colleges and a sixth form college. Despite a substantially qualified working age population, about 4% of the sub-region's working age population have no qualifications – approximately 28,600 people [68]. • B&NES has the highest gross mean salary at £38,512 per annum, whilst the City of Bristol has the lowest at £34,598 per annum [69]. All gross mean salaries are higher than the regional average of £32,790 and in line with the national average of £35,955. • In 2021/22, there were an estimated 102,600 and 153,900 jobs paying less than the living wage across the region, with many of these jobs being part-time and a high proportion focused in the City of Bristol [70]. Hourly pay for full-time employees remains higher for men than woman across all four Unitary Authorities, based on both residency and workplace medians. South Gloucestershire and North Somerset have the highest pay gap for full-time workers at 16.2%, whilst the pay gap for full-time workers in Bristol of 8.5% remains below the national pay gap of 8.6% [71]. • As of December 2020, 5.0% of working age population in the West of England were claiming unemployment benefits (36,840 residents). This is broadly in line with levels seen in October and November 2020. The region saw a lower unemployment rate than England as a whole, at 4.2% regionally compared to 5.3% nationally. • The number of people in zero hours contacts increased in the South West region between the April to June 2019 and April to June 2020, from 83,000 to 93,000. This is broadly in line with increases at a UK level [72]. • The proportion of residents that commute for work in the West of England is 81.7%, similar to the England and Wales average of 81.2% (2019). The Travel to Work survey (Travel West, 2018) estimates that 44% of West of England employees favour their car to commute versus other modes of transport. With average levels of commuting, and more people using cars as the primary transport, West of England should continue to consider initiatives to encourage the use of alternative modes of transport. Public bus (44%) and trains (45%) currently have the lowest percentages of people satisfied with their normal journeys to and from work. Respondents in Bristol and South Gloucestershire explained the main reasons they travel by car versus public transport, walking, cycling or car sharing, is (i) it is too far to walk, (ii) they have a quicker journey time travelling by car and lastly (iii) car sharing would not give them sufficient flexibility [73]. • A high proportion of the region's population are employed in night-time industries. These include things such as retail, transport, accommodation, security, health and social care, logistics, and manufacturing sectors. • Tourism also contributes to the local economy of the West of England. In 2019, over 1 million international staying trips were made to the West of England. In particular, Bath and Bristol featured amongst the top 10 destinations visited in the UK [74]. It is estimated that the visitor economy of the West of England generated £1.8 billion in 2022 [75].
Wiltshire	• Between April 2023 and March 2024, Wiltshire had 254,200 economically active individuals, representing 81.5% of its population. This is slightly higher than the South West region's economic activity rate of 81.0% and notably above the Great Britain average of 78.6%. During the same period, Wiltshire's economic inactivity rate was 18.5%, with 54,600 individuals inactive. This is lower than the South West's 19.0% and Great Britain's 21.4%. Among the economically inactive in Wiltshire, 22.8% were students, 20.6% were looking after family/home, 25.5% were long-term sick, and 18.9% were retired [76]. • The average salary in Wiltshire is approximately £30,000 per year. This figure varies significantly across different sectors, with higher salaries typically found in professional, scientific, and technical activities [77]. • Wiltshire's economy is diverse, with key sectors including professional, scientific, and technical activities, retail trade, and construction. Emerging industries such as food and drink processing and healthcare products are also seeing growth [62]. • Wiltshire has a robust workforce with around 188,937 employees. The job market is expanding, with a 7.19% increase in employee numbers recently. The region supports a variety of roles, particularly in small and medium enterprises (SMEs), which form the backbone of the local economy [62]. Between April 2023 and March 2024, 55.2% of Wiltshire's workforce were in higher-level occupations (managers, professionals, and associate professionals), surpassing regional and national averages. Administrative and skilled trades roles accounted for 20.5%, while 12.7% were in service and sales jobs. Lastly, 11.6% were in machine operative and elementary occupations, lower than both the South West and Great Britain averages [62]. • While Wiltshire generally enjoys a good standard of living, there are areas of deprivation, particularly in some rural and urban pockets. These areas face challenges such as lower income levels and limited access to services [62]. • Wiltshire's economy is growing, with a notable increase in the number of active businesses. In the last two years, 2,932 new companies were formed, indicating a strong entrepreneurial spirit. The region's GDP growth is supported by its diverse economic base and strategic location [62]. • The workforce in Wiltshire is well-educated, with a significant proportion holding higher education qualifications. Around 40% of the working-age population have a degree or higher qualification, which supports the region's professional and technical sectors [78]. • The unemployment rate in Wiltshire is relatively low, reflecting the region's economic health. However, there are ongoing efforts to address employment disparities and support those in lower-income jobs [63]. • Wiltshire benefits from its strategic location and infrastructure, including good transport links and proximity to major cities like Bristol and London. This connectivity supports business growth and attracts investment. • Key challenges for Wiltshire include addressing rural deprivation, improving digital connectivity, and ensuring that the workforce is equipped with the skills needed for emerging industries. There is also a need to support gender diversity in business leadership.

68 West of England Employment and Skills Plan: Evidence Base. Available online at: https://www.westofengland-ca.gov.uk/wp-content/uploads/2019/06/190320-Employment-and-Skills-Plan-Evidence-Base-June-2019-FINAL_compressed.pdf

69 ONS, Earnings and hours worked, place of residence by local authority: ASHE Table 8, 2023 [online] available at: https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/earningsandworkinghours/datasets/placeofresidencebylocalauthorityashetable8

70 West of England Combined Authority (2021), Adult Education Strategy 2021/22. Available online at: https://www.westofengland-ca.gov.uk/wp-content/uploads/2021/10/WECA-ADULT-EDUCATION-STRATEGY-2021-22.pdf

71 West of England Combined Authority Employment and Skills Plan: Evidence Base. Available online at: West of England Employment & Skills Plan (westofengland-ca.gov.uk)

72 West of England Combined Authority: Labour Market Update 2021. Available online at: https://www.westofengland-ca.gov.uk/wp-content/uploads/2021/02/January-2021-External-LMI-Pack-1.pdf

73 West of England Combined Authority (2019), West of England Economic Connectivity. Available online at: https://www.westofengland-ca.gov.uk/wp-content/uploads/2019/02/6.-WofE-LIS-Economic-Connectivity-report.pdf

74 West of England Combined Authority, West of England Cultural Plan. Available at: https://www.westofengland-ca.gov.uk/wp-content/uploads/2022/02/West-of-England-Cultural-Plan.pdf

75 West of England Combined Authority, Full Business Case Visit West/Visitor Economy Investment. Available at: https://www.westofengland-ca.gov.uk/wp-content/uploads/2024/06/FBC-Visit-West-full-FINAL.pdf

76 Office for National Statistics, 2023-24, Labour Market Profile- Wiltshire, Available at: Labour Market Profile - Nomis - Official Census and Labour Market Statistics (nomisweb.co.uk)

77 Beauhurst, 2022, Analysis Report: Economic and Business Activity in Wiltshire, Available at: Analysis Report: Economic and Business Activity in Wiltshire - UK Data

78 Wiltshire Intelligence, 2024, Community Area Joint Strategic Needs Assessment (CASJANA), Available at: CAJSNA 2024 - Economy Wiltshire Intelligence

Local Authority	Current Baseline

	▪ Tourism plays a significant role in Wiltshire's economy. In 2019, the tourism sector contributed approximately £1.5 billion to the local economy [79]. However, the COVID-19 pandemic had a substantial impact, reducing the value of tourism to £600 million in 2020. The sector has been on a recovery path, with projections indicating a gradual return to pre-pandemic levels by 2024. The tourism industry supports around 29,000 jobs, accounting for 8% of all employment in the county [80].
	 ▪ Popular Attractions in Wiltshire include:
	   - Stonehenge
	   - Salisbury Cathedral
	   - Longleat
	   - Avebury
	 ▪ Stourhead

Table B-3 Biodiversity

Local Authority	Current Baseline
BCP & Dorset	▪ In BCP and Dorset combined there are a number of nationally and locally designated sites; 141 Sites of Special Scientific Interest (SSSI), 9 Marine Conservation Zones, 365 Sites of Nature Conservation Interest (SNCI), 11 National Nature Reserves (NNR), and 51 Local Nature Reserves (LNR). Additionally, there are a number of internationally designated sites; there are ~~187~~ 4 Ramsar sites, ~~276~~ 17 Special Area of Conservation (SAC), and ~~183~~ 5 Special Protection Areas (SPA). ▪ Chesil Beach and the Fleet Lagoon Marine Protected Area is of international geomorphologic and biodiversity importance. It is the largest example of a lagoonal habitat in England [81] home to a large number of resident and over-wintering birds, numerous plants and animals. Poole Harbour SPA and Ramsar site is the best and largest example in the UK of a bar-built estuary with lagoon characteristics [82]. ▪ The Dorset National Landscape boasts a rich range of habitats and species including 83% of all British mammal species, 48% of bird species and 70% of butterfly species. The UK's richest grid squares for vascular plants and mammals are both found in the Dorset National Landscape [83]. ▪ Forests and woodlands are quintessential features of the Dorset landscape supporting a wealth of biodiversity [84], including a high proportion of the Council's protected species. ▪ BCP declared a climate and ecological emergency on the 16th July 2019. In response to the Nature Recover Project with the Parks Foundation, planted 120 trees, 1,400m2 of thicket, 2,800 bulbs, and 600m^2 of wildflower plugs and seeds were planted across 11 urban parks. Building on this work, the collaborative two-year Green Heart Parks project is delivering enhancements for nature in 14 local community parks [85]. ▪ Dorset Council declared a nature emergency on the 19th July 2024. This follows on from its climate and ecological emergency declaration in 2019, this new declaration will help strengthen the council's ambitions to create a carbon neutral, nature positive and resilient Dorset. ▪ Dorset Council have developed a Biodiversity Appraisal Protocol (DBAP) which is Council's preferred mechanism to address impacts on biodiversity from planning applications and Listed Building Consents (LBCs). ▪ The government has asked each county in England to produce local nature recovery strategies. Dorset Council are currently working closely with BCP Council, Natural England and a wide range of local people and organisations to produce their first strategy.
Gloucestershire	▪ In Gloucestershire, there are a number of nationally and locally designated sites; 268 Sites of Special Scientific Interest (SSSI), 4 National Nature Reserves (NNR), and 12 Local Nature Reserves (LNR). Additionally, there are a number of internationally designated sites; 2 Ramsar sites, 55 Special Area of Conservation (SAC), and 2 Special Protection Areas (SPA). ▪ Gloucestershire boasts numerous Sites of Special Scientific Interest (SSSIs) recognized for their exceptional wildlife and geological features, alongside approximately 850 Local Wildlife Sites (LWS) that include ancient woodlands, species-rich grasslands, river valleys, heathlands, and hedgerows. Additionally, nature reserves managed by organizations like the Gloucestershire Wildlife Trust play a crucial role in protecting various habitats and species [86]. ▪ The county's diverse habitats include ancient and semi-natural woodlands that provide essential environments for a variety of species, species-rich grasslands that support diverse flora and fauna, and wetlands and rivers that are vital for aquatic species and ecosystem services. Heathlands and hedgerows also offer unique habitats and act as important wildlife corridors, enhancing connectivity across the landscape [87]. ▪ Gloucestershire is home to a variety of mammals, including badgers, otters, and various bat species such as the common pipistrelle and noctule. Other notable mammals include the European hedgehog, roe deer, and the rare hazel dormouse [88]. ▪ The Gloucestershire Wildlife Sites Partnership, which includes various local and national organizations, plays a key role in the conservation of these sites. The partnership works to survey, monitor, and manage Key Wildlife Sites to ensure their protection and enhancement [89].

79 Visit Wiltshire, 2021, Recovery and Realignment Wiltshire Tourism Recovery Plan, Available at: Wiltshire Tourism Recovery Plan 2021.pdf (visitwiltshire.co.uk)
80 David Andrews, 2018, Economic Impact of Wiltshire's Visitor Economy 2017, Available at: Economic Impact of Wiltshire Tourism 2016.pdf (visitwiltshire.co.uk)
81 Natural England, Chesil Beach and The Fleet SPA. Available online at: Designated Sites View (naturalengland.org.uk)
82 Ramsar Sites Information Service, Poole Harbour. Available online at: Poole Harbour | Ramsar Sites Information Service
83 Dorset National Landscape, Wildlife, [online] available at: https://dorset-nl.org.uk/wildlife/
84 Dorset Biodiversity Action Plan, 2003 [online] available at: https://dorsetlnp.org.uk/wp-content/uploads/2019/01/Dorset-Biodiversity-Strategy-2003.pdf
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87 Gloucestershire County Council, 2015, Highways & Biodiversity Guidance for Gloucestershire, Available at: Gloucestershire County Council
88 Gloucestershire Wildlife Trust, 2024, Species, Available at: Mammals | Gloucestershire Wildlife Trust
89 Gloucestershire Wildlife Trust, 2018, Gloucestershire Key Wildlife Sites Handbook, Available at: Microsoft Word - Gloucestershire Key Wildlife Sites Handbook Part 1 v4.5 final.doc (gloucestershirewildlifetrust.co.uk)

Local Authority	Current Baseline
	▪ The species richness in Gloucestershire is notable, with many habitats supporting a high diversity of species. For example, limestone grasslands are home to rare plants like the bee orchid (Ophrys apifera) and various butterfly species. ▪ Gloucestershire's habitats are diverse, ranging from the ancient ravine woodlands of the Wye Valley to the streams of the Cotswold plateau. The county fits into three key Natural Areas: the Forest of Dean with its acid grassland, bogs, heathland, and oak woodland; the Severn Vale and its floodplain; and the Cotswold escarpment with unspoilt limestone grassland and beech woodland. ▪ Conservation efforts in Gloucestershire are robust, with initiatives like Biodiversity Net Gain (BNG) becoming a statutory requirement for all planning applications as of January 2024, ensuring that development projects enhance natural habitats. ▪ Habitat mapping projects, such as HabiMap, aim to improve habitat data quality and identify opportunities for enhancing and connecting wildlife-rich areas. Local organizations also engage with landowners and communities to promote wildlife-friendly land management practices, fostering a collaborative approach to conservation. ▪ Gloucestershire County Council are currently developing their Local Nature Recovery Strategy (LNRS) for the county, with a draft LNRS due for public consultation in late 2024.

West of England Combined Authority and North Somerset	▪ The West of England is an important region for biodiversity and wildlife habitats with areas such as the Severn Estuary, afforded the highest level of protection and with the second highest tidal range in the world, supports an average of 74,000 wintering, wildfowl and wading birds each year with its marsh and mudflat habitats. The Severn's mudflats and saltmarshes provide both an overwintering ground and an essential stop-over for passing migratory species [90].
	▪ In WECA and North Somerset combined, there are a number of nationally and locally designated sites; 141 Sites of Special Scientific Interest (SSSI), 2 National Nature Reserves (NNR), and 67 Local Nature Reserves (LNR). Additionally, there are a number of internationally designated sites; 15 Ramsar sites, 23 Special Area of Conservation (SAC), and 16 Special Protection Areas (SPA).
	▪ In addition, there are 11 SACs and SPAs adjacent to the regional boundary.
	▪ There are numerous areas of Ancient Woodland and priority habitats within the region, together with Sites of Nature Conservation Interest (SNCIs) and, within Bristol, locally designated wildlife corridor sites.
	▪ The West of England is home to a number of nationally and internationally rare plants. As well as their cultural value, a rich and diverse flora forms part of a resilient and dynamic ecosystem and supports a variety of wildlife. The Avon Gorge, one of the top three sites for rare plants in England, has more than 30 nationally rare and scarce plants. Other significant landscapes for flora include the Cotswolds and Mendip Hills National Landscapes, which include plant species colonising relic lead mined areas.
	▪ The West of England Mayoral Combined Authority has produced a Strategy for Nature Recovery which supports the wider Climate and Ecological Action Plan [91]. The longer-term actions for this include:
	  - Increase the abundance of wildlife from 2020 levels by 30% by 2030.
	  - Increase our semi-natural broadleaved woodland cover by 2500ha (from 8,000 to 10,500 ha, or by 31%).
	  - In addition to woodland, create 2000 hectares of wildlife-rich habitat outside the protected site network.
	  - Close at least 40% of the Nature Recovery Network connectivity gaps through the creation of new habitat.
	  - Ensure all water catchments are in at least moderate ecological status, with half in good ecological status by 2030.
	  - Ensure 70% of designated sites are in favourable condition by 2030.
	▪ The West of England Nature Partnership, established in 2012, aims to develop a thriving and well-connected natural environment in the West of England, underpinning a healthy and resilient society and economy. The partnership aims to invest in the delivery of nature recovery projects across the West of England.

Wiltshire	▪ In Wiltshire, there are a number of nationally and locally designated sites; 277 Sites of Special Scientific Interest (SSSI), 3 National Nature Reserves (NNR), and 9 Local Nature Reserves (LNR). Additionally, there are a number of internationally designated sites; 1 Ramsar sites, 42 Special Area of Conservation (SAC), and 8 Special Protection Areas (SPA). ▪ The county boasts a diverse range of habitats, including ancient woodlands, chalk grasslands, wetlands, rivers, and heathlands. The Wiltshire & Swindon Biological Records Centre (WSBRC) has mapped these habitats using a combination of field survey data and aerial photography, achieving 85% coverage of the area. Priority habitats in Wiltshire include lowland meadows, calcareous grasslands, and ancient semi-natural woodlands [92]. ▪ Wiltshire supports a variety of mammal species, including badgers, otters, and several bat species such as the greater horseshoe bat. The county is also home to the rare hazel dormouse and water vole [82]. ▪ The region is important for bird species, particularly those associated with chalk grasslands and wetlands. Notable species include the stone-curlew, skylark, and lapwing. The Salisbury Plain is a key area for ground-nesting birds [82]. ▪ Wiltshire is rich in invertebrate diversity, with numerous butterfly species such as the marsh fritillary and Duke of Burgundy [82]. ▪ The diverse habitats support a wide range of plant species, including rare orchids, wildflowers, and ancient woodland flora. Chalk grasslands are particularly notable for their plant diversity [82]. ▪ Biodiversity Action Plans (BAPs): Wiltshire has developed BAPs to guide conservation efforts for priority habitats and species. These plans outline specific actions to protect and enhance biodiversity [82]. ▪ Landscape Biodiversity Areas (LBAs): LBAs represent the core landscape types of the county and provide a framework for landscape-scale conservation. These areas are underpinned by BAPs and aim to enhance habitat connectivity and resilience [82]. ▪ Community Involvement: Local organizations, such as the Wiltshire Wildlife Trust, work with communities and landowners to promote wildlife-friendly practices and engage the public in conservation activities [82]. ▪ Conservation efforts in Wiltshire are robust, with initiatives like Biodiversity Net Gain (BNG) becoming a statutory requirement for all planning applications as of January 2024, ensuring that development projects enhance natural habitats. Wiltshire Council are currently developing the Wiltshire and Swindon Local Nature Recovery Strategy, the council are currently developing a draft strategy, prior to public consultation.

90 RSPB, The Severn Estuary. Available Online At: Https://Rspb.Org.Uk/Helping-Nature/What-We-Do/Influence-Government-And-Business/Casework/The-Severn-Estuary

91 WECA, West of England Climate and Ecological Strategy and Action Plan 2023, available online at: https://www.westofengland-ca.gov.uk/wp-content/uploads/2023/04/West-of-England-Climate-and-Ecological-Strategy-and-Action-Plan-2023.pdf

92 Wiltshire & Swindon Biological Records Centre, 2024, Habitats, Available at: Habitats - Wiltshire & Swindon Biological Records Centre (wsbrc.org)

Table B-4 Landscape and Townscape

Local Authority	Current Baseline
BCP & Dorset	■ The South east Dorset Green Belt, established in 1980, spans over 30,000 ha to prevent urban sprawl by keeping land open. It covers 80% of the Dorset Council area and 20% of the BCP Council area, limiting development to already developed regions. Bournemouth, Christchurch and Poole's National Character Areas (NCAs) include the New Forest and Dorset Heaths. The New Forest NCA is distinguished by the New Forest National Park, which takes up 75% of the NCA, while the Dorset Heaths NCA which contains a large part of the Dorset Area of Outstanding Natural Beauty [93]. ■ Dorset's landscape is divided into several Local Character Areas (LCAs), each with its unique features. The LCAs, for instance, is characterized by open chalk download, lowland heathland, chalk valley and downland, wooded hills, and clay valley. ■ A National Landscape, formerly known as an Area of Outstanding Natural Beauty (AONB), is a protected area valued for its unique character and beauty. In BCP and Dorset, there are two such landscapes: Dorset National Landscape and part of Cranborne Chase and West Wiltshire Downs National Landscape. ■ Covering and area of over 984 km², Cranborne Chase National Landscape overlaps the boundaries of Wiltshire, Dorset, Hampshire and Somerset. It is a diverse natural landscape with a rich archaeological and historical significance. Cranborne Chase offers areas of rare chalk grasslands, scientifically important ancient woodlands, and chalk escarpments. The downland hillsides and chalk river valleys have a distinct and recognisable character. In 2019, Cranborne Chase became the UK's first National Landscape fully designated as an International Dark-Sky Reserve.. ■ The Jurassic Coast, a UNESCO World Heritage Site, spans 153 km from Old Harry Rocks in Dorset to Exmouth in East Devon. Renowned for its geology revealing 185 million years of Earth's history, it significantly enhances the area's seascape character. ■ Key settlements in the region, including Bournemouth, Christchurch, Poole, and Dorchester, developed due to their strategic locations near geographical features like river crossings and valleys. Dorset's high chalk hills have also hosted defensive settlements for millennia.
Gloucestershire	■ Gloucestershire's landscape features diverse natural elements, including the Cotswolds with its rolling hills, limestone grasslands, and honey-coloured stone villages. The Forest of Dean adds to the region's appeal with its dense woodlands, scenic trails, and rich biodiversity [94]. ■ The River Severn, the UK's longest river, flows through Gloucestershire, offering serene riverbanks and wetlands. The county's fertile farmland, with vast fields of crops and pastures, highlights its agricultural heritage [86]. ■ Gloucestershire's townscape blends historical and contemporary elements. Gloucester features the medieval Gloucester Cathedral, while Cheltenham is known for its Regency architecture and cultural festivals [86]. ■ Market towns like Cirencester and Tewkesbury feature historic buildings and active markets, encapsulating traditional English life. Modern residential and commercial developments are also present, particularly in urban centres, providing a contrast to the historic areas. Public spaces, including parks, gardens, and public squares, are integral to the townscape, offering areas for recreation and community events [86]. ■ In Gloucestershire, there are two national Landscapes, the Cotswolds National Landscape, and the Wye Valley National Landscape. ■ Gloucestershire's National Character Areas (NCAs) include parts of the Cotswolds, Severn and Avon Vales, and the Forest of Dean and Lower Wye. The Cotswolds NCA is distinguished by its limestone geology, rolling hills, historic market towns, dry stone walls, and ancient woodlands, forming a key part of the region's identity [95]. ■ Gloucestershire's landscape is divided into several Local Character Areas (LCAs), each with its unique features. The Cotswolds LCA, for instance, is characterized by its rolling hills, limestone grasslands, and traditional stone-built villages. This area is renowned for its scenic beauty and historical significance, with numerous walking trails and conservation areas [96]. ■ The Forest of Dean LCA is another significant area, known for its dense woodlands, rich biodiversity, and historical mining sites. This area offers a mix of natural beauty and industrial heritage, with extensive forest trails and wildlife habitats [97]. ■ The Severn Vale LCA is characterized by flat, fertile farmland and meandering rivers, contrasting with the county's rugged areas. It is vital for agriculture and contains important wetland habitats.
West of England Combined Authority and North Somerset	■ In WECA and North Somerset, there are two National Landscapes, Mendip Hills National Landscape, Cotswolds National Landscape. ■ The region includes several NCAs: the Bristol, Avon Valleys, and Ridges NCA (urban areas and countryside), the Somerset Levels and Moors NCA (flat, low-lying landscape with rich agricultural land), and the Mendip Hills NCA (distinctive geological formations and natural habitats) [94]. ■ North Somerset features a diverse mix of natural and built environments, including coastal areas, rolling hills, and urban centres. The Mendip Hills, National Landscape, offer dramatic limestone escarpments, ancient woodlands, and open grasslands [98]. ■ Weston-Super-Mare's coastal areas feature expansive beaches, sand dunes, and estuarine landscapes, providing vital habitats for wildlife and recreational spaces for residents and visitors. ■ North Somerset's townscape features historic towns, modern developments, and rural villages. Weston-Super-Mare is known for its Victorian and Edwardian architecture and seaside attractions. Clevedon boasts a historic pier and Victorian houses. Nailsea and Portishead blend modern amenities with historical roots through recent development. ■ The Mendip Hills LCA features rugged terrain, limestone formations, and rich biodiversity. The Gordano Valley LCA contrasts with low-lying wetlands and woodlands. Coastal LCAs around Weston-Super-Mare and Clevedon emphasize the coastal environment's impact on local character and land use.
Wiltshire	■ In Wiltshire, there are three national Landscapes, the Cotswolds National Landscape, the Cranbourne Chase National Landscape, and North Wessex Downs National Landscape. ■ The county's countryside features rolling downlands, chalk river valleys, low-lying vales, and ancient forests. The chalklands of the North Wessex Downs, Salisbury Plain, Cranborne Chase, and West Wiltshire Downs offer undulating scenery with large fields, isolated tree clumps, and dramatic escarpments, home to famous chalk carvings like white horses and regimental badges [99].

93 Natural England, 2024, National Character Area Profiles Interactive Map, Available at: Natural England - National Character Area Profiles - National Character Area Profiles (nationalcharacterareas.co.uk)

94 Gloucestershire County Council, 2017, Landscape and Townscape Appraisal: Llanthony Road Gloucester South West Bypass, Available at: appendix-b3-llanthony-landscape-townscape.pdf (gloucestershire.gov.uk)

95 Natural England, 2024, National Character Area Profiles Interactive Map, Available at: Natural England - National Character Area Profiles - National Character Area Profiles (nationalcharacterareas.co.uk)

96 Cotswolds National Landscape, 2004, Landscape Character Assessment, Available at: Landscape Character Assessment - Cotswolds National Landscape (cotswolds-nl.org.uk)

97 Forest of Dean District Council, 2000, Landscape character assessment, Available at: Landscape character assessment - Forest of Dean District Council

98 North Somerset Council, 2024, North Somerset Local Plan 2036 Sustainability Appraisal: Scoping Report, Available at:2. North Somerset Local Plan 2036 Sustainability Appraisal: Scoping Report - Local Plan 2036: Issues and Options Stage - North Somerset Council Consultations (inconsult.uk)

99 Wiltshire Council, 2024, Landscape Conservation, Available at: Landscape conservation - Wiltshire Council

Local Authority	Current Baseline
	▪ Wiltshire's townscape is varied, with settlements in river valleys or below escarpments. Villages feature traditional materials like brick, stone, flint, and thatch. Historic towns like Salisbury, Marlborough, and Devizes showcase medieval, Georgian, and Victorian architecture, reflecting the county's long history [90]. ▪ The county includes several NCAs: North Wessex Downs (rolling chalk hills, arable farming), Salisbury Plain and West Wiltshire Downs (open grasslands, military training areas), and the Cotswolds. ▪ The Marlborough Downs LCA features open downland and significant archaeological sites like ancient trackways and burial mounds. The Vale of Pewsey LCA includes arable farmland, pasture, and small villages. The Salisbury Plain LCA is known for its military training areas and large open grasslands [100].

Table B-5 Historic Environment

Local Authority	Current Baseline

BCP & Dorset	▪ There are a number of designated assets throughout BCP and Dorset [101]:
	  - Scheduled Monuments - BCP: 15 Dorset: 1,001
	  - Listed Buildings - BCP: 738 Dorset: 9,215
	  - Protected Wrecks - BCP: 3 Dorset: 4
	  - Registered Parks and Gardens - BCP: 3 Dorset: 36
	  - Conservation Areas - BCP: 48 Dorset: 186
	▪ Historic England's Heritage at Risk (HAR)[102] programme helps to understand the overall state of England's heritage sites. It identifies those sites that are most at risk of being lost as a result of neglect, decay or inappropriate development. There are 11 and 208 heritage assets on the HAR register in BCP and Dorset respectively [103].
	▪ The National Landscape designations within BCP and Dorset are also rich archaeological resources, which was one of the key reasons for their designation. Dorset National Landscape has a wealth of heritage, with features that span all ages, from the Neolithic to the present day [104]. The South Dorset Ridgeway is one such feature, comprising an extensive Neolithic – Bronze Age ceremonial landscape considered to have an archaeological significance equivalent to the World Heritage Site of Stonehenge and Avebury [105].
	▪ Swanage Railway is a heritage railway line situated along the Isle of Purbeck, Dorset. It is a popular attraction, offering a living and working museum that provides a green corridor between Wareham and Swanage[106]. The Swanage Railway thrived from the 1880s to the 1940s, until almost seven miles of the line was demolished in 1972, being relayed by railway and community volunteers for 30 years [107].

Gloucestershire	▪ There are a number of designated assets throughout Gloucestershire [108]:
	  - Scheduled Monuments - 478
	  - Listed Buildings - 12966
	  - Registered Parks and Gardens - 57
	  - Conservation Areas - 253
	▪ Gloucestershire boasts a rich array of listed buildings, with over 14,000 entries on the National Heritage List for England. These include notable structures such as Gloucester Cathedral, Tewkesbury Abbey, and Berkeley Castle [109].
	▪ The county is home to numerous protected sites, including National Landscapes like the Cotswolds and the Wye Valley. These areas are protected for their scenic beauty and cultural heritage [110].
	▪ Gloucestershire contains over 478 scheduled monuments, which are legally protected archaeological sites. Examples include the Neolithic long barrow at Belas Knap and the Roman villa at Chedworth [111].
	▪ The county features 57 registered parks and gardens of historic interest, such as the gardens at Highgrove House and the parkland at Westonbirt Arboretum.
	▪ Historic England's Heritage at Risk (HAR) programme helps to understand the overall state of England's heritage sites. It identifies those sites that are most at risk of being lost as a result of neglect, decay or inappropriate development. In Gloucestershire, there are 93 sites on the HAR register.
	▪ The Severn Vale and the Cotswold escarpment are significant historic landscapes, featuring a mix of prehistoric barrows, Iron Age hillforts, and medieval field systems. These sites illustrate the region's industrial development from the post-medieval period onwards [102].
	▪ Gloucester Cathedral, was originally founded as an abbey in the 7th century becoming a cathedral in 1541. It is a renowned example of Perpendicular Gothic architecture. attracting around 350,000 visitors annually. Regionally, it serves as a major cultural and tourist attraction, contributing to the local economy and community identity. Nationally, it is recognised as a site of historical importance, reflecting England's religious and royal heritage.

100 Wiltshire County Council, 2008, South Wiltshire Settlement Settling Assessment 2008- Chapter 2: Methodology, Available at: Microsoft Word - 11106001R SettlementSettings_DW_02-08.doc (wiltshire.gov.uk)

101 Historic England, Search the List. Available online at: Search the List - Find listed buildings, monuments, battlefields and more | Historic England

102 Heritage at Risk (2022) Available at: https://experience.arcgis.com/experience/cb50293b60cd42e98f7d312cec9115a9/

103 Historic England (2023) Heritage at Risk, South West Register. Available online at: Historic England - Heritage at Risk Register 2023, South West

104 Dorset National Landscape, Reading the past. Available online at: Reading the Past | Dorset National Landscape (dorset-nl.org.uk)

105 Dorset Council, South Dorset Ridgeway. Available online at: South Dorset Ridgeway - Dorset Council

106 Swanage Railway, The Environment at Swanage Railway. Available online at: https://www.swanagerailway.co.uk/environment

107 Andrew P.M. Wright, History. Available online at: https://www.swanagerailway.co.uk/history

108 Historic England, Search the List. Available online at: Search the List - Find listed buildings, monuments, battlefields and more | Historic England

109 Gloucestershire County Council, 2024, Request archaeological data from Gloucestershire's Historic Environment Record (HER), Available at: Request archaeological data from Gloucestershire's Historic Environment Record (HER) | Gloucestershire County Council

110 Heritage Gateway, 2024, Gloucestershire Historic Environment Record, Available at: HeritageGateway - Historic Environment Record Details

111 Stephen Crowther and Amanda Dickson, 2016, An Archaeological Survey in the Severn Vale, Gloucestershire: A Highlight Report for the National Mapping Programme, Available at: Severn Vale NMP: (historicengland.org.uk)

Local Authority	Current Baseline
	▪ The Cotswolds also played a significant role during the English Civil War, with several battles and skirmishes taking place in the area [112].

West of England Combined Authority and North Somerset	▪ The West of England region is rich in cultural heritage assets such as listed buildings, scheduled monuments and archaeological remains, possessing a diverse heritage. Its assets span all periods of human activity from earliest prehistoric times to the present day.
	▪ Information on designated assets have been sourced from Historic England's National Heritage List [113]. Designated assets within each of the local authorities have been set out in Table below.
	▪ There are a number of designated assets throughout Wiltshire [114]:
	  - Scheduled Monuments – B&NES: 58, Bristol City: 24, North Somerset: 69, and South Gloucestershire: 38
	  - Listed Buildings – B&NES: 3,731, Bristol City: 2,148, North Somerset: 1,077, and South Gloucestershire: 2,087
	  - Registered Parks and Gardens - B&NES: 15, Bristol City: 10, North Somerset: 8, and South Gloucestershire: 8
	  - Conservation Areas - B&NES: 35, Bristol City: 33, North Somerset: 36, and South Gloucestershire: 30
	  - Battlefields – B&NES: 1, Bristol City: 0, North Somerset: 0, and South Gloucestershire: 0
	▪ There are 1,348 entries on the HAR Register for 2023 in the South West, 31 fewer than on the previous Register for 2022. In the four regions, there are 52 sites on the HAR register, 12 in Bristol, 8 in North Somerset, 16 in South Gloucestershire and 16 in Bath and North East Somerset, of which 36% are Building and Structure entries and 32% are Archaeological entries [115].
	▪ The region is home to numerous archaeological sites, including prehistoric settlements, Roman villas, and medieval structures. Notable sites include the Iron Age hillfort at Worlebury Camp, which offers insights into early defensive strategies, and the Roman villa at Gatcombe, which provides evidence of Roman domestic architecture and lifestyle.
	▪ North Somerset boasts several registered parks and gardens of historic interest. These include the Victorian gardens at Tyntesfield, known for their intricate design and horticultural variety, and the landscaped grounds of Ashton Court, which feature a mix of formal gardens and natural woodlands [116].
	▪ The region's historic landscapes include the Mendip Hills, the North Somerset Levels, and the Gordano Valley. These areas are characterized by their ancient field systems, historic woodlands, and traditional agricultural practices. The Mendip Hills, for example, contain numerous prehistoric barrows and ancient trackways [117].
	▪ North Somerset's industrial heritage is evident in its historic mills, quarries, and transport infrastructure. The area played a significant role in the development of the coal mining and limestone quarrying industries during the 19th century. Notable sites include the Nailsea Glassworks, which was a major producer of glass in the 19th century, and the remains of the Portishead Railway, which facilitated industrial transport [118].
	▪ Bath was designated as a World Heritage Site in 1987. The World Heritage Site is currently classified as being in 'very good' state of conservation. This site is recognised as having Outstanding Universal Value and the City of Bath World Heritage Site Management Plan notes that this is to be understood, protected and sustained. The reasons for inscription, or key attributes of 'Outstanding Universal Value', are summarised as:
	  - Roman archaeology
	  - The hot springs
	  - Georgian town planning
	  - Georgian architecture
	  - The green setting of Bath in the hollow hills
	  - Georgian architecture reflecting 18th century social ambitions [119]

Wiltshire	▪ Wiltshire's Historic Environment Records (HER) is a comprehensive database containing information on over 20,000 archaeological sites, monuments, and finds. This record is essential for understanding the county's rich historical and archaeological heritage [120].
	▪ There are a number of designated assets throughout Wiltshire [121]:
	  - Scheduled Monuments - 1310
	  - Listed Buildings - 12299
	  - Registered Parks and Gardens - 43
	  - Conservation Areas - 250
	▪ Wiltshire is renowned for its significant archaeological sites, including the world-famous Stonehenge and Avebury stone circles, both of which are UNESCO World Heritage Sites. Other notable sites include the Iron Age hillfort at Old Sarum and the Roman town of Cunetio [104].
	▪ The county features a substantial number of listed buildings, reflecting its architectural diversity. These include medieval churches, stately homes, and historic cottages. Noteworthy examples are Salisbury Cathedral, with its iconic spire, and the 16th-century Longleat House [122].
	▪ Wiltshire contains over 1,000 scheduled monuments, which are legally protected due to their national importance. Examples include the prehistoric Silbury Hill, the largest artificial mound in Europe, and the medieval castle at Devizes [105].

112 Ben Johnson, 2023, The Cotswolds, Available at: The History of the Cotswolds (historic-uk.com)

113 Historic England, National Heritage List [online] available at: https://historicengland.org.uk/listing/the-list/

114 Historic England, Search the List. Available online at: Search the List - Find listed buildings, monuments, battlefields and more | Historic England

115 Historic England, Heritage at Risk Register (2023). Available online at: https://historicengland.org.uk/images-books/publications/har-2023-registers/sw-har-register2023/

116 North Somerset Council, 2015, Sites and Policies Plan Part 1- Development Management Policies, Available at: Layout 1 (n-somerset.gov.uk)

117 Helen Johnson, 2024, North Somerset: Historic landscape around Tickenham Ridge, Available at: North Somerset: Historic landscape around Tickenham Ridge. | The Churches Conservation Trust (visitchurches.org.uk)

118 Somerset Industrial Archaeological Society, 2024, Homepage, Available at: Somerset Industrial Archaeological Society (sias.me.uk)

119 Bath World Heritage, World Heritage Site Management Plan 2016-2022. Available online at: https://www.bathworldheritage.org.uk/sites/www.bathvenues.co.uk/files/2022-09/World%20Heritage%20Site%20Management%20Plan%202016-2022.pdf

120 Wiltshire Council, 2024, Wiltshire and Swindon Historic Environment Record, Available at: https://www.wiltshire.gov.uk/article/889/Archaeology-and-historic-environment-record

121 Historic England, Search the List. Available online at: Search the List - Find listed buildings, monuments, battlefields and more | Historic England

122 Wiltshire & Swindon History Centre, 2024, Wiltshire's Historic Environment Record – About to get Even Bigger and Better! Available at: https://wshc.org.uk/wiltshire-historic-environment-record-to-get-bigger-and-better/

Local Authority	Current Baseline
	▪ The county boasts 43 registered parks and gardens of historic interest, such as the landscaped grounds of Stourhead, known for its picturesque lakes and classical temples, and the gardens at Bowood House [123]. ▪ In Wiltshire, there are 159 sites on the HAR register. ▪ Wiltshire's historic landscapes include the chalk downlands, the Salisbury Plain, and the wooded valleys of the Avon and Nadder rivers. These areas are characterized by ancient field systems, historic woodlands, and traditional agricultural practices [106]. ▪ Wiltshire's industrial heritage is evident in its historic mills, canals, and railway infrastructure. The Kennet and Avon Canal, for example, played a crucial role in the county's industrial development during the 19th century [106].

Table B-6 Air Quality

Local Authority	Current Baseline
BCP & Dorset	▪ Air quality significantly impacts human health, especially with long-term exposure. The World Health Organisation (WHO) identifies it as a major environmental risk. Reducing air pollution can lower rates of stroke, heart disease, lung cancer, and respiratory diseases. In 2019, 99% of the global population lived in areas not meeting WHO air quality guidelines, with 4.2 million premature deaths attributed to ambient air pollution [124]. ▪ Poor air quality harms ecosystems, with sulphur and nitrogen emissions particularly affecting their ability to function and grow [125]. ▪ In 2020, the transport sector significantly contributed to air pollution in the UK, accounting for a third of nitrogen oxides, 14% of $PM_{2.5}$, and 12% of PM_{10} emissions [126]. ▪ BCP and Dorset have lower levels of air pollution compared to the UK overall [127]. In Dorset, the average annual mean for nitrogen dioxide is below 10 µg/m³. In BCP, it's 11-20 µg/m³, both below the UK AQO of 40 µg/m³ [128]. The region also meets AQO standards for PM_{10} and $PM_{2.5}$. ▪ Where air quality objectives are not likely to be achieved, an Air Quality Management Area (AQMA) must be declared. These are predominantly associated with vehicle traffic and emissions, principally NOx, although a few have been declared for SO_2. As such, AQMAs are mostly located within urban areas and sections of the road network which are heavily trafficked and frequently congested. ▪ There are four AQMAs across BCP and Dorset. Two are located in BCP: Commercial Road and Ashley Road in Poole; and two are located in Dorset: Chideock (along the A35) and High East Street in Dorchester.
Gloucestershire	▪ The Gloucestershire area contains six AQMA, Cheltenham, Birdlip, Lydney, Barton Street, Priory Road, and Painswick. ▪ The county exhibits a decreasing trend in monitored NO_2 concentrations. $PM_{2.5}$ concentrations, based on dispersion modelling, demonstrate compliance with the annual mean objective in 2019 [129]. ▪ The public health outcomes indicator, which was updated to the 2021 figure from 2018 previously, states that in 2021, the fraction of mortality attributable to PM2.5 pollution in Cheltenham was 5.5%, which is the same as the national average, but higher than that for the south-western region (5.1%). Two public health strategy documents, the Gloucestershire Air Quality and Health Strategy and the Gloucestershire Joint Health and Wellbeing Strategy 2019-2030, are also highlighted to demonstrate the synergy between public health and air quality work [130].

West of England Combined Authority and North Somerset	▪ There are nine AQMAs across the West of England region. One is located in Bristol B&NES and three within South Gloucestershire. All AQMAs have been declared for exceedances of NO_2 with Bristol AQMA also exceeding in PM_{10}.
	▪ The AQMAs are:
	  - Staple Hill, Cribbs Causeway and Kingswood in South Gloucestershire
	  - Bath, Keynsham, Saltford, Temple Cloud and Farrington Gurney in B&NES
	  - Bristol AQMA in City of Bristol
	▪ There are no declared AQMAs in North Somerset
	▪ Smoke control orders are present in all of Bristol, Bath, within the boundary of the M4, M5 and M32 and Kingswood in South Gloucestershire. Open fires and wood burning stoves have risen in popularity over recent years, with wood being used principally as a "lifestyle fuel" rather than for a primary source of heating. In both rural and urban locations, smoke from burning causes significant PM_{10} emissions, particularly in the evening in wintertime, particularly if appliances are misused or inappropriate fuels are used [131].
	▪ Both Bristol City and B&NES councils have implemented clean air zones, to improve air quality by reducing harmful levels of air pollution caused by traffic and make sure everyone benefits from a healthy and natural environment.

Wiltshire	▪ The air quality in Wiltshire is predominantly very good, with the majority of the county having clean, unpolluted air. There are, however, a small number of locations where the combination of traffic, road layout and topography result in pollutants being trapped so that concentrations increase to unacceptable levels [132].

123 Wiltshire & Swindon History Centre, 2024, Archaeology, Available at: Information Available - Wiltshire and Swindon History Centre (wshc.org.uk)

124 World Health Organisation (2022) Ambient (outdoor) air pollution. Available online at: https://www.who.int/en/news-room/fact-sheets/detail/ambient-(outdoor)-air-quality-and-health

125 UNECE. Air Pollution, Ecosystems and Biodiversity. Available online at: Air pollution, ecosystems and biodiversity | UNECE

126 Department for Transport (2022) Transport and environment statistics. Available online at: https://www.gov.uk/government/statistics/transport-and-environment-statistics-2022/transport-and-environment-statistics-2022#co2-emissions-from-transport-by-local-authority

127 Defra. UK Air Information Resource. UK Ambient Air Quality Interactive Map. Available online at: UK Ambient Air Quality Interactive Map (defra.gov.uk)

128 Defra. UK Air Information Resource. UK Air Quality Limits. Available online at: https://uk-air.defra.gov.uk/air-pollution/uk-eu-limits

129 https://www.cheltenham.gov.uk/info/92/air_quality/1846/air_quality_reports/2#:~:text=This%20appraisal%20report%20covers%20the%20final%20air%20quality%20action

130 https://www.cheltenham.gov.uk/info/92/air_quality/1846/air_quality_reports/2#:~:text=This%20appraisal%20report%20covers%20the%20final%20air%20quality%20action

131 Environmental Protection Organisation, Solid Fuel and Air Quality: An Update for Local Authorities. Available online at: https://www.environmental-protection.org.uk/wp-content/uploads/2013/07/Solid-Fuel-and-Air-Quality-Update-for-LAs-final-060413.pdf

132 Air Quality Strategy for Wiltshire 2019-2024

| | ▪ Two pollutants cause most concern within Wiltshire: nitrogen dioxide (NO_2) and particulate matter (PM_{10}) primarily from motor vehicles [133].
▪ There are currently eight AQMAs in Bradford on Avon, Calne, Devizes, Marlborough, Westbury and three in Salisbury. The specific actions being taken in these towns is detailed in Wiltshire's Air Quality Action Plan (WAQAP) [134].
▪ There are three separate AQMAs declared for Salisbury: the city centre, the A30 London Road between St Mark's roundabout and the railway allotments and Wilton Road between St Paul's roundabout and Skew Bridge which is part of the A36 trunk road and falls within the control of the Highways England. Maps of the Wiltshire AQMAs are available on the UK-Air website. |

Table B-7- Climate Change and Greenhouse Gases

Local Authority	Current Baseline
BCP & Dorset	▪ In 2022, Dorset emitted a total 2233.76 kt CO2e from all sources. Of these total emissions, transport made up 704.6 kt CO2e totalling 32% of all emissions. This is lower than the national average of 33% and the regional average of 36% [135]. ▪ In BCP, the percentage of emissions from transport was slightly higher (1265.43 kt CO2e) making up 34% of the total emissions – higher than the national average but still lower than the regional averages [136]. ▪ Per capita emissions in BCP is significantly lower than the national (5.1 tCO2e) and regional (5.2 tCO2e) averages at 3.1 tCO2e, whilst Dorset is higher than both the regional and national averages at 5.8 tCO2e [137]. This is the joint highest in the Western Gateway STB area. ▪ BCP Council declared a climate and ecological emergency in July 2019. They have committed to making the council and the area carbon neutral by 2030. Their plans include reducing emissions, increasing renewable energy use, and enhancing biodiversity. Dorset Council declared a climate emergency in May 2019. They have set a target to become carbon-neutral by 2040. Their initiatives focus on reducing carbon emissions, promoting sustainable transport, and protecting natural habitats [138] ▪ Sea level rise, coastal erosion, increased storminess, and temperature changes are altering coastlines. In Bournemouth coastal areas, particularly around Hengistbury Head and Southbourne, are vulnerable to erosion and flooding. The low-lying areas near the River Stour are also at risk. Christchurch is particularly susceptible to flooding from the River Avon and River Stour, as well as coastal flooding in areas like Mudeford and Stanpit. The Poole Harbour area, including Sandbanks, is at significant risk of coastal erosion and flooding. The town centre and areas around the River Frome are also vulnerable. In Dorset, several coastal towns, including Weymouth, Portland, Bridport, and Lyme Regis, face risks from rising sea levels and coastal erosion. Inland areas near rivers, such as Wareham, are also prone to flooding [139].
Gloucestershire	▪ In 2022, Gloucestershire emitted a total of 3,504.16 kt CO2e from all sources. Of these total emissions, transport made up 1,399.49 kt CO2e totalling 40% of all emissions. This is higher than the national average of 33% and the regional average of 36% [140]. ▪ In 2019 Gloucestershire County Council (GCC) and all other Gloucestershire authorities each declared a climate emergency. GCC adopted a Climate Change Strategy setting out the following carbon reduction targets: - The County Council's own operational emissions to be net zero by 2030; - Emissions from all sources across the county to be net zero by 2050; - The county to work with partners to deliver an 80% reduction in emissions by 2030, relative to 2005 [141] ▪ In Gloucestershire, several areas are prone to flooding, although coastal erosion is not a significant concern due to its inland location. Some key areas at risk of flooding are: - Tewkesbury, which is particularly vulnerable due to its location at the confluence of the River Severn and River Avon - Gloucester, where areas around the River Severn are at risk of flooding, especially during periods of heavy rainfall - Cheltenham, where river flooding is not a risk, but surface water flooding during intense rainstorms occurs. - Stroud, where the Stroud Valleys are susceptible to flooding from the River Frome and its tributaries [142].
West of England Combined	▪ In 2022, the city of Bristol emitted a total of 1570.24 kt CO2e from all sources. Of these total emissions, transport made up 529.25 kt CO2e totalling 34% of all emissions. This is higher than the national average of 33% but lower than the regional average of 36% [143].

133 Air Quality Strategy for Wiltshire 2019-2024

134 Wiltshire Council 2022 Air Quality Annual Status Report (ASR)

[135] Department for Energy Security and Net Zero and Department for Business, Energy and Industrial Strategy, UK local authority and regional greenhouse gas emissions statistics, 2022 (released June 2024) online available at: https://www.gov.uk/government/collections/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics

136 Department for Energy Security and Net Zero and Department for Business, Energy and Industrial Strategy, UK local authority and regional greenhouse gas emissions statistics, 2022 (released June 2024) online available at: https://www.gov.uk/government/collections/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics

137 Department for Energy Security and Net Zero and Department for Business, Energy and Industrial Strategy, UK local authority and regional greenhouse gas emissions statistics, 2022 (released June 2024) online available at: https://www.gov.uk/government/collections/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics

138 Dorset Council Climate and Ecological Emergency

139 The areas of Dorset that could be underwater by 2050, Bournemouth Echo

140 Department for Energy Security and Net Zero and Department for Business, Energy and Industrial Strategy, UK local authority and regional greenhouse gas emissions statistics, 2022 (released June 2024) online available at: https://www.gov.uk/government/collections/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics

141 Gloucestershire County Council; Gloucestershire Economic Growth Joint Committee; Decarbonising Transport 19/05/2022

142 Gloucestershire county council flood risk maps

143 Department for Energy Security and Net Zero and Department for Business, Energy and Industrial Strategy, UK local authority and regional greenhouse gas emissions statistics, 2022 (released June 2024) online available at: https://www.gov.uk/government/collections/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics

Local Authority	Current Baseline
Authority and North Somerset	- In 2022, Bath and Northeast Somerset emitted a total of 717.11 kt CO_2e from all sources. Of these total emissions, transport made up 243.97 kt CO_2e totalling 34% of all emissions. This is higher than the national average of 33% but lower than the regional average of 36% [144]. - In 2022 South Gloucestershire emitted a total of 1,660.02 kt CO_2e from all sources. Of these total emissions, transport made up 857.94 kt CO_2e totalling 52% of all emissions. This is much higher than the national average of 33% and the regional average of 36% [145]. - The West of England has historically had high car dependency. In 2020, transport accounted for 27% of the UK's greenhouse gas emissions, the largest sector. In the Combined Authority, transport emissions were higher at 32%. - Table B-7-A shows the breakdown of territorial emissions generated by Local Authorities compared to regional and England averages

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Table B-7-A -Territorial emissions generated by Local Authorities (2022).

	Total Emissions (ktCO2e)	Transport Related Emissions (ktCO2e)	Per Capita Emissions (tCO2e)
B&NES	760.7	233.3	4.0
City of Bristol	1,625.8	480.9	3.5
North Somerset	1,212.2	504.8	5.6
South Gloucestershire	1,745.6	870.4	6.0
South West	32,216	8,527.1	5.6
England	309,040	94,359.3	5.5

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- In the Combined Authority, cars contribute to 65% of emissions, LGVs and HGVs each contribute 16%, rail 2%, and public service vehicles 1% [146].
- In the region, 39% of transport emissions come from journeys up to 5 miles, and 24% from journeys over 25 miles. By road type, 54% of emissions are from local roads, 36% from the Strategic Road Network, and 10% from the Major Road Network [147].
- The West of England Combined Authority declared a climate emergency in July 2019. Key points from their declaration and subsequent actions are:
- Carbon Neutral by 2030: WECA committed to making the region carbon neutral by 2030 [148].
- Climate Emergency Action Plan: In October 2020, they approved a comprehensive Climate Emergency Action Plan. This plan outlines specific actions and targets to achieve their carbon neutrality goal [149].
- Five Key Challenges: The action plan addresses five major challenges: reducing emissions, adapting to climate risks, enhancing biodiversity, promoting sustainable transport, and supporting a green economy [150]
- In the combined authority several areas are at risk of flooding due to climate change: some key areas are:
  - Bristol is particularly vulnerable to flooding from the River Avon and tidal flooding from the Bristol Channel. Areas like the city centre, Avonmouth, and parts of South Bristol are at risk
  - Bath and Northeast Somerset, where the River Avon also poses a flood risk, especially in Bath city centre and the surrounding low-lying areas
  - South Gloucestershire, where areas near the River Severn, such as Severn Beach and parts of Thornbury, are at risk of both river and tidal flooding [151].

| **Wiltshire** | In 2022, Wiltshire emitted a total of 3,000.24 kt CO_2e from all sources. Of these total emissions, transport made up 1,127.02 kt CO_2e totalling 38% of all emissions. This is higher than the national average of 33% and the regional average of 36% [152]. Wiltshire Council declared a climate emergency in February 2019. Here are the key points from their declaration and subsequent actions: Carbon Neutral by 2030: The council committed to making both the council's operations and the entire county of Wiltshire carbon neutral by 2030 [153]. |

144 Department for Energy Security and Net Zero and Department for Business, Energy and Industrial Strategy, UK local authority and regional greenhouse gas emissions statistics, 2022 (released June 2024) online available at: https://www.gov.uk/government/collections/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics

145 Department for Energy Security and Net Zero and Department for Business, Energy and Industrial Strategy, UK local authority and regional greenhouse gas emissions statistics, 2022 (released June 2024) online available at: https://www.gov.uk/government/collections/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics

146 WSP, Quantified Carbon Reduction Study (2024).

147 WSP, West of England Combined Authority Quantified Carbon Reduction Study (2024).

148 West Of England Combined Authority Committee And Item 11 West Of England Joint Committee 25 June 2021 Report Summary Sheet Climate Emergency Action Plan Update

149 West Of England Combined Authority Committee And Item 11 West Of England Joint Committee 25 June 2021 Report Summary Sheet Climate Emergency Action Plan Update

150 West Of England Combined Authority Committee And Item 11 West Of England Joint Committee 25 June 2021 Report Summary Sheet Climate Emergency Action Plan Update

151 West of England Combined Authority Climate and Ecological Action Plan

152 Department for Energy Security and Net Zero and Department for Business, Energy and Industrial Strategy, UK local authority and regional greenhouse gas emissions statistics, 2022 (released June 2024) online available at: https://www.gov.uk/government/collections/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics

153 Update on Council's Update on Council's response to the climate emergency

Local Authority	Current Baseline

	▪ Climate Strategy: They have developed a comprehensive climate strategy, which includes regular progress updates every six months on the actions being taken to address the climate emergency [154].
	▪ Task Groups and Initiatives: The council has established task groups and various initiatives to reduce carbon emissions, promote renewable energy, and enhance sustainability across the county [155].
	▪ In Wiltshire, several areas are at risk of flooding due to climate change, although coastal erosion is not a concern since the county is inland. Key areas at risk include:
	   - Trowbridge: This town is prone to flooding from the River Biss, especially during heavy rainfall
	   - Chippenham: The River Avon runs through Chippenham, making it susceptible to river flooding
	   - Salisbury: Areas around the River Avon and its tributaries in Salisbury are at risk of flooding
	▪ Malmesbury: This town is vulnerable to flooding from the River Avon and its tributaries [156].

Table B-8- Material Assets

Local Authority	Current Baseline
BCP and Dorset	*Soils and Agricultural Land* ▪ BCP and Dorset feature a mix of soil types, including clays, sands, and gravel soils. These soils are generally thin and support heathlands. ▪ According to Natural England's Agricultural Land Classification [157], much of Dorset's agricultural land is of good to moderate quality (grade 3). Areas around Bridport, Dorchester, and Shaftesbury are rated very good to excellent (grades 1-2). Land east towards BCP, near Wimborne Minster and Wareham, is rated poor to very poor (grades 4-5). BCP mainly consists of urban land. *Geology* ▪ BCP and Dorset are underlain by six Principal Aquifers [158]: Chalk, Lower Greensand, Corallian Limestone, Oolites, Triassic Sandstone, and Permian Sandstone. These aquifers provide significant water storage and support water supply and river base flow but are highly vulnerable to pollution. The Triassic Sandstone, covering most of BCP and Dorset, can supply up to 125 l/sec of hard to moderately hard water. ▪ The geology of BCP and Dorset mainly consists of sedimentary bedrock from the Jurassic and Palaeogene periods, including sandstones, mudstones, limestones, chalks, and clays [159]. The Jurassic Coast, designated as England's only natural World Heritage Site in 2001, is famous for its fossil sites and features like Durdle Door [160]. ▪ The Wareham Basin in Dorset, particularly the Purbeck ball clay industry, is of national and international importance [161] for white ware ceramics [162], though remaining reserves are low and environmentally constrained. Purbeck is also known for its petroleum geology and thus, oil extraction industry [163], with the Wytch Farm oil field being the largest onshore oil field in western Europe [164]. and further had a license granted for drilling off the coast in 2019. In 2019, a license was granted for offshore drilling, but a major incident in 2023 involving a crude oil spill into Poole Harbour sparked controversy [165]. *Energy* ▪ BCP and Dorset Councils aim to achieve net zero by 2030 and 2040, respectively, necessitating more renewable energy. Dorset Council's Renewable Energy Action Plan focuses on increasing renewable energy generation by identifying sites and creating policies [166]. Meanwhile, BCP Council is developing a 2050 Climate Action Plan and has already powered all council buildings with 100% renewable electricity [167]. ▪ BCP and Dorset have a total of 20,396 renewable energy sites [168], with photovoltaic energy leading in electricity generation. *Transport Infrastructure* ▪ BCP and Dorset have good transport connections in urban areas, with strong links to national motorways, rail lines, and local public transport. Bournemouth also has an international airport, carrying approximately 700,000 passengers per year with flights servicing 22 international destinations. However, rural areas face accessibility constraints. ▪ Major transport routes include:

154 Update on Council's Update on Council's response to the climate emergency

155 Wiltshire Council continues commitment to tackling the climate emergency

156 Wiltshire Local Flood Risk Management Strategy

157 Natural England (2010) Regional Agricultural Land Classification. Available online at: Agricultural Land Classification Map South West Region - ALC006 (naturalengland.org.uk)

158 British Geological Survey, Principal aquifers in England and Wales. Available online at: Principal aquifers in England and Wales | Aquifer, shale and clay maps | Aquifers and shales | Groundwater | Our research | British Geological Survey (BGS)

159 British Geological Survey, Geology Viewer. Available online at: https://geologyviewer.bgs.ac.uk/?_ga=2.40981476.739853416.1672832649-1352688571.1672832649

160 UNESCO, United Kingdom Commission. World Heritage sites. Available online at: World Heritage Sites – UNESCO UK

161 British Geological Survey (2011) Mineral Planning Factsheet: Ball Clay. Available online at: Mineral planning factsheet : ball clay - NERC Open Research Archive

162 Department for Business, Energy & Industrial Strategy and Department for Energy Security and Net Zero (2019) Extractive industries in the UK: background information on mining and quarrying. Available online at: Extractive industries in the UK: background information on mining and quarrying - GOV.UK (www.gov.uk)

163 West, Ian (2020) Petroleum geology of the south of England - Introduction to Portland - Isle of Wight, Offshore, Basin. Available online at: Petroleum Geology - the Portland - Isle of Wight Basin (soton.ac.uk) Version: 29th July 2020

164 BBC News (2015) UK's new oil find: How big is it? Available online at: UK's new oil find: How big is it? - BBC News

165 Sky News (2023) Major incident declared after oil leak from large onshore field in Dorset. Available online at: Major incident declared after oil leak from large onshore field in Dorset | UK News | Sky News

166 Dorset Council, Renewable energy action plan. Available online at: Renewable energy action plan - Dorset Council

167 BCP Council, Sustainability and carbon reduction. Available online at: BCP Council electricity is going green | BCP

168 Defra (2022) Regional Renewable Statistics. Available online at: https://www.gov.uk/government/statistics/regional-renewable-statistics

Local Authority	Current Baseline
	- Sections of the A31, A35, A37, A338, A341, A347, A350 and A354; - Sections of the Waterloo to Weymouth and the London to Exeter main rail line corridors; - Sections of National Cycle Route's 2, 24, 25, 26, 250 and 253; and - Section of the South West Coast Path which terminates in Poole Harbour. - Additional local long distance walking trails include: - Wessex Ridgeway; - Stour Valley Way; - Cerne Valley Way; - Frome Valley Trail; and - Jubilee Trail. ■ Poole Harbour is Europe's largest natural harbour. Once a major port, freight transport has declined but the harbour is still regularly served by cross channel passenger ferries with services to Guernsey, Jersey and France.
Gloucestershire	**Soils and Agricultural Land** ■ The county features a mix of soil types, including clay, loam, and sandy soils. These soils vary in their drainage and fertility, influencing the types of crops that can be grown [169]. ■ According to the ALC Gloucestershire has areas of high-quality agricultural land, particularly in the Vale of Gloucester and the Severn Vale, which are classified as Grade 2 and 3. These areas are suitable for a wide range of crops [170]. ■ Soil erosion, compaction, and organic matter decline are ongoing challenges. These issues can affect soil productivity and water quality. Efforts are being made to manage soils sustainably, including crop rotation, reduced tillage, and organic matter enhancement [171]. **Geology** ■ Forest of Dean in northwest of Gloucestershire features some of the oldest rocks in the county, dating back to the Carboniferous period. The geology includes coal measures, sandstones, and limestones [172]. ■ The Cotswold Hills, stretching across the eastern part of the county, are primarily composed of Jurassic limestone. This limestone is responsible for the characteristic rolling hills and stone-built villages [173]. ■ The low-lying area of the Severn Vale between the Forest of Dean and the Cotswolds is dominated by Triassic and Jurassic clays and mudstones. The fertile soils here are ideal for agriculture [174]. ■ Gloucestershire is underlain by three Principal Aquifers [175]: Oolites, Triassic Sandstone, and Carboniferous Limestone. These aquifers provide significant water storage and support water supply and river base flow but are highly vulnerable to pollution. **Energy** ■ Gloucestershire has 11,558 renewable energy installations, which is primarily made up of photovoltaics (11,527 installations) **Transport Infrastructure** ■ Gloucestershire is served by major roads such as the M5 motorway, which runs north-south, and the A40, which runs east-west. These roads provide vital links to other parts of the UK. ■ There are extensive bus and trains networks operated by various companies within Gloucestershire, and to major cities like London, Birmingham, and Bristol [176]. ■ The Gloucestershire Local Transport Plan (2020-2041) outlines the county's vision for a sustainable and efficient transport system. This includes improving public transport, reducing car dependency, and enhancing infrastructure for cycling and walking [177]
West of England Combined Authority and North Somerset	**Soils and Agricultural Land** ■ The West of England comprises diverse soil types, ranging from brown earths on limestone to poorly draining gleys on clays, reflect its complex geology. ■ Rivers like the Chew and Avon have carved gorges in older rocks, while the Frome has formed wide, shallow valleys in younger rocks. Urban areas have heavily modified these rivers. Limestone-derived soils are mainly brown rankers and argillic brown earths. ■ Poorly draining gleys are common on clays, while Coal Measure soils are more acidic. This soil variability, due to complex geology, influences diverse habitats and human land use [178]. ■ Despite over 21% of the West of England being urban, much of the rural landscape is farmed. Livestock rearing dominates, with arable farming in the flatter northeast, featuring larger fields and few hedgerow trees. The southeast has irregular fields and overgrown, species-rich hedges. ■ In the Combined Authority and North Somerset , ALC Grade 3 soils are most common, with smaller areas of Grade 1 and 2 soils. **Geology**

169 Natural England, Regional Agricultural Land Classification Maps. Available at: https://publications.naturalengland.org.uk/category/5954148537204736

170 Natural England, Regional Agricultural Land Classification Maps. Available at: https://publications.naturalengland.org.uk/category/5954148537204736

171 Gloucestershire Wildlife Trust, Soil Management. Available at: https://www.gloucestershirewildlifetrust.co.uk/soil-management

172 Gloucestershire Geology Trust, Forest of Dean Geology. Available at: http://www.glosgeotrust.org.uk/fod_geology.shtml

173 Gloucestershire Geology Trust, Cotswolds Geology. Available at: http://www.glosgeotrust.org.uk/cots_geology.shtml

174 Historic England, Gloucestershire Building Stones of England. Available at: https://historicengland.org.uk/images-books/publications/building-stones-england-gloucestershire/bse-gloucestershire/

175 British Geological Survey, Principal aquifers in England and Wales. Available online at: Principal aquifers in England and Wales | Aquifer, shale and clay maps | Aquifers and shales | Groundwater | Our research | British Geological Survey (BGS)

176 Robertsons Transport (2023) Navigating Gloucester: A comprehensive Guide to Transportation. Available at: https://www.robertsonstransport.co.uk/navigating-gloucester-a-comprehensive-guide-to-transportation/

177 Gloucestershire County Council (2021) Gloucestershire Local Transport Plan 2020-2041. Available at: https://glostext.gloucestershire.gov.uk/documents/s68295/LTP%20Cabinet%20Report%20270121%20v1.6%20Final%20Report.pdf

178 National Character Area Profile, 118: Bristol, Avon Valleys and Ridges [online] available at: https://mendiphills-nl.org.uk/wp-content/uploads/2010/11/118-Bristol-AVR-final.pdf

Local Authority	Current Baseline
	▪ The Combined Authority and North Somerset are underlain by three Principal Aquifers [179]: Oolites, Triassic Sandstone, and Carboniferous Limestone. These aquifers provide significant water storage and support water supply and river base flow but are highly vulnerable to pollution. The Triassic Sandstone, can supply up to 125 l/sec of hard to moderately hard water. ▪ The geology of BCP and Dorset mainly consists of sedimentary bedrock from the Triassic and Quaternary periods, including mudstones, limestones, and tidal flats [180]. **Energy** ▪ The Combined Authority's commitment to be net zero carbon by 2030 has led to various initiatives to boost renewable energy supply, as outlined in the Climate and Ecological Action Plan. ▪ The West of England Combined Authority aims to be net zero carbon by 2030. To achieve this, they have developed a Climate and Ecological Strategy and Action Plan [181] which sets out the ambition of: ▪ Increasing renewable energy generation across the region, including local, community-focused projects. ▪ Focusing on proven, building-integrated renewable energy like heat pumps and rooftop solar. ▪ Collaborating to develop innovative approaches for energy decarbonisation, storage, management, and distribution. ▪ The four LAs had a total installed renewable capacity of 4GW in 2022, largely made up of solar photovoltaics (PV). **Transport Infrastructure** ▪ The region has strong transport connections in urban areas, with good links to national motorways and rail lines. The MetroWest project will add seven new stations and five new or enhanced rail services by 2028. However, rural and outer urban areas often lack adequate transport infrastructure and services. ▪ Major transport routes and infrastructure include: ▪ Sections of the M5, M4, M32, M48, M49, A37, A38, A4 ▪ Direct rail connections to London, Birmingham, Manchester, Edinburgh, Liverpool, Cardiff, Swansea, Exeter, with key stations including Bristol Temple Meads, Bath Spa and Bristol Parkway. ▪ Bristol Airport ▪ Heavy traffic flows are common on the M4, M5, and M32 motorways, as well as on several radial routes and roads in Bath and Weston-Super-Mare. Roads connecting towns across the sub-region also experience heavy traffic. To address this, the West of England Combined Authority is collaborating with local authorities to enhance bus services and promote walking and cycling opportunities across the following corridors: ▪ Yate, Chipping Sodbury and Bristol - Improving walking, cycling and public transport for people travelling the A432 and A4174 between Yate / Chipping Sodbury and Bristol ▪ Bristol to Bath Corridor - Improvements on A4 Bristol to Bath. Better bus services and enabling more cycling and walking ▪ A37/A4108 corridor - Improving walking, cycling and public transport infrastructure along the A37/A4108 corridor ▪ A37/A367 Corridor - Improving travel between Midsomer Norton, Radstock, Westfield and Bath via the A367 and Bristol via the A37; through better bus services and enabling more walking and cycling ▪ Thornbury, A38 & Bradley Stoke Way - Improving conditions for people walking, cycling and travelling by bus along the Thornbury, A38 and Bradley Stoke Way corridor ▪ The West of England Local Cycling and Walking Infrastructure Plan (LCWIP) aims to enhance active travel by improving walking environments on 30 local high streets and creating 55 continuous cycle routes, forming a high-quality, region-wide network [182]. ▪ Bristol Airport is vital for the region's competitiveness, supporting inbound tourism and international connectivity, especially with Europe. It connects to five major international hubs (Amsterdam, Dublin, Frankfurt, Munich, and Paris), facilitating onward travel to global destinations. ▪ Bristol Port, the UK's most centrally located deep seaport, conducts 67% of its trade with non-EU countries. It is well connected to domestic markets via road and rail, with dedicated motorway junctions on the M5. The port handles over 700,000 vehicles annually and accommodates a diverse range of goods. It is also a key departure point for cruise ships to Northern Europe, Spain, and Portugal [183].
Wiltshire	***Soils and Agricultural Land*** ▪ The county features a mix of soil types, including clay, loam, and chalky soils. These soils vary in their drainage and fertility, influencing the types of crops that can be grown. ▪ Wiltshire has a significant amount of high-quality agricultural land. Much of the county's farmland is classified as Grade 2 and 3 under the ALC system, which means it is suitable for a wide range of crops [184]. ▪ Wiltshire is one of the most farmed counties in the Southwest, with over three-quarters of its land being used for commercial agriculture. This includes arable farming, livestock rearing, and dairy farming [185] ***Geology*** ▪ Chalk Downlands: Approximately two-thirds of Wiltshire is underlain by chalk, a soft, white, porous limestone that exhibits resistance to erosion. This geological feature gives rise to the high chalk downland landscapes, particularly evident in regions such as the Marlborough Downs and Salisbury Plain. ▪ Jurassic Limestone: The northwestern part of the county, particularly around the Cotswolds, is characterized by Jurassic limestone. This rock type is renowned for its utility in construction materials and contributes to the rolling hills and aesthetically pleasing villages [186] ▪ Clay Vale: The Vale of Pewsey, a central low-lying area within the county, is predominantly composed of clay soils. This geological formation contrasts with the surrounding chalk and limestone uplands [187].

179 British Geological Survey, Principal aquifers in England and Wales. Available online at: Principal aquifers in England and Wales | Aquifer, shale and clay maps | Aquifers and shales | Groundwater | Our research | British Geological Survey (BGS)
180 British Geological Survey, Geology Viewer. Available online at: https://geologyviewer.bgs.ac.uk/?_ga=2.40981476.739853416.1672832649-1352688571.1672832649
181 West of England Combined Authority, Climate and Ecological Strategy and Action Plan, 2023
182 West of England Combined Authority, Local Cycling and Walking Infrastructure Plan. Available online at: https://www.westofengland-ca.gov.uk/wp-content/uploads/2022/04/Full-LCWIP-Jan-2021.pdf
183 West of England Combined Authority (2019), Local Industrial Strategy: Infrastructure Evidence. Available online at: https://www.westofengland-ca.gov.uk/wp-content/uploads/2019/02/5.-WofE-LIS-Infrastructure-report.pdf
184 Natural England, Regional Agricultural Land Classification Maps. Available at: https://publications.naturalengland.org.uk/category/5954148537204736
185 Wiltshire Council (2006) Agricultural Land Use. Available at: https://www.wiltshire.gov.uk/media/1005/Chapter-7-Agricultural-Land-Use-December-2005-201kb/pdf/lca-dec-05-chapter-7.pdf?m=637108898614200000
186 Wiltshire Geology Group, Geology. Available at: https://www.wiltshiregeologygroup.org.uk/geology/
187 Wiltshire Geology Group, Geology. Available at: https://www.wiltshiregeologygroup.org.uk/geology/

Local Authority	Current Baseline
	▪ Wiltshire is underlain by six Principal Aquifers [188]: Chalk, Lower Greensand, Corallian Limestone, Oolites, Triassic Sandstone, and Carboniferous Limestone. These aquifers provide significant water storage and support water supply and river base flow but are highly vulnerable to pollution.
	Energy
	▪ Wiltshire has 13,422 renewable energy installations, which is primarily made up of photovoltaics (13,390 installations).
	Transport Infrastructure
	▪ Wiltshire's highway infrastructure encompasses nearly 4,500km of roads, 3.9 million m^2 of footways, 1,500 bridges, and over 40,000 streetlights. This extensive network has an estimated replacement value exceeding £5 billion [189]. The strategic road network includes major routes such as the M4 motorway, which provides vital east-west connectivity, and the A303, a key arterial route linking the South West to London.
	Public transport includes bus services, with a focus on improving these through initiatives like the Bus Service Improvement Plan [190]. Additionally, there are efforts to enhance cycling and walking infrastructure, with Local Cycling and Walking Infrastructure Plans (LCWIPs) being developed [191]. The area is also well served by a number of railway stations, connecting the county to key cities including Bristol, Reading, and London.
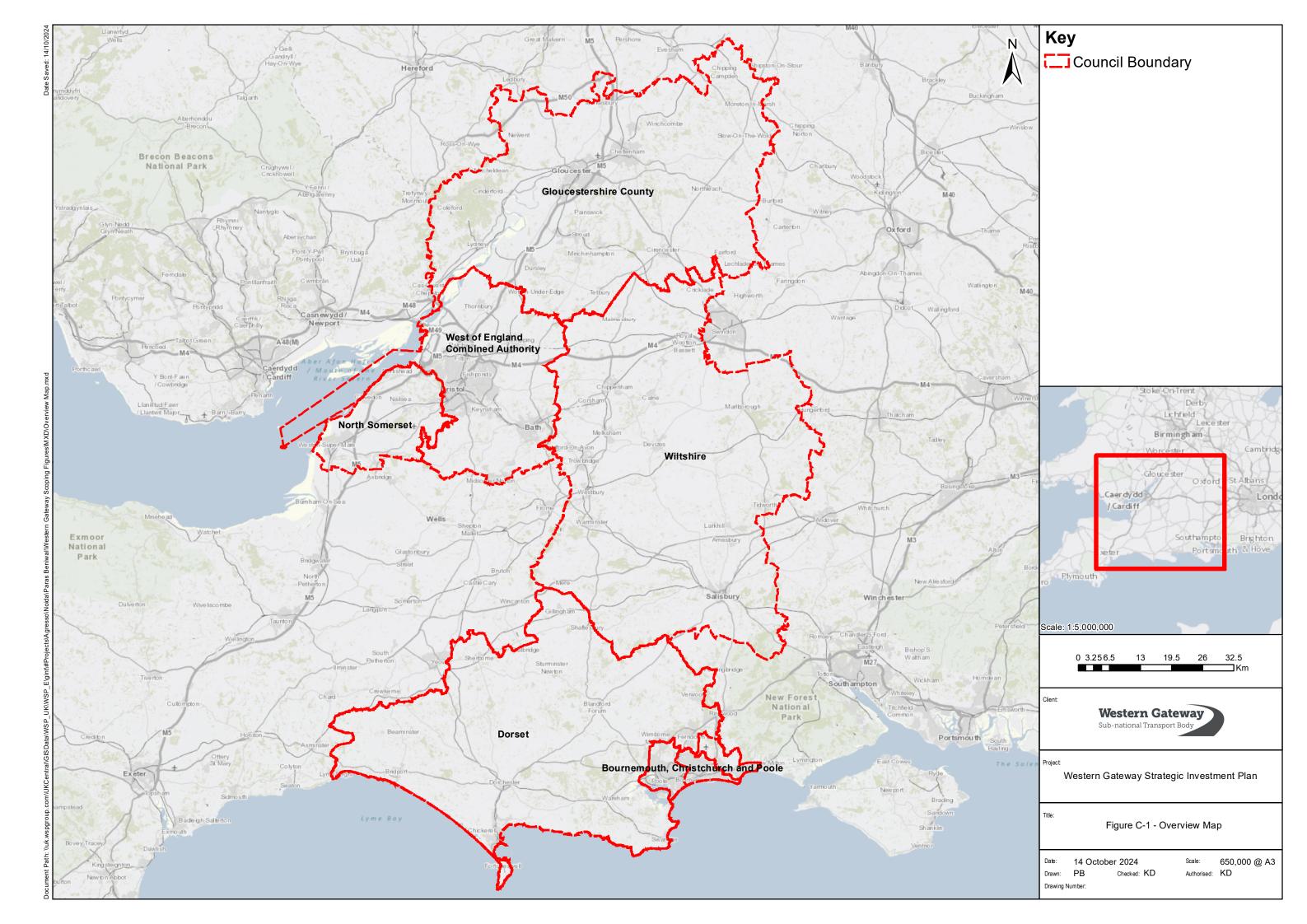
188 British Geological Survey, Principal aquifers in England and Wales. Available online at: Principal aquifers in England and Wales | Aquifer, shale and clay maps | Aquifers and shales | Groundwater | Our research | British Geological Survey (BGS)
189 Wiltshire Council (2018) Well Managed Highways Infrastructure. Available at: https://cms.wiltshire.gov.uk/documents/s149080/Report%20Well%20Managed%20Highway%20Infrastructure%20Review.pdf
190 Wiltshire Council, Transport. Available at: https://www.wiltshire.gov.uk/transport
191 Wiltshire Council, Local cycling and Walking Infrastructure Plans (LCWIPs). Available at: https://www.wiltshire.gov.uk/article/1723/Active-Travel-Infrastructure-Plans
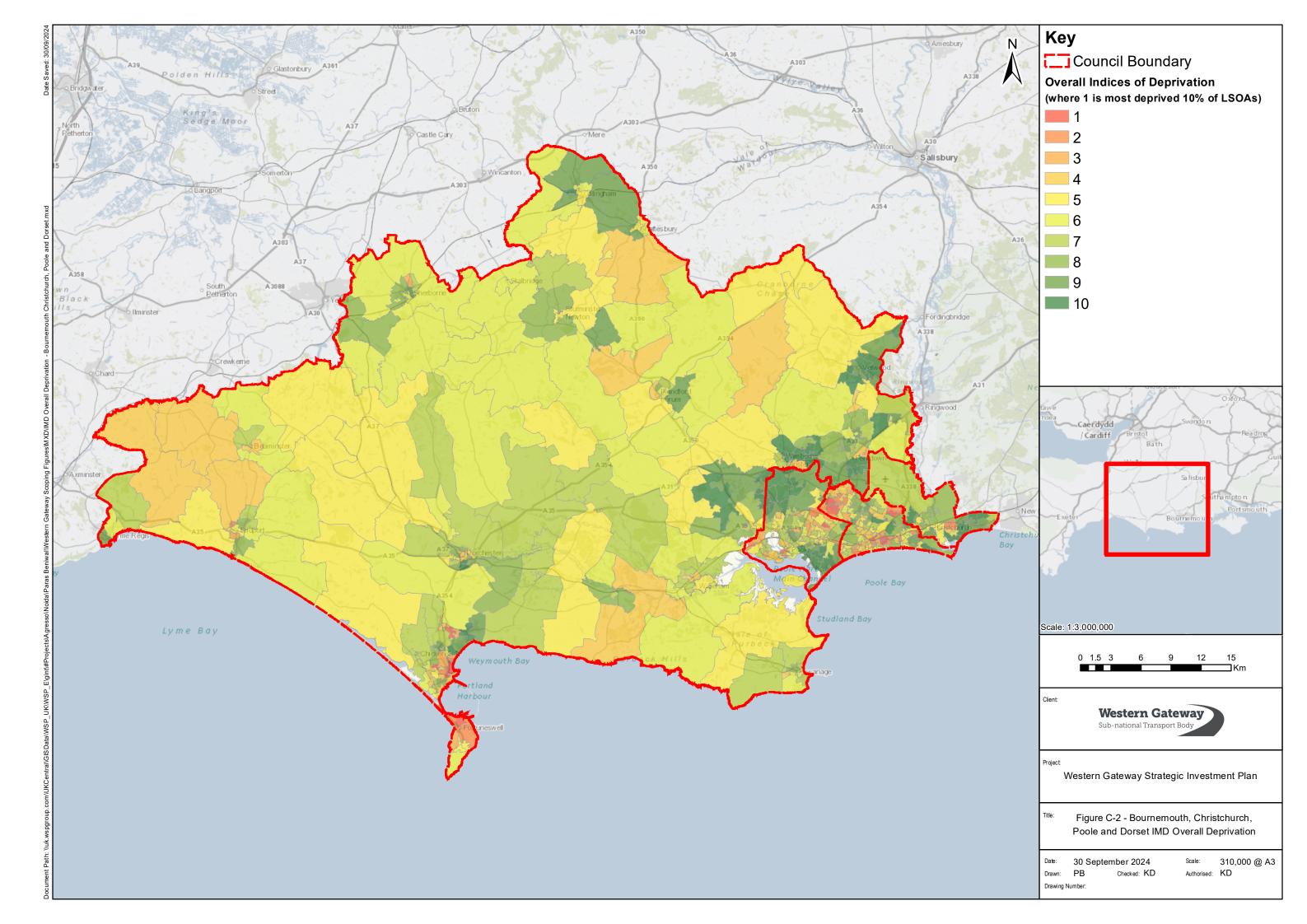
Appendix C

FIGURES

wsp

Key

Council Boundary

N

Gloucestershire County

West of England Combined Authority

North Somerset

Wiltshire

Dorset

Bournemouth, Christchurch and Poole

Scale: 1:5,000,000

0 3.25 6.5   13   19.5   26   32.5
Km

Client:

Western Gateway
Sub-national Transport Body

Project:

Western Gateway Strategic Investment Plan

Title:

Figure C-1 - Overview Map

Date: 14 October 2024   Scale: 650,000 @ A3

Drawn: PB   Checked: KD   Authorised: KD

Drawing Number:

Figure C-2 - Bournemouth, Christchurch, Poole and Dorset IMD Overall Deprivation

Key

Council Boundary

Overall Indices of Deprivation
(where 1 is most deprived 10% of LSOAs)

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10

Scale: 1:3,000,000

Scale: 1:3,000,000

0 1.5 3 6 9 12 15 Km

Client:

Western Gateway
Sub-national Transport Body

Project:
Western Gateway Strategic Investment Plan

Title:
Figure C-2 - Bournemouth, Christchurch, Poole and Dorset IMD Overall Deprivation

Date: 30 September 2024
Scale: 310,000 @ A3
Drawn: PB
Checked: KD
Authorised: KD
Drawing Number:

Date Saved: 30/09/2024

Document Path: \\uk.wsrgroup.com\UKCentralGIS\Data\WSP_UK\WSP_Eiginti\Projects\Agresso\Noda\Paras Beniwal\Western Gateway Scoping Figures\MXD\IMD Overall Deprivation - Bournemouth Christchurch, Poole and Dorset.mxd

Key

Council Boundary

Overall Indices of Deprivation
(where 1 is most deprived 10% of LSOAs)

1
2
3
4
5
6
7
8
9
10

N

Scale: 1:3,000,000

0 1.25 2.5   5   7.5   10   12.5
Km

Client:

Western Gateway
Sub-national Transport Body

Project:

Western Gateway Strategic Investment Plan

Title:

Figure C-3 - Gloucestershire IMD Overall
Deprivation

Date:	30 September 2024	Scale:	250,000 @ A3
Drawn:	PB	Checked: KD	Authorised: KD
Drawing Number:			

Key

Council Boundary

Overall Indices of Deprivation
(where 1 is most deprived 10% of LSOAs)

1
2
3
4
5
6
7
8
9
10

Scale: 1:3,000,000

0 1 2   4   6   8   10
Km

Client:

Western Gateway
Sub-national Transport Body

Project:

Western Gateway Strategic Investment Plan

Title:

Figure C-4 - West of England Combined
Authority IMD Overall Deprivation

Date: 30 September 2024   Scale: 200,000 @ A3

Drawn: PB   Checked: KD   Authorised: KD

Drawing Number:

Key

Council Boundary

Overall Indices of Deprivation
(where 1 is most deprived 10% of LSOAs)

1
2
3
4
5
6
7
8
9
10

Scale: 1:3,000,000

0 1.75 3.5   7   10.5   14   17.5
                                      Km

Client:

Western Gateway
Sub-national Transport Body

Project:

Western Gateway Strategic Investment Plan

Title:

Figure C-5 - Wiltshire IMD
Overall Deprivation

Date: 30 September 2024   Scale: 330,000 @ A3
Drawn: PB   Checked: KD   Authorised: KD
Drawing Number:

Key

Council Boundary

Overall Indices of Deprivation
(where 1 is most deprived 10% of LSOAs)

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10

Scale: 1:3,000,000

0 1.5 3   6   9   12   15
Km

Client:

Western Gateway
Sub-national Transport Body

Project:

Western Gateway Strategic Investment Plan

Title: Figure C-6 - Bournemouth, Christchurch,
Poole and Dorset IMD Health Deprivation

Date:	30 September 2024	Scale:	310,000 @ A3
Drawn: PB	Checked: KD	Authorised: KD	
Drawing Number:			

Key

Council Boundary

Overall Indices of Deprivation
(where 1 is most deprived 10% of LSOAs)

1
2
3
4
5
6
7
8
9
10

Scale: 1:3,000,000

0 1.25 2.5   5   7.5   10   12.5
Km

Client:

Western Gateway
Sub-national Transport Body

Project:

Western Gateway Strategic Investment Plan

Title:

Figure C-7 - Gloucestershire
IMD Health Deprivation

Date:	30 September 2024	Scale:	250,000 @ A3
Drawn:	PB	Checked: KD	Authorised: KD
Drawing Number:			

Key

Council Boundary

Overall Indices of Deprivation
(where 1 is most deprived 10% of LSOAs)

1
2
3
4
5
6
7
8
9
10

N

Scale: 1:3,000,000

0 1 2   4   6   8   10
Km

Western Gateway
Sub-national Transport Body

Client:

Project:

Western Gateway Strategic Investment Plan

Title:

Figure C-8 - West of England Combined Authority & North Somerset IMD Health Deprivation

Date:	30 September 2024	Scale:	200,000 @ A3
Drawn:	PB	Checked: KD	Authorised: KD
Drawing Number:			

Legend

Council Boundary

Overall Indices of Deprivation
(where 1 is most deprived 10% of LSOAs)

1
2
3
4
5
6
7
8
9
10

Scale: 1:3,000,000

0 1.75 3.5   7   10.5   14   17.5
Km

Client:

Western Gateway
Sub-national Transport Body

Project:

Western Gateway Strategic Investment Plan

Title:

Figure C-9 - Wiltshire IMD
Health Deprivation

Date:	30 September 2024	Scale:	330,000 @ A3
Drawn:	PB	Checked: KD	Authorised: KD
Drawing Number:			

Key

- Council Boundary
- Special Area of Conservation
- Special Protection Area
- Site of Special Scientific Interest
- Ramsar

N

Scale: 1:3,000,000

Scale: 1:3,000,000

0 1.5 3 6 9 12 15 Km

Client:

Western Gateway
Sub-national Transport Body

Project:
Western Gateway Strategic Investment Plan

Title: Figure C-10 - Bournemouth, Christchurch, Poole and Dorset   Designated Sites — SAC, SPA, Ramsar, SSSI

Date:	30 September 2024	Scale:	310,000 @ A3
Drawn: PB	Checked: KD	Authorised:	KD
Drawing Number:			

Key

- Council Boundary
- Special Area of Conservation
- Special Protection Area
- Site of Special Scientific Interest
- Ramsar

N

Scale: 1:3,000,000

0 1.25 2.5   5   7.5   10   12.5 Km

Western Gateway
Sub-national Transport Body

Client:

Project:
Western Gateway Strategic Investment Plan

Title:
Figure C-11 - Gloucestershire
Designated Sites — SAC, SPA, Ramsar, SSSI

Date:	30 September 2024	Scale:	256,576 @ A3
Drawn: PB	Checked: KD	Authorised: KD	
Drawing Number:			

Key

- **Council Boundary**
- **Special Area of Conservation**
- **Special Protection Area**
- **Ramsar**
- **Site of Special Scientific Interest**

N

Scale: 1:3,000,000

0 1 2 4 6 8 10
Km

Western Gateway
Sub-national Transport Body

Client:

Project:
Western Gateway Strategic Investment Plan

Title:
Figure C-12 - West of England Combined Authority & North Somerset Designated Sites-SAC, SPA, Ramsar, SSSI

Date:	30 September 2024	Scale:	200,000 @ A3
Drawn:	PB	Checked: KD	Authorised: KD
Drawing Number:			

Key
- Council Boundary
- Special Area of Conservation
- Special Protection Area
- Site of Special Scientific Interest
- Ramsar

Scale: 1:3,000,000

0 1.75 3.5 7 10.5 14 17.5 Km

Western Gateway
Sub-national Transport Body

Client:

Project:
Western Gateway Strategic Investment Plan

Title:
Figure C-13 - Wiltshire
Designated Sites — SAC, SPA, Ramsar, SSSI

Date:	30 September 2024	Scale:	330,000 @ A3
Drawn:	PB	Checked: KD	Authorised: KD
Drawing Number:			

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Date Saved: 30/09/2024

Key

- Council Boundary
- National Trail
- National Landscapes

Sustrans National Route

- National Route (on road)
- National Route (off road)

Landscape Character Area

- Blackdowns
- Blackmoor Vale and the Vale of Wardour
- Dorset Downs and Cranborne Chase
- Dorset Heaths
- Isle of Porland
- Marshwood and Powerstock Vales
- Mendip Hills
- Mid Somerset Hills
- New Forest
- Salisbury Plain and West Wiltshire Downs
- Somerset Levels and Moors
- South Purbeck
- Vale of Taunton and Quantock Fringes
- Weymouth Lowlands
- Yeovil Scarplands

Scale: 1:3,000,000

0 1.5 3 6 9 12 15 Km

Client:

Western Gateway
Sub-national Transport Body

Project:
Western Gateway Strategic Investment Plan

Title: Figure C-14 - Bournemouth, Christchurch, Poole and Dorset National Landscapes and Landscape Character Areas

Date:	16 October 2024	Scale:	310,000 @ A3
Drawn:	PB	Checked: KD	Authorised: KD
Drawing Number:			

Key

Council Boundary
National Trail
National Landscapes

Sustrans National Route

National Route (on road)
National Route (off road)

Landscape Character Area

Avon Vale
Berkshire and Marlborough Downs
Bristol, Avon Valleys and Ridges
Cotswolds
Dunsmore and Feldon
Forest of Dean and Lower Wye
Herefordshire Lowlands
Herefordshire Plateau
Malvern Hills
Midvale Ridge
Severn and Avon Vales
South Herefordshire and Over Severn
Upper Thames Clay Vales

Scale: 1:3,000,000

0 1.25 2.5   5   7.5   10   12.5
Km

Western Gateway
Sub-national Transport Body

Client:

Project: Western Gateway Strategic Investment Plan

Title: Figure C-15 - Gloucestershire National Landscapes and Landscape Character Areas

| Date: | 16 October 2024 | Scale: | 250,000 @ A3 |
| Drawn: | PB | Checked: | KD | Authorised: | KD |

Drawing Number:

Date Saved: 16/10/2024

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Key

Council Boundary
- - - - **National Trail**

Sustrans National Route
— National Route (on road)
— National Route (off road)
▦ National Landscapes

Landscape Character Area
- Avon Vale
- Bristol, Avon Valleys and Ridges
- Cotswolds
- Forest of Dean and Lower Wye
- Mendip Hills
- Mid Somerset Hills
- Severn and Avon Vales
- Somerset Levels and Moors

Scale: 1:3,000,000

0 1 2 4 6 8 10 Km

Client:
Western Gateway
Sub-national Transport Body

Project
Western Gateway Strategic Investment Plan

Title:
Figure C-16 - West of England Combined Authority & North Somerset - National Landscapes and Landscape Character Areas

Date:	16 October 2024	Scale:	200,000 @ A3
Drawn:	PB	Checked: KD	Authorised: KD
Drawing Number:			

Key

- Council Boundary
- National Trail
- National Landscapes

Sustrans National Route
- National Route (on road)
- National Route (off road)

Landscape Character Area
- Avon Vale
- Berkshire and Marlborough Downs
- Blackmoor Vale and the Vale of Wardour
- Bristol, Avon Valleys and Ridges
- Cotswolds
- Dorset Downs and Cranborne Chase
- Dorset Heaths
- Forest of Dean and Lower Wye
- Hampshire Downs
- Mendip Hills
- Mid Somerset Hills
- Midvale Ridge
- New Forest
- Salisbury Plain and West Wiltshire Downs
- Severn and Avon Vales
- Somerset Levels and Moors
- South Downs
- South Hampshire Lowlands
- Thames Basin Heaths
- Upper Thames Clay Vales
- Yeovil Scarplands

Scale: 1:3,000,000

0 1.75 3.5   7   10.5   14   17.5
Km

Western Gateway
Sub-national Transport Body

Client:

Project:
Western Gateway Strategic Investment Plan

Title:
Figure C-17 - Wiltshire
National Landscapes and
Landscape Character Areas

Date:	16 October 2024	Scale:	330,000 @ A3
Drawn:	PB	Checked: KD	Authorised: KD
Drawing Number:			

Key

- Council Boundary
- Grade I Listed Building
- Grade II* Listed Building
- Grade II Listed Building
- Conservation Areas
- Scheduled Monument
- Registered Parks and Gardens

Scale: 1:3,000,000

0 1.75 3.5   7   10.5   14   17.5
Km

Client:

Western Gateway
Sub-national Transport Body

Project:

Western Gateway Strategic Investment Plan

Title:

Figure C-18 - Bournemouth, Christchurch, Poole and Dorset National Landscapes

Date:	30 September 2024	Scale:	341,650 @ A3
Drawn:	PB	Checked: KD	Authorised: KD
Drawing Number:			

Key

- Council Boundary
- Grade I Listed Building
- Grade II* Listed Building
- Grade II Listed Building
- Conservation Areas
- Scheduled Monument
- Registered Parks and Gardens

N

Scale: 1:3,000,000

0 1.25 2.5   5   7.5   10   12.5
Km

Western Gateway
Sub-national Transport Body

Client:

Project:
Western Gateway Strategic Investment Plan

Title:
Figure C-19 -
Gloucestershire Historic
Designations

Date:	30 September 2024	Scale:	3,000,000 @ A3
Drawn:	PB	Checked:	KD	Authorised:	KD
Drawing Number:			

Key
- **Council Boundary** (red dashed line)
- **Grade I Listed Building** (dark red dot)
- **Grade II* Listed Building** (blue dot)
- **Grade II Listed Building** (light blue dot)
- **Conservation Areas** (purple dotted)
- **Scheduled Monument** (orange fill)
- **World Heritage Site** (light blue lines)
- **Registered Parks and Gardens** (olive dotted)

1:50,000

1:50,000

Scale: 1:3,000,000

0 1 2 4 6 8 10 Km

Western Gateway
Sub-national Transport Body

Client:

Project:
Western Gateway Strategic Investment Plan

Title:
Figure C-20 - West of England Combined Authority & North Somerset Historic Designations

Date:	30 September 2024	Scale:	200,000 @ A3
Drawn:	PB	Checked: KD	Authorised: KD
Drawing Number:			

Key

- Council Boundary
- Grade I Listed Building
- Grade II* Listed Building
- Grade II Listed Building
- Conservation Areas
- Scheduled Monument
- Registered Parks and Gardens

Scale: 1:3,000,000

0 1.75 3.5 7 10.5 14 17.5
Km

Client:

Western Gateway
Sub-national Transport Body

Project:

Western Gateway Strategic Investment Plan

Title:

Figure C-21 - Wiltshire
Historic Designations

Date:	30 September 2024	Scale:	330,000 @ A3
Drawn:	PB	Checked: KD	Authorised: KD
Drawing Number:			

Key

- Council Boundary
- Main Rivers
- Flood Zone 2
- Flood Zone 3

Scale: 1:3,000,000

0 1.5 3 6 9 12 15 Km

Client:

Western Gateway
Sub-national Transport Body

Project:
Western Gateway Strategic Investment Plan

Title: Figure C-22 - Bournemouth, Christchurch, Poole and Dorset Flood Map

| Date: | 30 September 2024 | Scale: | 310,000 @ A3 |
| Drawn: | PB | Checked: KD | Authorised: KD |

Drawing Number:

Key

- ▭ Council Boundary
- ━ Main Rivers
- ▦ Flood Zone 2
- ▦ Flood Zone 3

Scale: 1:3,000,000

0 1.25 2.5 5 7.5 10 12.5 Km

Western Gateway
Sub-national Transport Body

Project
Western Gateway Strategic Investment Plan

Title
Figure C-23 - Gloucestershire
Flood Map

Date:	30 September 2024	Scale:	250,000 @ A3
Drawn:	PB	Checked: KD	Authorised: KD
Drawing Number:			

Key

Council Boundary

Main Rivers

Flood Zone 2

Flood Zone 3

N

Scale: 1:3,000,000

0 1.75 3.5   7   10.5   14   17.5
Km

Client:

Western Gateway
Sub-national Transport Body

Project:
Western Gateway Strategic Investment Plan

Title:
Figure C-24 - Wiltshire
Flood Map

Date:	30 September 2024	Scale:	330,000 @ A3
Drawn:	PB	Checked: KD	Authorised: KD
Drawing Number:			

Key
- Council Boundary
- Main Rivers
- Flood Zone 2
- Flood Zone 3

Scale: 1:3,000,000

0 1 2   4   6   8   10 Km

Western Gateway
Sub-national Transport Body

Project: Western Gateway Strategic Investment Plan

Title: Figure C-25 - West of England Combined Authority & North Somerset Floodmap

Date: 30 September 2024
Drawn: PB   Checked: KD   Authorised: KD
Scale: 200,000 @ A3
Drawing Number:

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Date Saved: 30/09/2024

Key

- Council Boundary
- Air Quality Management Area

Scale: 1:3,000,000

0 1.5 3 6 9 12 15 Km

Client:

Western Gateway
Sub-national Transport Body

Project:

Western Gateway Strategic Investment Plan

Title:

Figure C-26 - Bournemouth, Christchurch, Poole and Dorset AQMA

Date:	30 September 2024	Scale:	310,000 @ A3
Drawn:	PB	Checked: KD	Authorised: KD
Drawing Number:			

Key

Council Boundary

Air Quality Management Area

N

Scale: 1:3,000,000

0 1.25 2.5 5 7.5 10 12.5 Km

Client:

Western Gateway
Sub-national Transport Body

Project:
Western Gateway Strategic Investment Plan

Title:
Figure C-27 - Gloucestershire
AQMA

Date:	30 September 2024	Scale:	250,000 @ A3
Drawn:	PB	Checked: KD	Authorised: KD
Drawing Number:			

Key

Council Boundary
Air Quality Management Area

N

Scale: 1:3,000,000

0 1 2   4   6   8   10
Km

Client:

Western Gateway
Sub-national Transport Body

Project:
Western Gateway Strategic Investment Plan

Title:
Figure C-28 - West of England Combined Authority & North Somerset AQMA

Date:	30 September 2024	Scale:	200,000 @ A3
Drawn:	PB	Checked: KD	Authorised: KD
Drawing Number:			

Key

- ⬛ Council Boundary
- ⬛ Air Quality Management Area

Scale: 1:3,000,000

0 1.75 3.5 7 10.5 14 17.5 Km

Western Gateway
Sub-national Transport Body

Client:

Project:
Western Gateway Strategic Investment Plan

Title:
Figure C-29 - Wiltshire
AQMA

Date:	30 September 2024	Scale:	330,000 @ A3
Drawn:	PB	Checked: KD	Authorised: KD
Drawing Number:			

Key

- **Council Boundary**
- ✈ **Airport**
- ● **Railway Stations**
- ┼ **Railways**
- **Motorway**
- **A Road**
- **National Trail**

Sustrans National Route
- **National Route (on road)**
- **National Route (off road)**

Scale: 1:3,000,000

Scale bar: 0 1.25 2.5 5 7.5 10 12.5 Km

Western Gateway
Sub-national Transport Body

Client:

Project: Western Gateway Strategic Investment Plan

Title: Figure C-31 - Gloucestershire Infrastructure

Date: 30 September 2024 | Scale: 250,000 @ A3
Drawn: PB | Checked: KD | Authorised: KD
Drawing Number:

Date Saved: 30/09/2024

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Date Saved: 30/09/2024

Key

- **Council Boundary**
- ✈ **Airport**
- ● **Railway Stations**
- ┼ **Railways**
- **Motorway**
- **A Road**
- **National Trail**

Sustrans National Route
- **National Route (on road)**
- **National Route (off road)**

N

Scale: 1:3,000,000

Scale bar: 0 1.25 2.5 5 7.5 10 12.5 Km

Western Gateway
Sub-national Transport Body

Client:

Project: Western Gateway Strategic Investment Plan

Title: Figure C-31 - Gloucestershire Infrastructure

Date: 30 September 2024
Drawn: PB
Checked: KD
Authorised: KD
Scale: 250,000 @ A3

Drawing Number:

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Key

- **Council Boundary** (red dashed outline)
- **Airport** (blue symbol)
- **Railway Stations** (green dot)
- **Railways** (black line)
- **Motorway** (blue line)
- **A Road** (orange line)
- **National Trail** (green dashed line)

Sustrans National Route
- **National Route (on road)** (dark red line)
- **National Route (off road)** (orange line)

N

Scale: 1:3,000,000

Scale
0 1 2 4 6 8 10
Km

Client:
Western Gateway
Sub-national Transport Body

Project:
Western Gateway Strategic Investment Plan

Title:
Figure C-32 - West of England Combined Authority & North Somerset Infrastructure

Date:	30 September 2024	Scale:	209,300 @ A3
Drawn:	PB	Checked: KD	Authorised: KD
Drawing Number:			

Map labels include: Abertyleri / Abertillery, Abersychan, Pont-y-Pŵl / Pontypool, Brynbuga / Usk, Cwmbrân, Abercarn, Rhisga / Risca, Caerllion / Caerleon, Casnewydd / Newport, Cil-Y-Coed / Caldicot, Cas-Gwent / Chepstow, Lydney, Dursley, Wotton-Under-Edge, Thornbury, Yate, Chipping Sodbury, Patchway, Stoke Gifford, Filton, Avonmouth, Portishead, Fishponds, Kingswood, Clevedon, Nailsea, Keynsham, Bath, Weston-Super-Mare, Midsomer Norton, Bradford, Burnham-on-Sea, Caerdydd / Cardiff, Penarth, Welsh Grounds, King Road, Aber Afon Hafren / Mouth of the River Severn, Sand Bay, Weston Bay, Bridgwater Bay, Chew Valley Lake, Mendip Hills

Inset map labels: Birmingham, Worcester, Coventry, Hereford, Gloucester, Oxford, Abertawe / Swansea, Caerdydd / Cardiff, Bristol, Bath, Swindon, Reading, Exeter, Salisbury, Southampton, Portsmouth, Bournemouth

Key

- **Council Boundary** (red dashed outline)
- ✈ **Airport**
- ● **Railway Stations**
- ┼ **Railways**
- **Motorway**
- **A Road**
- **National Trail** (green dashed)

Sustrans National Route
- **National Route (on road)**
- **National Route (off road)**

Scale: 1:3,000,000

0 1.75 3.5   7   10.5   14   17.5
Km

Client:

Western Gateway
Sub-national Transport Body

Project:
Western Gateway Strategic Investment Plan

Title:
Figure C-33 - Wiltshire
Infrastructure

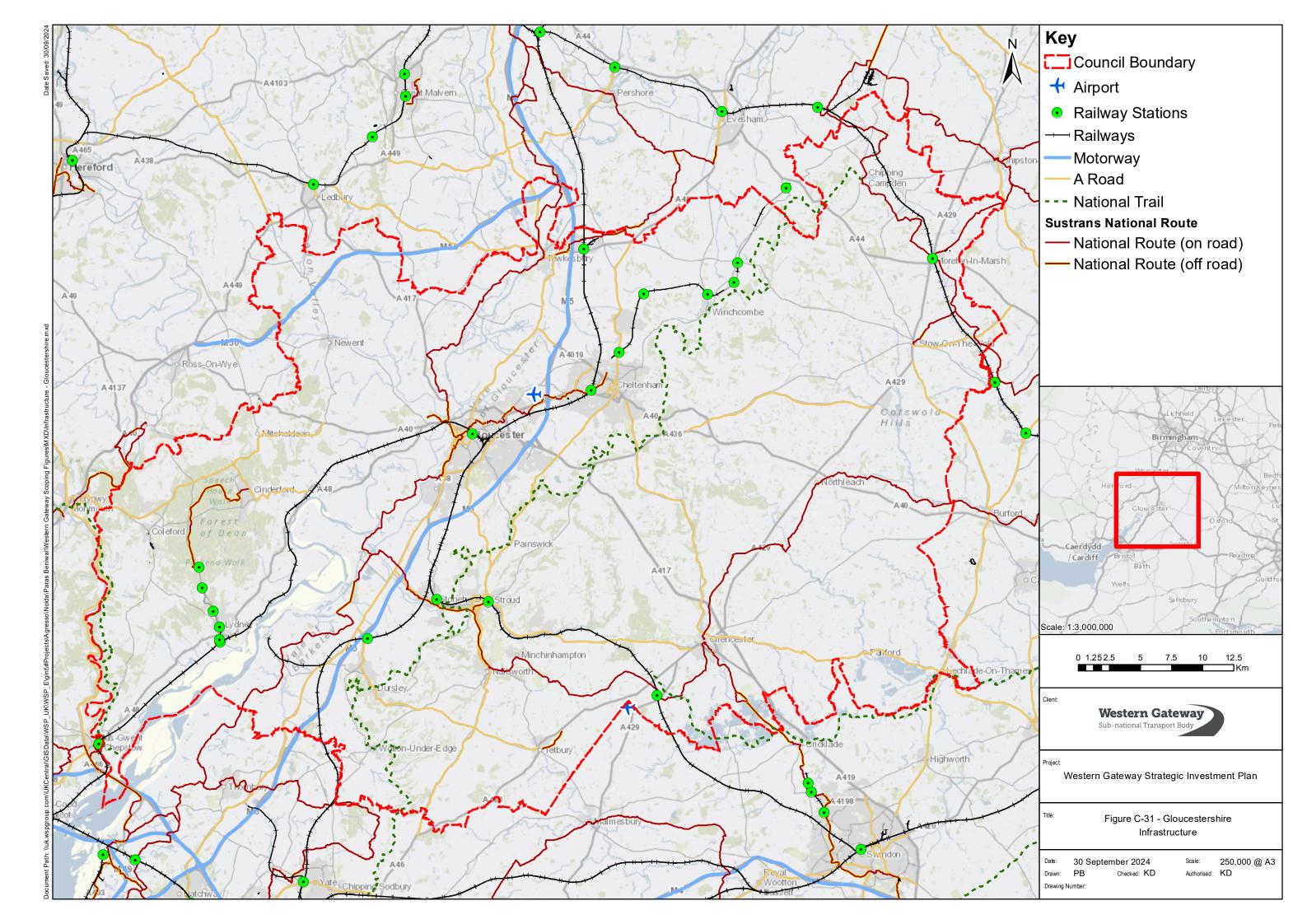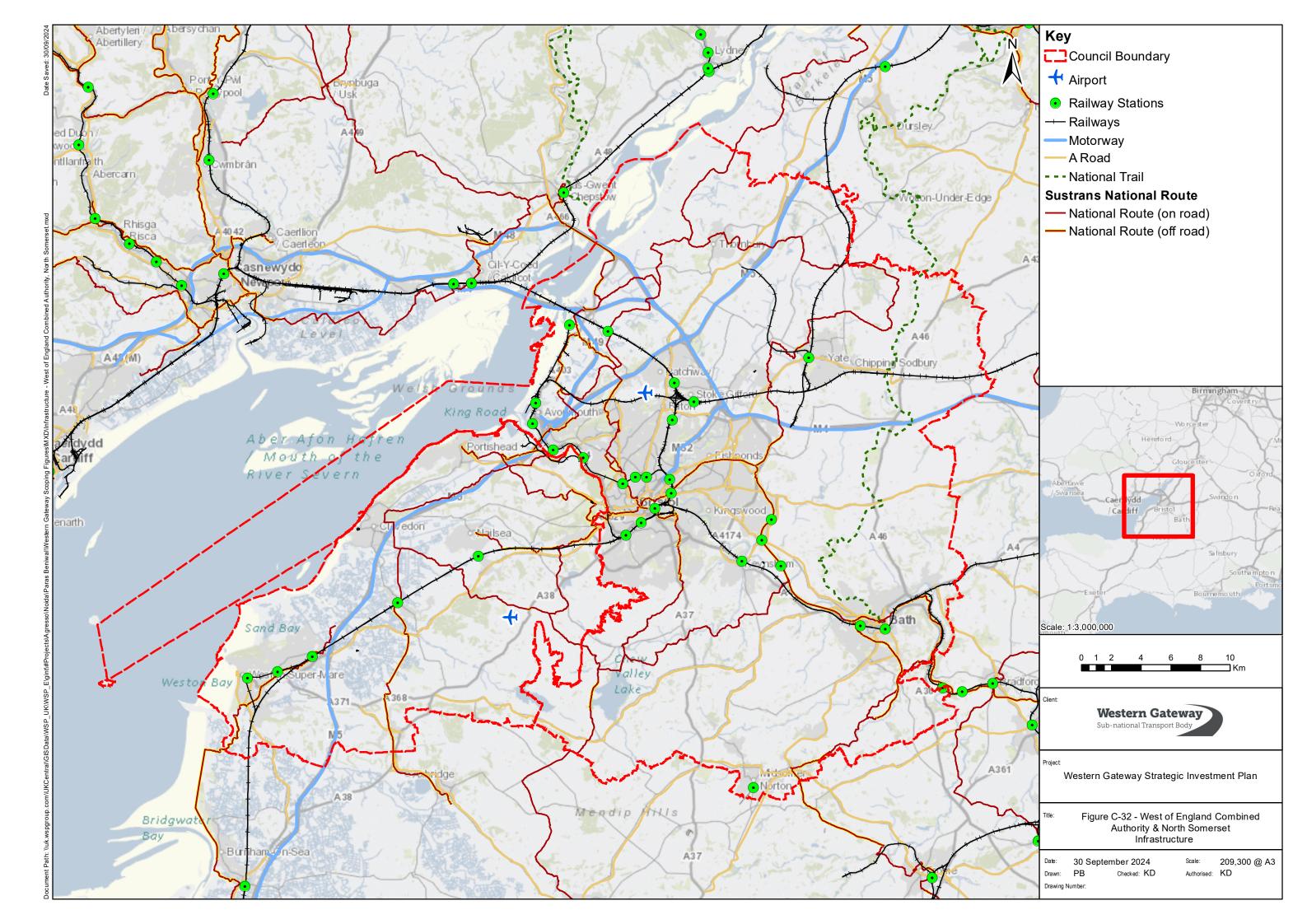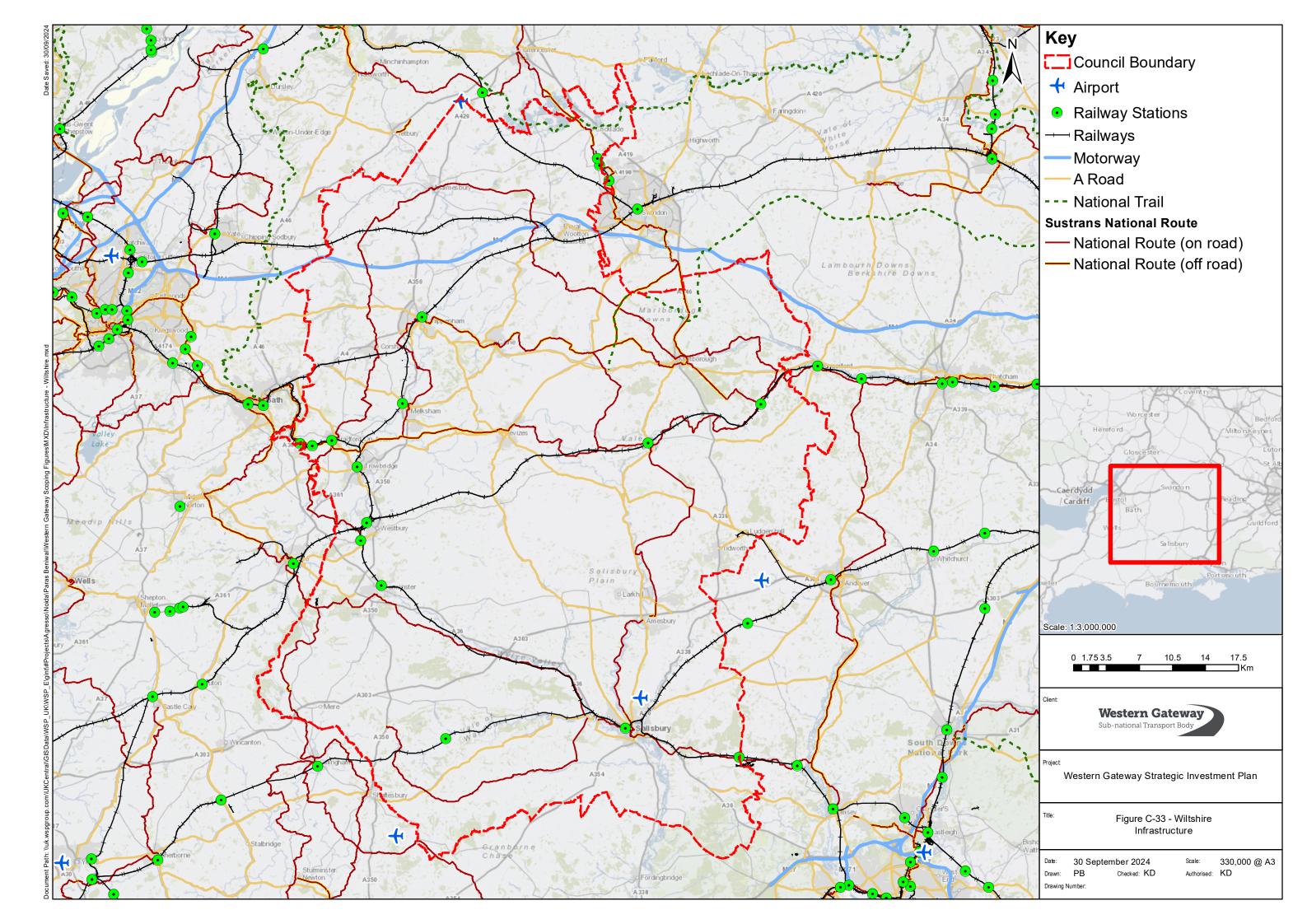| Date:	30 September 2024	Scale:	330,000 @ A3
Drawn:	PB	Checked: KD	Authorised: KD

Drawing Number:

Kings Orchard
1 Queen Street
Bristol
BS2 0HQ

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