



Environment, Climate Emergency and Transport Committee

Date:	Tuesday, 16 March 2021
Time:	6.00 p.m.
Venue:	On Microsoft Teams

Contact Officer:	Mike Jones
Tel:	0151 691 8363
e-mail:	michaeljones1@wirral.gov.uk
Website:	www.wirral.gov.uk

AGENDA

1. **WELCOME AND INTRODUCTION**
2. **APOLOGIES**
3. **MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST**

Members are asked to consider whether they have any disclosable pecuniary interests and/or any other relevant interest in connection with any item(s) on this agenda and, if so, to declare them and state the nature of the interest.

4. **MINUTES (Pages 1 - 10)**

To approve the accuracy of the minutes of the meeting held on Monday 1st February 2021.

5. **PUBLIC AND MEMBER QUESTIONS**

- 5.1 **Public Questions**

Notice of question to be given in writing or by email by 12 noon, Thursday 11th March 2021 to the Council's Monitoring Officer (committeeservices@wirral.gov.uk) and to be dealt with in accordance with Standing Order 10.

5.2 Statements and petitions

Notice of representations to be given in writing or by email by 12 noon, Thursday 11th March 2021 to the Council's Monitoring Officer (committeeservices@wirral.gov.uk) and to be dealt with in accordance with Standing Order 11.1.

Petitions may be presented to the Committee. The person presenting the petition will be allowed to address the meeting briefly (not exceeding one minute) to outline the aims of the petition. The Chair will refer the matter to another appropriate body of the Council within whose terms of reference it falls without discussion, unless a relevant item appears elsewhere on the Agenda. Please give notice of petitions to committeeservices@wirral.gov.uk in advance of the meeting.

5.3 Questions by Members

Questions by Members to be dealt with in accordance with Standing Orders 12.3 to 12.8.

SECTION A - KEY AND OTHER DECISIONS

- 6. ENVIRONMENT AND CLIMATE EMERGENCY POLICY (Pages 11 - 36)**
- 7. LITTER AND DOG FOULING UPDATE (Pages 37 - 46)**
- 8. 'GEAR CHANGE' DEPARTMENT FOR TRANSPORT PLAN FOR CYCLING AND WALKING (Pages 47 - 52)**
- 9. COMBINED AUTHORITY TRANSPORT PLAN (INTEGRATED TRANSPORT BLOCK) PROGRAMME 2021/22 (Pages 53 - 320)**
- 10. HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME 2021-22 (Pages 321 - 362)**
- 11. HIGHWAYS SERVICE DELIVERY 2021 TO 2026 (Pages 363 - 380)**
- 12. ROAD SAFETY WORKING GROUP - FINAL REPORT (Pages 381 - 410)**
- 13. HOYLAKE BEACH WORKING GROUP - FINAL REPORT (Pages 411 - 422)**
- 14. HOYLAKE BEACH MANAGEMENT UPDATE (Pages 423 - 472)**

SECTION B - BUDGET AND PERFORMANCE MANAGEMENT

- 15. 2020/21 REVENUE AND CAPITAL BUDGET MONITORING FOR QUARTER THREE (Pages 473 - 478)**

SECTION C - WORK PROGRAMME / OVERVIEW AND SCRUTINY

16. WORK PROGRAMME UPDATE (Pages 479 - 488)

This page is intentionally left blank

ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Monday, 1 February 2021

Present: Councillor EA Grey (Chair)

Councillors C Cooke I Williams
B Berry A Wright
H Cameron A Brame (In place
T Cox of A Corkhill)
S Foulkes T Cottier (In place
G Wood (In place of
C Muspratt)

23 MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST

Members were asked to declare any disclosable pecuniary interests and any other relevant interest and to state the nature of the interest.

Councillor Steve Foulkes declared a personal interest in item 26 (Liverpool City region Digital Connectivity Dig Once Policy) as he sat on the Transport Committee to the Metro Mayor and City Region which was previously referred to as Merseytravel.

24 MINUTES

RESOLVED – That the minutes of the meeting of the Environment, Climate Emergency and Transport Committee held on 3 December 2020 be approved and adopted as a correct record subject to:

- (1) In the supplement to the questions (Minute 15) the first repeat of question 5 be replaced by question 4 and the full wording of the question given as supplemental question 6.**
- (2) In Minute 19 an amendment to the Hoylake beach resolution for clarity by inclusion of an '&' between 'identified' and 'in consultation with'**
- (3) in Minute 22 an amendment for clarity to replace 'and the deletion of allotments 'with 'and the deletion of further allotment working group meetings.**

25 PUBLIC QUESTIONS

6 Questions were received, all for the Chair

Question 1

From Gillian Homeri.

“Is the Environment Committee able and willing to write to George Eustace asking him to reinstate the ban on neonicotinoids?”

Are they aware and concerned that neonicotinoids are toxic to bees and this lifting of the ban will undermine the hard work Wirral Borough Council and others are doing to protect pollinators.

Globally the number of bee species has already fallen by 25% since 1990. We cannot allow this to continue.

I would also like to know if neonicotinoids (should the ban not be reinstated) are likely to be used by farmers on the Wirral.”

Answer 1

I am happy to write to George Eustace and can say so. Rest of committee agreed to sign letter.

Question 2

From Louise Stothard from 'For Trees Wirral'

“When will Wirral Borough Council stop felling trees, we’ve lost over 6,000 trees?”

Answer 2

Wirral Council will only fell trees when it is a last resort and is absolutely necessary to protect public achieve and maintain public safety.

Clearly trees are not permanent landscape features so have a finite safe life expectancy when growing in our parks or adjacent to the highway, so we will always have a small proportion of trees which have reached the end of their life cycle and which are just not safe to be left standing.

In less occupied areas we do allow trees to collapse slowly and naturally over time but as I’m sure you can appreciate this natural destabilisation isn’t something we can accommodate next to the highway or a footpath.

Our trees are inspected by fully qualified and highly experienced arboricultural inspectors. This service was outsourced to a private contractor but we have just hired two full time arboricultural inspectors to internalise the service. It is worth noting that the tree inspection company is absolutely independent from the tree maintenance company who carry out the works. Every member of this team is a fully qualified and experienced arboriculturalist.

We are confident that this natural loss is being successfully mitigated through our significant tree planting programme. We have moved beyond just maintaining continuity of tree cover as we seek to deliver the goal of the tree strategy to double tree cover over the next ten years. Approximately 21,000 new trees have / will be planted this current planting season (November to March) which delivers a healthy replanting ratio. We are currently recruiting a dedicated landscape manager who will be tasked with delivering the goals of the tree strategy and seeking funding for future tree planting and habitat creation projects across the borough.

It has been observed from our tree inventory that a great majority of our trees are mature, therefore substantial new tree planting will add resilience to our tree population. We do value the cultural and ecological value of very old

veteran trees and to ensure that we can maintain these trees for longer in confidence there has been significant financial investment in state of the art sonic decay detection apparatus. There are approximately 170 trees which the inspectors have noted basal and stem decay, however rather than just felling these trees without further investigation, these trees will be tested with the decay detection equipment to provide the clearest assessment of their structural integrity to allow a fully informed decision to be made on the management interventions required. If not dangerous, they will not be felled. Wirral Council recognises the value of its tree population and has grown the tree management team over a short period of time to seven members of staff to ensure that trees are maintained correctly and safely, are given full consideration during the planning process, and are re-planted in abundance across the borough.

Question 3

From John Rodgers

“Recently I enquired about whether or not Wirral Borough Council had a policy or provision to discourage motorists waiting in parked cars with the engine running.

I was prompted to this as each and every day that I walk my dog I see at least one parked car with its engine idling whilst the occupant is engrossed by their telephone.

As I only see about 30 cars throughout my daily journey these are presumably the tip of an iceberg that isn't melting away.

Can a question be raised concerning enforcement or raising public awareness of existing laws?

Is Wirral Borough Council taking the minimisation of avoidable environmental pollution as a serious matter?”

Answer 3

Thank you for raising your concerns about engine idling.

As part of Wirral Councils plan to tackle avoidable pollution across the Borough, our Environmental Health Officers have been working with our Highways and Infrastructure team to address issues of idling by educating drivers, where we have had complaints or observed engine idling during our routine enforcement activities. Wirral Council takes all complaints by residents very seriously and Officers are working tirelessly to address problems of this nature.

There are limitations to the current legislation which has made enforcement of the Anti-idling regulations difficult, in order to serve an FPN the driver must firstly be approached be asked to switch the engine off first, if they switch off their engine a notice cannot be served. It is only if they refuse to turn it off that we can then serve notice. In addition, the regulations provided circumstances where vehicles are permitted to be stationary with their engine running (e.g. running the engine to detect a defect) and the guidance to the regulations states that enforcement personnel must consider mitigating circumstances.

In addition to these limitations, the impact of the COVID-19 pandemic has put strain on many aspects of our work and the priorities to protect public health; With this in mind, we are in the process of planning new targeted education for drivers surrounding the topic, informing them of the dangers to their own health as well as the impact on Air Quality in their communities, which will raise public awareness of the matter. This will be set out in a positional statement in the coming weeks.

I would encourage you to contact our Environmental Health Team (environmentalhealth@wirral.ov.uk), if you do have concerns about specific areas so that we can include them on the enforcement routes, this helps us to build a picture of where the idling is taking place so that we can target these areas specifically.

Question 4

From Ryan Haughey

“I am a resident of port sunlight village, in March 2020 the council installed a temporary lamppost outside my house on central road. The temporary lamppost does not conform to the conservational rules of the village and the light is a stark white light which differs from the other lampposts on the street. When will this modern lamppost be replaced with a traditional lamppost that conforms to the conversation rules of the village?”

Answer 4

Thank you for your question about a lighting column in Port Sunlight. Any recently erected lighting column is not temporary has been erected because of concerns over the structural condition of the previous column and risk to public safety. Where column replacements are carried out we will frequently also replace the lantern with a modern LED one.

Cllr Grey explained that the Council’s funding had been cut by hundreds of millions of pounds in the last ten years and that, unfortunately, this impacted on what we can do.

The funding for the LED replacement programme was approved by the Council only on a strict financial and safety-related business case, and unfortunately there is no budget available for heritage columns or luminaries. However, we would be happy to work with relevant Community Groups, elected Members and, in this case, the Village Trust, to explore what opportunities exist to secure supplementary funding and whether heritage features may be incorporated into our lighting infrastructure. Meanwhile, the LED replacement programme will continue as planned.

Question 5

From Kelly Newall

“Over 9000 residents are concerned about the safety of Spital Cross Roads including the phasing of the lights and the very poor condition of the road surface and I am asking this committee to make urgent improvements to prevent any further accidents.”

Answer 5

Thank you for raising your concerns about Spital Cross Roads.

Cllr Grey said that a full written response can be provided and reassured Ms Newall that her concerns were very much taken on board and that Cllr Grey has set up a road safety working group which is currently looking at road safety across the borough and will consider these concerns very seriously as they make recommendations to this committee.

Question 6

From Carmel & Peter Sibbald.

“Will the members of the Committee establish a review of road traffic management in Port Sunlight village with the purpose of establishing whether:

- Port Sunlight village would be a suitable candidate for 20mph zoning
- gateway road signage could be improved
- effective traffic calming measures could be introduced to reduce speeding & anti-social driving
- CCTV could be installed on an existing street lighting column to monitor the roundabout
- there could be changes to road surfaces, for example strips of granite setts”

Answer 6

Road safety across the borough is currently being reviewed, including 20mph zones, under a cross party Working Group which will report back to this Committee.

26 STATEMENTS AND PETITIONS

Denise Roberts presented a petition with 80 signatures for lighting to be installed in Rake Park to discourage anti-social behaviour after dark following several issues of vandalism.

Kelly Newell presented a petition with 9,200 signatures to improve safety at Spital Cross Roads junction following the injury of her son who was knocked down there.

The Chair thanked the presenters and both of the petitions would be passed on for consideration and response.

27 QUESTIONS BY MEMBERS

Councillor Jo Bird expressed disappointment in the lack of responses to public questions and petitions on road safety but the Chair reminded her that the road safety working group was meeting to consider all road safety issues.

28 LIVERPOOL CITY REGION DIGITAL CONNECTIVITY DIG ONCE POLICY

Liverpool City Region (LCR) Combined Authority were building a 200+ km underground fibre network running through all six local authorities and delivered through a Combined Authority (CA) Joint Venture partnership with a

private company. The purpose was to create a new telecommunications network infrastructure to provide ultrafast broadband connectivity across the region. The initial network will consist of four ducts which will run through all 6 Local Authority Areas and would connect LCR to external national and international networks. An initial route has been proposed for Wirral which took in our major regeneration areas. In time it was planned that the network would be expanded to other parts of Wirral. The plan was to build the initial network in 3 years starting from mid-2021. As part of the build Wirral Council had been asked to sign up to a “Dig Once” policy, to install ducting at the same time that we undertake road, cycling and walking schemes. This approach can reduce the cost of deployment by as much as 50%, minimises disruption to road and public transport users and helps avoid any future embargos in specific locations across LCR. The CA team have secured £6.39m from LCRCA’s Strategic Investment Fund (SIF) for Dig Once. The CA team will assess each “Dig Once” opportunity and decide if the particular scheme met their criteria. If it did, they would fund the authority to put ducting in the ground as part of the project delivery. Once the work was completed ownership of the ducts and fibre network will revert to LCRCA.

Project Officer John Williams described the proposed network and its expected benefits.

Members praised the scheme which appeared to be a positive move which would help the Council reach a number of goals including digital connectivity and environmental protection. The need for a digital network had been highlighted during lockdown as people and children did their work from home.

RESOLVED: That

- (1) the Dig Once Collaboration Agreement and the Inter Authority Agreement be approved and**
- (2) the Director of Law and Governance be authorised to arrange the execution of the documents on behalf of the Council in accordance with the Council’s Constitution.**

29 ACCEPTANCE OF TENDER AND AWARD OF CONTRACT - ARBORICULTURAL MAINTENANCE CONTRACT

The report of the Director of Neighbourhood Services recommended acceptance of a tender from Man Coed VM Ltd and award of a term service contract for the Wirral Arboricultural Services Contract (Corporate Tree Maintenance Contract). The contract was to run from April 2021 until March 2026 with a conditional extension option of 2 further years.

Simon Fox, Assistant Director of Infrastructure and Highways, clarified that the report was about the procurement exercise not how the Council managed its trees, which was covered by the tree strategy. The Council had trained, qualified, specialist arboricultural officers to deliver the strategy and make

decisions about which trees were felled or pollarded and what happened to deadwood, but the Council needed a specialist contractor to enable it to deliver the strategy and keep residents safe. There had been a rigorous analysis of the tenders submitted, by senior Council officers including from Legal, Procurement and Finance professions.

Members were clear that the Council had a duty of care to residents and wished to keep a watching brief on the delivery of the contract. Members questioned the pricing of the bid but were reassured that prices quoted were in line with expectations and had not concerned officers. Members also asked if community groups could be involved in tree planting and it was confirmed that the Council had secured funding and welcomed suggestions.

Councillor Steve Foulkes proposed an additional resolution:

3. committee welcomes all member workshops will take place on this matter. furthermore to reassure the public, this committee should receive regular reports on this contracts performance.

This was seconded by Councillor Gill Wood, then clarified slightly before being agreed.

RESOLVED - That

- (1) the tender for the Wirral Arboricultural Services Contract Apr 2021- Mar 2026 submitted by Man Coed VM Ltd to Wirral Council on 8 January 2021 be accepted;**
- (2) the award of the contract to Man Coed VM Ltd be approved, subject to contract and subject to the Official Journal of the European Union (OJEU) standstill period;**
- (3) Committee welcomes all member workshops will take place on this matter (the performance of the contract). Furthermore to reassure the public, this Committee should receive regular reports on this contracts performance.**

30 ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE BUDGET CONSULTATION REPORT

The report of the Director of Resources formed part of the Council's formal budget setting process, as set out in the Constitution and in accordance with the legal requirements to set a balanced and sustainable budget for 2021/22. Policy and Resources Committee had to recommend a 2021/22 balanced Budget proposal to the Council for its meeting in March 2021. It was good practice for service committees to consider and feedback on Budget proposals.

On Friday, 18th December 2020 the Policy and Resources Committee approved the 'Draft Revenue Budget 2021/22 - Proposals for Consultation' to begin public consultation on 21 December 21 to 22 January. The consultation was primarily conducted through the council's specialist "Have Your Say"

online portal but included many other methods including an online questionnaire; an ideas board for residents to post their 'ideas' and suggestions about the council budget; paper copies of the survey, including an easy read version; 'Virtual' Public Events for residents, young people and council staff; Council staff Facebook page; directly to the project team, Councillors, MPs and Senior Officers; and a specific email inbox. Results included 2,715 completed questionnaires, 236 "ideas" added to the Ideas Board and 74 questions. There was a relatively even spread of responses from the four Wirral constituencies. Full details of the responses were circulated to Members. Most comments were categorised predominantly into three themes: Children's Services including The Hive, arts and culture (in particular noting retention of the Williamson Art Gallery) and refuse collection.

It was explained that this year the budget consultation process was truncated because of the shorter period of meetings caused by the pandemic, and the budget was under considerable pressure due to various effects linked to the Covid-19 pandemic. The final settlement figures from Government had not been received but the Committee were being asked their views on the options offered although Members had a duty to the whole of borough to set a balanced budget on 2 March.

Budget proposals were:

Options Review of the Neighbourhood Services Directorate

Additional and increased parking charges: Whole scale car parking review

Stopping School Crossing Patrols

Reduction in grass cutting and maintenance of roadside verges and all Parks and Open Spaces

Amenity space and grass verge maintenance cessation

Closure of Public Conveniences

3 weekly collection of general rubbish

Contract Efficiency Savings with BIFFA

Income generated from establishing targeted and discretionary environmental enforcement.

Members expressed the opinion that they did not want to see many of the options but were forced by the temporary budget situation. They were heartened that the feedback from the consultation showed that the public endorsed the Committee's initial recommendations, including a rejection of both cuts to school crossing patrols and closure of public toilets and that there were positive suggestions such as rewilding that should allow for longer term benefits which were endorsed by the public. They discussed the application and consequences of rewilding in certain areas and acknowledged again that there was potential to reduce expenditure and assist biodiversity by appropriate reductions in grass cutting and maintenance. It was recognised that features such as flower meadows could not be created without cost. It was agreed that there would need to be consultation between officers,

members and local residents about the appropriate treatment of specific small open spaces. It was also suggested that income generating options made at the workshops could be explored in the future utilising experience of officers.

RESOLVED: That the Committee endorses the feedback from the budget workshops and recommends that the comments made during this meeting be considered by Policy and Resources Committee as part of the budget consultation.

31 **WORK PROGRAMME UPDATE**

The Environment, Climate Emergency and Transport Committee, in co-operation with the other Policy and Service Committees, was responsible for proposing and delivering an annual committee work programme.

The Chair commented that we could add in for a future meeting the report of the Environment and Climate Emergency Working Group.

RESOLVED –

That the proposed Environment, Climate Emergency, and Transport Committee work programme for the remainder of the 2020/21 municipal year be noted, subject to the addition at a future meeting of the report from the Environment and Climate Emergency Working Group.

This page is intentionally left blank



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Tuesday 16 March 2021

REPORT TITLE:	ENVIRONMENT AND CLIMATE EMERGENCY POLICY
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

This report provides Committee with recommendations for the Council's Environment and Climate Emergency Policy (attached as Appendix 1), following the work undertaken by Committee's delegated task & finish group. The task & finish group was established and met several times to develop their recommendations for the Policy.

The proposed Policy is ambitious and proposes that the Council as an organisation aims to achieve 'net carbon neutrality by 2030.' This supports the Wirral Plan 2025 ambition to create a 'sustainable environment that leads the way in its response to the climate emergency and is environmentally friendly.'

The development of the Council's Environment and Climate Emergency Policy has been supported by third party climate change experts, 'Local Partnerships,' who have confirmed that the Council achieving net carbon neutrality in 10 years is an ambitious but achievable target. Through the Policy, the Council will lead the way locally and regionally in seeking the to be net zero carbon in 10 years.

The Environment and Climate Emergency Policy provides the basis for the Council's journey to becoming carbon emissions neutral within the decade. It recognises that all aspects of the Council's function, ways of working, decision making, and service delivery will change to address the environment and climate emergency.

The Policy provides a foundation to:

- reduce emissions to net zero;
- reduce energy consumption and use green energy;
- re-establish the carbon budget and reporting;
- become a carbon literate organisation;
- enhance biodiversity and the local environment;
- promote active transport (provision for cycling and walking);
- introduce more sustainable ways of operating;
- communicate and engage the public
- store more carbon;
- create a climate resilient Wirral;

- prepare future generations; and
- measure progress along the journey.

This matter is a key decision and affects all wards.

RECOMMENDATIONS

The Environment, Climate Emergency and Transport Committee is recommended to:

1. Note the work of the Members' Task & Finish Group in developing recommendations for the Council's Environment & Climate Emergency Policy.
2. Approve the Council's Environment & Climate Emergency Policy (attached as Appendix 1).

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATIONS

- 1.1 Wirral Council declared an environment and climate emergency through an all-party resolution in July 2019. The development of an Environment and Climate Emergency Policy and emerging Action Plan is the Council's response to the declaration. In October 2020, this Committee resolved to establish a task & finish group to develop recommendations for the Council's Environment & Climate Emergency Policy and for the recommendations to be subsequently reported back to Committee.
- 1.2 The Portfolio Holder for Environment and Climate Change formally endorsed the Cool Wirral Partnership's updated climate strategy for Wirral called 'Cool2' on behalf of Wirral Council on 31 March 2020, following consideration of the strategy by the Council's Environment Scrutiny Committee. This calls on those who support it to develop and share 'locally determined contributions.' The Environment and Climate Emergency Policy provides the basis to fulfil this commitment through the Environment and Climate Emergency Plan that will be the Council's locally determined contribution to Cool2.
- 1.3 The Wirral Cool2 Strategy makes clear we need to all but eliminate damaging greenhouse gas emissions by 2041. To demonstrate the sense of urgency for action and provide the lead for others, it is proposed through the Environment and Climate Emergency Policy that the Council will commit to becoming 'net carbon neutral' by 2030.
- 1.4 The Environment and Climate Emergency Policy will drive change to the way the Council operates, makes decisions, and provides services. The emerging plan therefore contains a significant number of actions to deliver such change. An internal management Action Group will be required to oversee the change and deliver the actions outlined. It is intended to therefore establish an Environment and Climate Emergency Action Group to perform this function, having representations from all the Council's directorates and reporting regularly to the Environment, Climate Emergency and Transport Committee.
- 1.5 The Council has recently commissioned the support of leading climate change experts 'Local Partnerships' to help shape the Policy and Action Plan and to validate the Council's journey to achieving net carbon neutrality in 10 years. Local Partnerships' work has concluded, and they have provided recommendations and observations for the Council's Policy and Action Plan. Local Partnerships have validated the Environment and Climate Emergency Policy, stating it can, if applied, achieve net carbon neutrality by 2030.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The Council has declared an environment and climate emergency and with it an expectation that action will be taken to address the emergency. Therefore, the options of not acting or delaying action have not been considered as these would not respond to the Council's declaration. The emergency declaration has established an urgency for action to be accelerated and for the Council to

transform the way it functions. The Environment and Climate Emergency Policy has been prepared to meet this expectation. There are examples of other local authorities being criticised for not acting having previously declared a climate emergency.

- 2.2 Committee's task & finish group considered a range of options to determine their recommendations for the Council's Environment & Climate Emergency Policy.

3.0 BACKGROUND INFORMATION

- 3.1 Unnatural climate change across the world is widely evidenced and its impact is highlighted by significant events across the world. The world has already experienced a 1°C of abnormal heating since 1900. The speed of this change has risen, and the impacts are demonstratable and concerning.
- 3.2 World leaders are increasingly concerned about climate change and in recognition of this there have been several significant developments. The United Nation's Paris Agreement on Climate Change formally came into force in 2016. This sets out the globally agreed approach to mitigating carbon emissions and adapting to unavoidable change. The global goal is to limit average rises in temperature to 'well below' 2°C above the pre-industrial level and pursue efforts to limit the rise to 1.5°C. Under this agreement nations are required to develop their own Nationally Determined Contributions setting actions to help achieve the global goal. The agreement includes a 'ratchet mechanism' designed to encourage progressive improvement in these Nationally Determined Contributions which must be updated periodically and reported to the UN. At present the Nationally Determined Contributions submitted do not yet put us on a safe path.
- 3.3 In the wake of the Paris Agreement and subsequent review by the Intergovernmental Panel on Climate Change of evidence concerning the impacts of 1.5°C warming, the UK Government's own independent Climate Change Committee has made recommendations to Government. As a result, the UK Government has now tightened its legally binding target for emissions reduction. The target is now to achieve net zero emissions by 2050. Previously it was an 80% reduction in emissions compared to 1990 levels. More work will now be needed to keep within future legally binding carbon budgets.
- 3.4 The international and national position is well reflected in Wirral. We have a well-established climate change partnership, 'Cool Wirral', and the Council has maintained a commitment to tackling the impacts of climate change over many years. On 31 March 2020, the Council's then Portfolio Holder for Environment and Climate Change formally endorsed the Cool Wirral Partnership's new follow up climate change strategy 'Cool2,' following support with public consultation and scrutiny from the Environment Overview and Scrutiny Committee. The Council is a member of the Cool Wirral Partnership and has committed to supporting the delivery of the Cool2 Strategy and to a contribution to it in the form of the Environment and Climate Emergency Policy.

- 3.5 The Cool2 strategy sets two goals for Wirral the place:
- To stay within a local emissions 'budget' of 7.7 million tonnes of CO2 between 2020-2100 and to reach 'net zero' pollution as early as possible before 2041.
 - To ensure a climate resilient Wirral adapts to cope with existing change and further unavoidable disruption this century.
- 3.6 Wirral Council has prioritised responding to climate change over many years as a signatory to the 'Nottingham Declaration on Climate Change' and its successor, the 'Climate Local Initiative.' This commitment was reaffirmed in July 2019 with the all-party 'environment and climate emergency declaration.' The declaration made a clear commitment to achieving carbon neutrality by seeking additional funding to resource the Council's response, planting additional trees, investing in electric vehicle charging infrastructure, exploring investment in solar farms, and implementing appropriate decision-making tools supported by a staff and member training programme.
- 3.7 The Council will lead by example through the establishment of the Environment and Climate Emergency Policy and the proposed ambitious but achievable target of the Council and its entity being 'net carbon neutral' by 2030. The Climate Emergency Action Plan will be the Council's 'locally determined contribution' to the Cool2 strategy. The partnership's members will be urged to declare environment and climate emergencies and to develop their own locally determined contributions.
- 3.8 At its meeting of 22 October 2020, Committee received an update on the progress being made in response to the environmental and climate emergency declaration of 2019, including the development of the Council's emerging Environment and Climate Emergency Action Plan. Committee were advised that the Council should establish an Environment and Climate Emergency Policy to set the political context and commitment to respond to the emergency declaration. It was agreed at the meeting that Committee would establish a task & finish group to prepare recommendations for the Environment & Climate Emergency Policy and to subsequently report these back to Committee.
- 3.9 The task & finish group was established along with officer support and met on 3 occasions to determine the Policy's content and approach (meetings on 17th November 2020, 16th December 2020, and 8th January 2021). The task & finish group referred to the emergency declaration of 2019 to ensure all aspects of the resolution were covered and to ensure the Policy will deliver the Council's environment and climate emergency commitments. During their meetings, the task & finish group received inputs from officers and questioned them on a range of issues including transport, re-wilding and biodiversity, communications, climate resilience, the Environment & Climate Emergency Action Plan and Wirral Cool2 Climate Change Strategy. The task & finish group used these inputs, along with other advice, to agree on the

recommendations for the Environment and Climate Emergency Policy to be presented back to Committee.

The proposed Environment and Climate Emergency Policy

- 3.10 The Committee's task & finish group considered a range of issues during the meetings held to determine the content and emphasis of the Environment and Climate Emergency Policy. The task & finish group focused on the issues that will deliver against the Council's environment and climate emergency commitments, particularly carbon emission reduction, biodiversity, transport, and new ways of operation. It is intended that the Environment and Climate Emergency Policy will be used as a key guiding framework for transforming the way the Council operates, engages with residents, and works with partners. It focuses on the Council's functions from service provision, decision making and procurement, to energy consumption, biodiversity, transport, and ways of working. The Policy, and supporting action plan that this enables, will contribute to the Cool2 Strategy and targets for Wirral as a place overall, however, the Policy's focus is foremost on transforming the Council's own operations and activities, to demonstrate commitment and leadership.
- 3.11 Many of the actions initially identified in response to the environment and climate emergency have been undertaken or are underway. The policy proposed (reproduced in the Appendix) provides a foundation for the continued organisation-wide response. It sets out broad direction, scope and responsibilities in an initial succinct policy statement. It includes further supporting detail in an annexe organised under four headings: sustainable resource use; biodiversity; transport; and council approach. The aim has been to capture the main 'headline' areas of action set out in the emerging action plan, previously endorsed by committee, including:
- **REDUCE EMISSIONS TO NET ZERO:** Through a switch to 100% green energy and reduced demand, transforming the Council's buildings, street lighting and fleet. The Council's Post Covid-19 Recovery Strategy will be a major opportunity to address building efficiency and introduce green energy.
 - **RE-ESTABLISH THE CARBON BUDGET:** The re-introduction of carbon budget reporting, introduce sustainability appraisals, and ensure the environment climate emergency is considered in all reporting and decision making. The Environment and Climate Emergency Policy is a matter which is capable of being a material consideration for planning decisions and a significant matter to be considered in the development of the Local Plan.
 - **CARBON LITERATE ORGANISATION:** A commitment to becoming a 'carbon literate organisation' through the training and briefing of decision makers. Carbon Literacy courses have commenced for senior officers and Members in partnership with APSE Training, with over 100 people attending the course.
 - **EMBRACE HOME WORKING:** Support for staff to work from home, virtual communication and a blended approach to office provision and access to resources. Officers and Members need support to work from

home but the new ways of working and communicating established as part of the Covid-19 lockdown are here to stay and support the environment and climate emergency response.

- **ACTIVE AND ALTERNATIVE TRANSPORT:** The investment in facilities and infrastructure to support active and alternative powered transport. The Council are working with partners to support and sustain the growing interest in active transport, which accelerated during the Covid-19 lockdown. There are also a number of initiatives to establish infrastructure for alternative powered transport such as charging facilities for electric vehicles.
- **SUSTAINABLE WAYS OF OPERATING:** Embed climate considerations into everyday operations by becoming a digital council, reducing internal business travel and promoting active travel, electrifying council vehicles, running more sustainable events, greening our procurement strategy, working towards a circular economy and increased recycling and reuse of waste.
- **COMMUNICATION AND ENGAGEMENT:** The development of a communications programme to raise awareness of the changes local people can make to help with the climate emergency and communicate what we are doing as a Council as part of the Cool Wirral partnership.
- **CARBON STORAGE:** Capture more carbon naturally by increasing Wirral's woodland and tree cover and protecting its soils and natural habitats. In the summer we launched Wirral's Tree, Woodland and Hedgerow Strategy, which sets out to plant and grow over 200,000 trees in the next 10 years. To work with local groups to nurture the trees and monitor their growth and potential disease.
- **BIO-DIVERSITY AND POLLINATION:** Establish new methods of operation and land management and maintenance to promote wildflowers, pollinators, and insects. During the summer, the Council piloted the creation of pollinator sites across the borough with reduced maintenance. The sites have proven to be an initial success encouraging insects and wildflowers and we are developing a pollinator's policy for the Council.
- **CLIMATE RESILIENT WIRRAL:** Futureproof Wirral against climate change through coastal and flood management and nature-based solutions. We have secured funding to develop a Resilient Parks project and work on the sea defence infrastructure at West Kirby is due to start this year.
- **FUTURE GENERATIONS:** Investing in Wirral's young people and support their understanding and response to the climate emergency. We have transformed our Eco Schools and Cool Schools programmes.
- **MEASURING PROGRESS:** Establish a publicly available and dynamic performance platform linked to the communications plan. This Committee will receive regular updates on progress towards net carbon neutrality and action through the devolvement of a range of metrics.

4.0 FINANCIAL IMPLICATIONS

- 4.1 There are no direct financial implications arising from this report, however, the Council has declared an environment and climate emergency and in doing so setting a corporate priority. Successful delivery will require a realignment of the Council's resources. There will be cost implications for the Council to

consider, in order to achieve net carbon neutrality in 10 years. A budget allocation of £0.25m has been made directly to support work the environment and climate emergency, with elements of the capital programme also supporting related interventions. A long-term financial plan will be developed and presented to this Committee.

- 4.2 In the year since the environment and climate emergency declaration was made, the Council has had to face the unprecedented challenge of responding to the Covid-19 crisis. The crisis has fundamentally changed the way the Council operates and placed a significant burden on finances moving forward. The Council has had the challenge of setting a medium-term financial plan and prioritising service provision as a result. However, responding to the environment and climate emergency remains a corporate priority and the threat from climate change is undiminished. Therefore, the Environment and Climate Emergency Policy will have to be delivered within the Council's diminished financial envelope, along with any external funding that can be obtained. The Covid-19 crisis has provided some unexpected benefits and opportunities for the Council, through the enforced ways of working during the lockdown period. Such working practices and emphasis will therefore be built into the Council's developing Covid-19 Recovery Strategy.
- 4.3 It should be noted that not taking or delaying action is not cost neutral and the lack of a local response is likely to be more costly in the long run and expose the Council to the risk of more significantly more costs from having to respond the impact of climate change, such as extreme weather events.

5.0 LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications from the establishment of the Council's Environment and Climate Emergency Policy. It should be noted however, that the adequacy and inaction of both national and local government is under scrutiny by environmental interest groups, with the threat of potential legal challenge in some areas. Several local authorities have been criticised for not putting their climate emergency declarations into action and are the subject of scrutiny and challenge for not doing so.
- 5.2 This Committee resolved to establish a 'task and finish group' to develop recommendations for the Environment & Climate Emergency Policy and for this group to report their recommendations back to Committee. The task & finish group, established with the Monitoring Officer's advice and in line with the Council's Constitution, subsequently met several times to receive inputs on keys aspects of the environment and climate emergency response and to develop recommendations for the Council's Environment and Climate Emergency Policy.

6.0 **RESOURCE IMPLICATIONS: ICT, STAFFING AND ASSETS**

6.1 The Environment and Climate Emergency Policy has resource implications for the Council as directorates will play their part in delivering the Policy once established. Through the work of the Environment and Climate Emergency Action Group, directorates will be supported to set out the resource allocations within their service plans and strategies. The Council's procurement and contract management arrangements will be overhauled, along with the code of conduct for suppliers, to comply with the Policy.

The Environment and Climate Emergency Policy and Action Plan set out the resource implications of the commitment of being net carbon neutral within 10 years, however the following issues will be key to this:

6.2 **Environment and Climate Emergency Action Group**

The internal Action Group of senior officers will be established to oversee the policy's implementation and delivery of the Action Plan and ensure the Council remains on track against emissions reduction targets. It is proposed that each directorate will be represented on the Action Group, which will be chaired by the Director of Neighbourhood Services. The Action Group will manage the Environment and Climate Emergency Action Plan's performance and establish reporting arrangements to this Committee and the Cool Wirral Partnership. The Director of Neighbourhood Services will update this Committee regularly on the establishment of the Environment and Climate Emergency Policy and on progress with the Action Plan.

The Action Group will develop a framework of year end outcomes for the Environment and Climate Emergency Action Plan's delivery over the next 10 years. Progress against these year end targets will be reported to this Committee.

6.3 **Recovery Strategy**

The Council's Covid-19 Recovery Strategy and difficult financial position provide an opportunity to reconfigure how the Council operates and bring forward changes to the way the Council delivers services. As has been mentioned elsewhere in this report, the Covid-19 crisis has provided unforeseen benefits and enabled some of the climate emergency actions to become embedded. Home working, digitalisation, active travel, reduced energy demand, and reduced staff travel have all been progressed during the Covid-19 enforced lockdown. The Council's Recovery Strategy and the rationalisation of assets is a 'green reset' opportunity which will help accelerate the impact of the Environment and Climate Emergency Policy.

6.4 **Staff Investment and Development**

To enable the Council to become a Carbon Literate Organisation, investment in carbon literacy training is required for the Council's senior members and officers and climate change awareness briefings for all staff and members. The employee development structures including the Council's People Strategy, are being amended to include carbon literacy as a core requirement.

7.0 RELEVANT RISKS

- 7.1 Unnatural climate change presents an existential threat. There are already many direct risks associated with existing and unavoidable change locally, including disruption and damage from more frequent extreme weather events including recent high-profile storms, heat waves and flooding. The actions needed to prevent more dangerous change demand a response from all parties from global to local. Everyone must play their part in addressing climate change and organisations who can lead and support others such as the Council must do so. Having a robust Environment and Climate Emergency Policy and Action Plan with clear targets in place, is a crucial mechanism to mitigate identified risks and play a part in wider efforts to address the problem.
- 7.2 The Council has made a series of public commitments to act on climate change, including the declaration of an Environment and Climate Emergency in July 2019. A failure to demonstrate action and commitment to change would present a reputational risk. There are local authorities across the country, who, having declared a climate emergency, are now under scrutiny having apparently done little to turn their declaration into action.
- 7.3 The Council's corporate risk register has been updated to reflect the environment and climate emergency declaration and the identification of the risk climate change has on the Council, Wirral as a place and its residents. The delivery of the Environment & Climate Emergency Policy and working jointly with partner organisations and communities forms the mitigation to such risk. The risks associated with the effective delivery of the Environment & Climate Emergency Policy, have been identified and mitigated. The Environment and Climate Emergency Action Group will monitor these risks as part of their management of the Environment & Climate Emergency Action Plan.
- 7.4 The Council's difficult financial position caused by the worldwide Covid-19 crisis and its effect on medium term financial planning, is a potential risk to the effective delivery of the Environment and Climate Emergency Policy. The delivery of the Policy will require the realignment of resources across the Council for key objectives to be achieved. The emergency declaration remains in place along with the urgent need for action, nothing has changed in this respect. Therefore, the exercise to adjust the Council's medium-term financial plan will need to be undertaken with the environment and climate emergency as one of the focus points. There are also opportunities and new ways of working coming from the Covid-19 crisis and enforced lockdown, which can support the adjustments required to the financial plan and resource envelope.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 There has been full public consultation delivered as part of the development of climate emergency related strategies such as the Tree Woodland and Hedgerow Strategy and in support of the Cool Wirral Partnership's Climate Change Strategy, Cool2, including several climate emergency public events. The Environment & Climate Emergency Policy commits the Council to deliver

a comprehensive communications and engagement plan for ongoing resident and stakeholder engagement on climate emergency issues.

9.0 EQUALITY IMPLICATIONS

The Equality Impact Review is attached via link below:

<https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments>

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 The Environment and Climate Emergency Declaration was resolved with all party support at Council on the 15 July 2019 due to ‘extreme concern’ about the impact of climate change and the urgent need for action. The Environment and Climate Emergency Policy has been developed in response. Through the establishment and delivery of the Environment and Climate Emergency Policy, it is proposed that the Council commits to achieving net carbon neutrality by 2030. This is an ambitious but achievable target, and it will have fundamental benefits to Wirral’s environment and residents and inspire other organisations to make such commitments. A key objective of the action plan is for senior officers and members to be ‘carbon literate’ in order to fully understand the climate related implications of their decisions and the impact of the way in which services are delivered.

The content and recommendations contained within this report are expected to:

- Reduce emissions of CO2
- Reduce emissions of Greenhouse Gasses
- Demonstrate that Wirral Council plans to deliver on its commitments
- Contribute towards attainment of Wirral Cool2 Strategic Plans

REPORT AUTHOR: Mike Cockburn
Head of Service Environment and Climate Change (int)
email: mikecockburn@wirral.gov.uk

APPENDICES

Appendix 1 – Wirral Council’s Environment and Climate Emergency Policy.

BACKGROUND PAPERS

Cool Wirral Partnership (2019) [Cool 2: A strategy for Wirral in the face of the global climate emergency](#)

UN (2015) [Paris Agreement](#)

Intergovernmental Panel on Climate Change 2018: [Summary for Policymakers](#). In: *Global Warming of 1.5°C. A special report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty*

CCC (2018) [Managing the Coast in a Changing Climate](#) (including various appendices and accompanying reports)

CCC (2019) [Net Zero: The UK's contribution to stopping global warming](#)

Wirral Council's Emerging Environment & Climate Emergency Action Plan

Wirral Council's Tree, Woodland and Hedgerow Strategy

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Environment, Climate Emergency and Transport Committee Environment & Climate Emergency Policy and Action Plan	22/10/2020
Cabinet Wirral Tree, Woodland and Hedgerow Strategy	27/07/2020
Decision of the Cabinet Member for Environment and Climate Change A New Climate Change Strategy for Wirral	31/03/2020
Environment Overview & Scrutiny Committee Climate Emergency Headlines	12/03/2020
Environment Overview & Scrutiny Committee Environment and Climate Emergency Declaration Update	24/09/2019

APPENDIX 1

Wirral Council Environment & Climate Emergency Policy Statement

Wirral Council declared an Environment and Climate Emergency at a meeting of full council on 15th July 2019 and through this committed to action to address the ecological and climate crisis that we face. The commitment to action aims to:

- Cut climate damaging pollution locally in line with global targets, whilst developing resilience to more extreme weather patterns and rising sea levels that impact Wirral.
- Protect and enhance biodiversity.

As a local authority, we can have a positive influence through how we organise our operations and services; the regulations and policies we set; the goods and services we buy; the investments we make; and the example we set to others. Tackling the ecological and climate crisis presents major opportunities locally to improve quality of life, health, well-being and the economy.

Wirral Council is committing to acting to:

- Achieve 'net zero' carbon emissions associated with our activities by 2030 and to promote wider action to help reach 'net zero' emissions for Wirral as a whole no later than 2041.
- Identify risks and prioritise nature-based solutions to build resilience to climate change.
- Become a 'Carbon Literate' organisation.
- Promote sustainable regeneration and green investment, with a brownfield first development strategy in the Local Plan.
- Reduce unnecessary travel through planning and the use of information technology.
- Facilitate modal shift from fossil fuelled vehicle use to active travel, public transport and ultra-low carbon vehicles (e.g. electric vehicles).
- Manage our use of energy, water, and resources as efficiently as possible.
- Promote sustainable resource use more widely, to encourage the transition to a less wasteful 'circular economy'.
- Make use of cleaner renewable energy to meet our energy needs.
- Promote a wider shift to non-fossil fuel clean energy sources.
- Manage at least 30% of land in Wirral for the benefit of wildlife by 2030 (in line with Government commitments)
- Ensure a 20% 'net gain' in biodiversity across all council land
- Increase tree planting to double Wirral's tree canopy cover.
- Increase the number of parks and open spaces achieving green flag status.

Wirral Council seeks to progress its ambitions by ensuring that consideration of the environment and climate emergency is integral to its function, decision-making, service delivery and resource allocation; by learning from and working constructively with others; and by showing leadership and encouraging wider action. We will:

- Embed sustainable decision making and ways of working in all areas of council activity.

- Monitor progress on the impact of the Council’s actions and seek to achieve continual improvement.
- Provide training and briefings for councillors and employees about the environment and climate emergency.
- Communicate progress regularly and publicly.
- Encourage learning and innovation within and between organisations.
- Support positive engagement with partner organisations and residents.
- Develop and deliver the Council’s Environment and Climate Emergency Action Plan.
- Support the delivery of the ‘Cool2’ Wirral Climate Change Strategy.
- Deliver the Wirral Tree Woodland and Hedgerow Strategy.
- Further the conservation and enhancement of biodiversity through the development of a local nature recovery strategy for Wirral.
- Develop a Wirral walking and cycling implementation plan.
- Help deliver the Liverpool City Region Combined Authority (LCR CA) transport plan objectives to decarbonise travel and the LCRCa local journeys strategy.
- Develop a Wirral electric vehicle strategy.
- Review and update this Policy on an annual basis from the date of implementation.

The Wirral Council 2025 Plan underline’s our ambitions concerning the environment and climate emergency. The authority’s Chief Executive, directors, and managers have responsibility to incorporate environment and climate emergency issues into business planning and day-to-day procedures and practices in dialogue with staff. Councillors have responsibility for shaping policy, taking decisions, and scrutinising progress. All elected members and employees have a role in helping to put this policy into practice.

Supporting Annexe:

SUSTAINABLE RESOURCE USE. The Council recognises it is necessary to use resources wisely to avoid damaging the natural systems upon which our quality of life and health ultimately depends. It will develop this approach through:

1. A net zero carbon Council by 2030.

- The Council's Environment and Climate Emergency Action Plan will provide the route map to carbon neutrality by 2030.
- A coordinating action group will drive the implementation and delivery of the Environment and Climate Emergency Action Plan across all functions of the Council.
- A 'Carbon budget'¹ set, with regular reports to Committee to enable progress to be monitored and the implementation of the Policy scrutinised.

2. An energy and resource efficient Council using 100% clean renewable energy.

- Raise standards of performance across the Council's estate, audit buildings and invest to save.
- Rationalise the Council's property portfolio and use our influence to ensure that any surplus assets released do not simply add to the borough's wider emission footprint
- Improve efficiency of energy and water use where practical and cost-effective.
- Reduce energy and water waste with due consideration to value for money and health and safety.
- Use green energy to power our buildings, provide service provision and street lighting, and install renewable energy generation where practical.
- Prepare for the decarbonisation of heat.
- Reduce the Council's generation of waste.
- Digitize the Council's service provision and achieve 'paperless' status.

3. Supporting the transition to a 'circular economy', designing out waste and environmental damage.

- Promote connections and the uptake of innovations in the economy to help eliminate waste and improve environmental performance, working with Wirral Chamber of Commerce and local businesses.
- Encourage re-use and recycling, working with Merseyside Recycling and Waste Disposal Authority to eliminate waste and improve local recycling services.
- Use the Council's buying power as a force for good, through sustainable procurement policies and contract management systems, to actively engage suppliers and service providers in addressing the environment and climate emergency.

4. Helping to create resilient neighbourhoods and sustainable regeneration.

- The Local Plan will help create sustainable places and promote a 'brown field first' development strategy.
- All council-led regeneration and development schemes will require excellent standards of building energy and environmental performance.
- Embrace green investment opportunities and promote sustainable regeneration.
- Encourage investment to raise the standard of existing buildings across Wirral.

¹ This 'carbon budget' will indicate the upper limit of greenhouse gas pollution we can realistically emit through our activities each year.

- Encourage investment to develop infrastructure in line with the challenge of rapid 'decarbonisation'.

5. Investment in future generations to be climate ready and resilient.

- Engage schools in climate action through the 'Cool Schools' offer as part of our Eco Schools support programme.
- Engage young people in shaping and responding to environmental and climate issues through our youth service offer.

BIODIVERSITY. The Council recognises importance of the natural environment and the role that it can play in tackling climate change. It will develop this through:

6. A Tree, Woodland and Hedgerow Strategy to double canopy cover

- Establish a nature recovery network for Wirral to identify where tree planting, habitat restoration, recreation and management opportunities can bring the strongest environmental benefits for biodiversity, flood attenuation and mitigation of climate change.
- Rewild verges and hedgerows to connect and enhance the wider ecological network.
- Require all development proposals to deliver an overall 10% net gain for biodiversity calculated using a biodiversity metric.
- Planting over 200,000 trees in Wirral by 2030.
- Work with partner organisations through the Tree Woodland and Hedgerow Strategy Advisory Board and engage with local and national stakeholders.

7. Transforming our open spaces and enhancing biodiversity.

- Proactively support pollinators through a pollinators plan.
- On our own land the Council will use Glyphosate alternatives and reduce the use of routine pesticides by at least 50% by 2030.
- Invest in 'blue/green' infrastructure including re wilding verges and hedgerows to create wildlife corridors.
- Uphold our allotment policy and support for local food production.
- Protect and enhance our natural assets, obtaining further green and blue flag awards and fully realising the potential of our SSSIs.
- Increase the biodiversity value of our parks and green spaces by wildlife-friendly management and habitat creation, supported by public and staff education.

8. Adapting to climate change and working with nature to build natural resilience.

- Coastal protection and flood management systems to help protect vulnerable communities and assets.
- Use of natural flood management and Sustainable Urban Drainage Systems.
- Use our tree planting and other planting to 'slow the flow' of water during intense rainfall, contribute to natural cooling.
- Develop the Council's Resilient Parks Strategy.

TRANSPORT. The Council recognises that transport must be transformed to support the required change to operations and to support residents to embrace lifestyle changes. It will develop this through:

9. Supporting an increase in the use of ‘active travel’.

- Investment to create a better environment for walking and cycling.
- Encourage shift to active travel with a walking and cycling implementation plan.
- Work with key stakeholders through the Active Travel Forum.

10. Working to support an increase in public transport use.

- Encourage ‘modal shift’ to public transport working with Liverpool City Region Combined Authority (LCR CA) to increase investment in, and coordination of, public transport.
- Engaging with public transport, taxi, and community transport operators to encourage high quality integrated services to meet local needs.

11. Securing investment to support the necessary shift to use ultra-low carbon vehicles.

- Green our vehicle fleet.
- Use our influence to help encourage the greening of local vehicle fleets.
- Develop a Wirral Electric Vehicle Strategy to ensure suitable infrastructure is in place to support the growth in electric vehicles more widely across Wirral.

COUNCIL APPROACH. The Council recognises its position as a significant force for positive change in the local area, in addition to its ability to change its own ways of operating. It will develop this through:

12. Becoming an accredited ‘Carbon Literate Organization.’

- Achieve accreditation as a carbon literacy organisation through the Carbon Literacy Trust.
- Ensure all its staff and councillors are trained and briefed so that the climate emergency and the necessary steps to tackle it are readily understood.
- Carbon literacy and knowledge of the environment and climate emergency will be embedded into the Council’s People Strategy as a core competence.
- All Council staff and members will receive environment and climate emergency briefings and updates.

13. Transforming the way we operate and function.

- The environment and climate emergency implications of decisions will be set out in all Council reports and briefings.
- Use the lessons learned from the Covid-19 lockdown experience as a ‘green reset’ opportunity and integral part of recovery planning.
- Embrace digital communication for our operations and use this to reduce unnecessary resource consumption.
- Adopt suitable indicators to understand the impact of our actions.

14. Providing leadership and supporting a collaborative approach

- Lead by example.
- Develop and deliver communications messages across a variety of channels and on a wide range of topics across the Wirral area to ensure that climate emergency and the measures required to tackle it are well understood. This will include both the Wirral Cool 2 Strategy and the Council’s

Environment and Climate Emergency Action Plan as well as specific actions, measures and initiatives locally.

- Engage with and listen to local people to increase impact and to ensure that transition to a low carbon future is fair.
- Collaborate and co-produce solutions with partners, and through positive engagement with our stakeholders.
- Pro-actively engage with the Wirral Cool Partnership and will provide practical support and show leadership through its actions.
- Promote the Council's Environment & Climate Emergency Policy and Action Plan as our contribution to the Cool2 Strategy and encourage others to develop 'locally determined contributions.'
- Advance the environment and climate emergency agenda more widely by working in consort with others including the Liverpool City Region Metro Mayor, Combined Authority and neighbouring authorities.
- A cultural offer that helps underpin action to protect the environment and address the climate emergency.
- Provide regular updates on progress.
- Lobby central government for the powers and resources necessary to respond to the emergency.

Wirral Council Environment & Climate Emergency Policy Statement





Contents

- 05 Introduction
- 08 Sustainable Resource Use
- 10 Biodiversity
- 12 Transport
- 13 Council Approach

Wirral Council will take action to address the environment and climate emergency we face , and do all in our power and influence to make the necessary changes set out in this Policy'

Councillor Liz Grey - Chair of the Environment, Climate Emergency and Transport Committee.'

Wirral Council declared an Environment and Climate Emergency at a meeting of full council on 15th July 2019 and through this committed to action to address the ecological and climate crisis that we face. The commitment to action aims to:

- Cut climate damaging pollution locally in line with global targets, whilst developing resilience to more extreme weather patterns and rising sea levels that impact Wirral.
- Protect and enhance biodiversity.



Tackling the ecological and climate crisis presents major opportunities locally to improve quality of life, health, well-being and the economy.

Introduction

As a local authority, we can have a positive influence through how we organise our operations and services; the regulations and policies we set; the goods and services we buy; the investments we make; and the example we set to others. Tackling the ecological and climate crisis presents major opportunities locally to improve quality of life, health, well-being and the economy. Wirral Council is committing to acting to:

- Facilitate modal shift from fossil fuelled vehicle use to active travel, public transport and ultra-low carbon vehicles (e.g. electric vehicles).
- Manage our use of energy, water, and resources as efficiently as possible.
- Promote sustainable resource use more widely, to encourage the transition to a less wasteful 'circular economy'.
- Make use of cleaner renewable energy to meet our energy needs.
- Promote a wider shift to non-fossil fuel clean energy sources.
- Manage at least 30% of land in Wirral for the benefit of wildlife by 2030 (in line with Government commitments).
- Ensure a 20% 'net gain' in biodiversity across all council land
- Increase tree planting to double Wirral's tree canopy cover.
- Increase the number of parks and open spaces achieving green flag status.
- Achieve 'net zero' carbon emissions associated with our activities by 2030 and to promote wider action to help reach 'net zero' emissions for Wirral as a whole no later than 2041.
- Identify risks and prioritise nature-based solutions to build resilience to climate change.
- Become a 'Carbon Literate' organisation.
- Promote sustainable regeneration and green investment, with a brownfield first development strategy in the Local Plan.
- Reduce unnecessary travel through planning and the use of information technology.

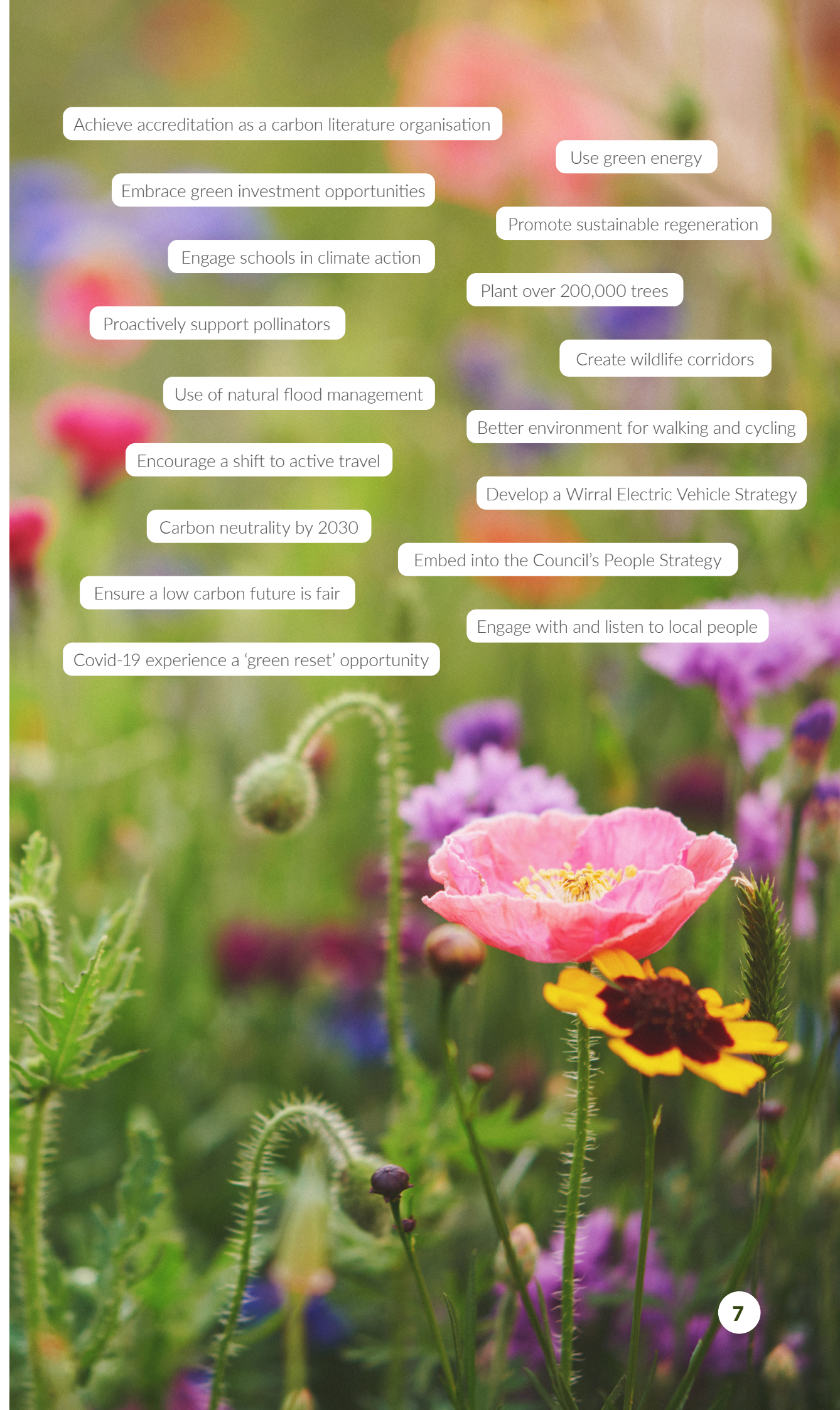


Wirral Council seeks to progress its ambitions by ensuring that consideration of the environment and climate emergency is integral to its function, decision-making, service delivery and resource allocation; by learning from and working constructively with others; and by showing leadership and encouraging wider action. We will:

- Embed sustainable decision making and ways of working in all areas of council activity.
- Monitor progress on the impact of the Council's actions and seek to achieve continual improvement.
- Provide training and briefings for councillors and employees about the environment and climate emergency.
- Communicate progress regularly and publicly.
- Encourage learning and innovation within and between organisations.
- Support positive engagement with partner organisations and residents.
- Develop and deliver the Council's Environment and Climate Emergency Action Plan.
- Support the delivery of the 'Cool2' Wirral Climate Change Strategy.
- Deliver the Wirral Tree Woodland and Hedgerow Strategy.

- Further the conservation and enhancement of biodiversity through the development of a local nature recovery strategy for Wirral.
- Develop a Wirral walking and cycling implementation plan.
- Help deliver the Liverpool City Region Combined Authority (LCRCA) transport plan objectives to decarbonise travel and the LCRCA local journeys strategy.
- Develop a Wirral electric vehicle strategy.
- Review and update this Policy on an annual basis from the date of implementation.

The Wirral Council 2025 Plan underline's our ambitions concerning the environment and climate emergency. The authority's Chief Executive, directors, and managers have responsibility to incorporate environment and climate emergency issues into business planning and day-to-day procedures and practices in dialogue with staff. Councillors have responsibility for shaping policy, taking decisions, and scrutinising progress. All elected members and employees have a role in helping to put this policy into practice.



Achieve accreditation as a carbon literature organisation

Use green energy

Embrace green investment opportunities

Promote sustainable regeneration

Engage schools in climate action

Plant over 200,000 trees

Proactively support pollinators

Create wildlife corridors

Use of natural flood management

Better environment for walking and cycling

Encourage a shift to active travel

Develop a Wirral Electric Vehicle Strategy

Carbon neutrality by 2030

Embed into the Council's People Strategy

Ensure a low carbon future is fair

Engage with and listen to local people

Covid-19 experience a 'green reset' opportunity

Sustainable Resource

The Council recognises it is necessary to use resources wisely to avoid damaging the natural systems upon which our quality of life and health ultimately depends. It will develop this approach through:

1 A net zero carbon council by 2030

- The Council's Environment and Climate Emergency Action Plan will provide the route map to carbon neutrality by 2030.
- A coordinating action group will drive the implementation and delivery of the Environment and Climate Emergency Action Plan across all functions of the Council.
- A 'Carbon budget'¹ set, with regular reports to Committee to enable progress to be monitored and the implementation of the Policy scrutinised.

2 An energy and resource efficient council using 100% clean renewable energy.

- Raise standards of performance across the Council's estate, audit buildings and invest to save.

- Rationalise the Council's property portfolio and use our influence to ensure that any surplus assets released do not simply add to the borough's wider emission footprint
- Improve efficiency of energy and water use where practical and cost-effective.
- Reduce energy and water waste with due consideration to value for money and health and safety.
- Use green energy to power our buildings, provide service provision and street lighting, and install renewable energy generation where practical.
- Prepare for the decarbonisation of heat.
- Reduce the Council's generation of waste.
- Digitize the Council's service provision and achieve 'paperless' status.



3 Supporting the transition to a 'circular economy', designing out waste and environmental damage.

- Promote connections and the uptake of innovations in the economy to help eliminate waste and improve environmental performance, working with Wirral Chamber of Commerce and local businesses.
- Encourage re-use and recycling, working with Merseyside Recycling and Waste Disposal Authority to eliminate waste and improve local recycling services.
- Use the Council's buying power as a force for good, through sustainable procurement policies and contract management systems, to actively engage suppliers and service providers to reduce emissions and improve biodiversity to address the environment and climate emergency.

4 Helping to create resilient neighbourhoods and sustainable regeneration.

- The Local Plan will help create sustainable places and promote a 'brown field first' development strategy.

Digitize the Council's service provision and achieve 'paperless' status.

- All council-led regeneration and development schemes will require excellent standards of building energy and environmental performance.
- Embrace green investment opportunities and promote sustainable regeneration.
- Encourage investment to raise the standard of existing buildings across Wirral.
- Encourage investment to develop infrastructure in line with the challenge of rapid 'decarbonisation'.

5 Investment in future generations to be climate ready and resilient

- Engage schools in climate action through the 'Cool Schools' offer as part our Eco Schools support programme.
- Engage young people in shaping and responding to environmental and climate issues through our youth service offer.

Biodiversity

The Council recognises importance of the natural environment and the role that it can play in tackling climate change. It will develop this through:

6 A Tree, Woodland and Hedgerow Strategy to double canopy cover

- Establish a nature recovery network for Wirral to identify where tree planting, habitat restoration, recreation and management opportunities can bring the strongest environmental benefits for biodiversity, flood attenuation and mitigation of climate change.
- Rewild verges and hedgerows to connect and enhance the wider ecological network.

- Require all development proposals to deliver an overall 10% net gain for biodiversity calculated using a biodiversity metric.
- Planting over 200,000 trees in Wirral by 2030.
- Work with partner organisations through the Tree Woodland and Hedgerow Strategy Advisory Board and engage with local and national stakeholders.

Rewild verges and hedgerows to connect and enhance the wider ecological network.



7 Transforming our open spaces and enhancing biodiversity

- Proactively support pollinators through a pollinators plan.
- Commit to phasing out the use of Glyphosate and other harmful chemicals on our estate.
- Invest in 'blue/green' infrastructure including re wilding verges and hedgerows to create wildlife corridors.
- Uphold our allotment policy and support for local food production.
- Protect and enhance our natural assets, obtaining further green and blue flag awards and improve the ratings of our SSSIs.
- Increase the biodiversity value of our parks and green spaces by wildlife-friendly management and habitat creation, supported by public and staff education.

8 Adapting to climate change and working with nature to build natural resilience.

- Coastal protection and flood management systems to help protect vulnerable communities and assets.
- Use of natural flood management and Sustainable Urban Drainage Systems.
- Use our tree planting and other planting to 'slow the flow' of water during intense rainfall, contribute to natural cooling.
- Develop the Council's Resilient Parks Strategy.



Transport

The Council recognises that transport must be transformed to support the required change to operations and to support residents to embrace lifestyle changes. It will develop this through:

9 Supporting an increase in the use of 'active travel'

- Investment to create a better environment for walking and cycling.
- Encourage 'modal shift' to active travel with a walking and cycling implementation plan.
- Work with key stakeholders through the Active Travel Forum.

10 Working to support an increase in public transport use

- Encourage 'modal shift' to public transport working with Liverpool City Region Combined Authority (LCR CA) to increase investment in, and coordination of, public transport.

- Engaging with public transport, taxi, and community transport operators to encourage high quality integrated services to meet local needs.

11 Securing investment to support the necessary shift to use ultra-low carbon vehicles

- Green our vehicle fleet.
- Use our influence to help encourage the greening of local vehicle fleets.
- Develop a Wirral Electric Vehicle Strategy to ensure suitable infrastructure is in place to support the growth in electric vehicles more widely across Wirral.



Council Approach

The Council recognises its position as a significant force for positive change in the local area, in addition to its ability to change its own ways of operating. It will develop this through:

12 Becoming an accredited 'Carbon Literate' organisation

- Achieve accreditation as a carbon literacy organisation through the Carbon Literacy Trust.
- Ensure all its staff and councillors are trained and briefed so that the climate emergency and the necessary steps to tackle it are readily understood.
- Carbon literacy and knowledge of the environment and climate emergency will be embedded into the Council's People Strategy as a core competence.
- All Council staff and members will receive environment and climate emergency briefings and updates.

13 Transforming the way we operate and function

- The environment and climate emergency implications of decisions will be set out in all Council reports and briefings.
- Use the lessons learned from the Covid-19 lockdown experience as a 'green reset' opportunity and integral part of recovery planning.
- Embrace digital communication for its operations and use this to reduce unnecessary resource consumption.
- Adopt suitable indicators to understand the impact of our actions.
- Measure and publish progress against our targets and commitments.

Ensure all councillors are trained and carbon literate

Wirral Council wishes to acknowledge the support and contribution of the following organisations to the development of the Environment & Climate Emergency Policy: The Cool Wirral Partnership, Local Partnerships, APSE Energy, Friends of the Earth, Cheshire Wildlife Trust and Wirral Initiative for Trees



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Tuesday, 16 March 2021

REPORT TITLE:	LITTER AND DOG FOULING UPDATE
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

Following a discussion held at Committee on 22 October 2020, an update was requested regarding litter in Wirral and what happens once it has been collected.

This report provides an update to Members regarding litter collection and treatment in Wirral and summarises the proposed Dog Fouling Strategy.

Since the beginning of the Covid-19 pandemic restrictions at the end of March 2020, Wirral has seen a 53% increase in street cleansing waste collected. Online reports of dog fouling have also increased by 23%.

The Council will follow set stages to tackle hot spot locations of dog fouling and litter:

1. **Intelligence-led decision making** – gathering information to highlight hot spot locations and experiences from local residents.
2. **Enabling** – audit of existing infrastructure (bins and dog fouling bag dispensers), to make sure that there is sufficient and fit-for-purpose litter bin provision, that is in the right place.
3. **Education** – communication campaigns, signage, floor stencils.
4. **Engagement** – face-to-face engagement (when permitted) with people at hot spot locations.
5. **Enforcement** – we are actively considering in-house environmental enforcement solutions, in light of the results of the Council’s budget consultation. Enforcement will be the final step, following the above stages. A further report will come back to the Committee at the first meeting of the new municipal year to recommend how this income will be generated.

All collected litter and street cleansing is sent with Wirral’s household waste to the energy from waste facility in Teesside, where it is burned to generate heat and electricity. None of the litter is separated for recycling, due to high levels of contamination (non-recyclable materials, food and liquids).

This matter affects all Wards within the Borough. It is not a key decision.

RECOMMENDATION/S

The Environment, Climate Emergency and Transport Committee are requested to:

1. Note and comment on the report.
2. Support the new staged approach to litter and dog fouling. The information gathered will be used to develop the dog fouling strategy.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 This report is to inform the Environment, Climate Emergency and Transport Committee on the current status of litter and dog fouling in Wirral. Therefore, Members may wish to comment on or make suggestions to add to the work programme.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 Members of the Committee requested an update to the Committee on litter and dog fouling in the Borough. Therefore, no other options have been considered.

3.0 BACKGROUND INFORMATION

3.1 Litter

Wirral Council spends around £4m per year picking up litter, sweeping the streets and clearing fly tipping.

- 3.2 Since April 2020 (just after the start of the first national lockdown due to Covid-19), the tonnage of collected street cleansing has increased by an average of 53%, compared with collected tonnages in 2019. Between April 2020 and February 2021, this equated to an additional 2,640 tonnes of street cleansing and litter. This is likely due to the stay-at-home order and people only being permitted to take limited, local outdoor exercise.
- 3.3 The Council normally schedules additional resources for coastal locations over the Summer months, when there would traditionally be a higher footfall at these locations. This year was no exception, but due to the increased visitor numbers to these locations due to travel restrictions, an additional £193k of resources was provided from Covid-19 funding to cover the period of 1 June to 25 October, including:
- 29 extra bulk bins (1100ltr) placed at strategic locations around the borough, e.g. The Dips, New Brighton. This increased usual provision by 118% from June to August, compared to the same period in 2019.
 - Additional street cleansing permanent presence, with extended hours of operation, at Wirral's main coastal destinations.
 - Additional prom crew to empty litter bins.
- 3.4 In Summer 2020, a total of 51 tonnes was collected from the bulk bins at coastal and parks locations and an additional 409 tonnes of litter was collected over the weekends from the prom and other coastal locations compared to the summer period in 2019 (a 26% increase).
- 3.5 According to the National Litter Survey, carried out by Keep Britain Tidy in 2017/18, The most commonly littered item is cigarette butts, found on 79% of sites. The

following three most littered items, all ‘food and drink on the go’ related, are confectionery packs (found on 60% of sites), soft drink bottles and cans (52%) and fast food related litter (33%). Since this survey and as a direct result of the Covid-19 pandemic, there has been a new litter type observed – Personal Protective Equipment (PPE), e.g. face masks and disposable gloves.

- 3.6 The Council suspended the loan of litter picking equipment, due to the health risks of Covid-19 transmissions and also closure of Council venues. However, the Council has supplied over 150 litter picking kits (litter picker, bag hoop and high viz vest) this year, to local groups and individuals carrying out litter picks in their local area. In addition, the Council has recently received requests from locations seeking to be a Love Where You Live Hub and requests from schools for kits that can be used by students and their families. This will provide another 100 litter picking kits for residents. Wirral’s waste and street cleansing contractor, Biffa Waste Ltd, has also donated 90 litter pickers to the newly created Wirral Wombles, for distribution to their members (Facebook group, with 1.3k members as of 24 Feb 2021).
- 3.7 All collected litter and street cleansing is sent with Wirral’s household waste to the energy from waste facility in Teesside, where it is burned to generate heat and electricity. None of the litter is separated for recycling, due to high levels of contamination (non-recyclable materials, food and liquids) when a trial was undertaken a few years ago. It is likely that England will approve a Deposit Return Scheme for drinks bottles and cans as part of the Environment Bill, which is currently going through Parliament. If rolled out, this will likely result in a reduction of these materials being littered.

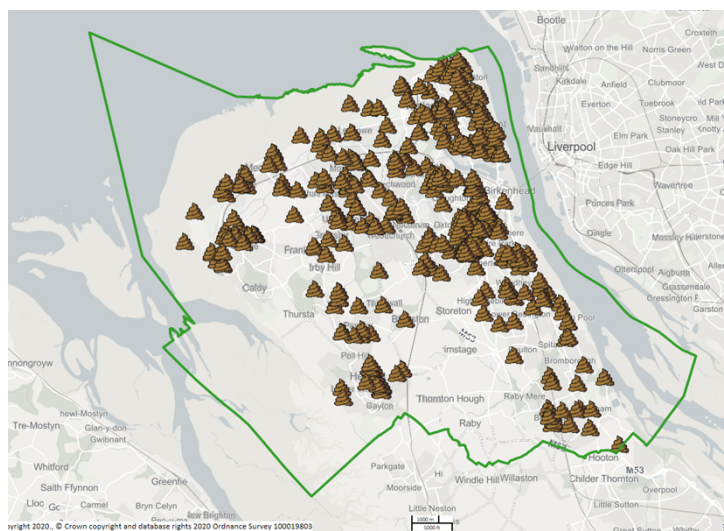
3.8 Dog Fouling

The Residents Survey of 2017 carried out by Ipsos Mori on behalf of the Council found that dog fouling was a major concern among residents. The Residents Survey analysis report said: “We know that the appearance of the borough is very important to Wirral residents. Area cleanliness is a key driver to local area satisfaction and also of the Council representing value for money, so it is important to understand what shapes perceptions of litter issues. Dog fouling comes out as the top issue across the board, with all constituencies bar Wirral West naming it as the top issue in their area.” Ipsos Mori, 2017.

Table 1 – Percentage of residents listing Dog Fouling as their top issue of concern

Constituency Area	People citing Dog Fouling as a problem in their local area	People citing Dog Fouling as a problem in the Borough
Wallasey	69%	61%
Birkenhead	67%	67%
Wirral West	57%	56%
Wirral South	50%	52%

- 3.9 Below is a map of Wirral, which shows reported instances of dog fouling between June 2019 and May 2020. The map shows that dog fouling is an issue that affects all areas of the Borough.



- 3.10 The Wirral Plan 2025 sets out the Council’s vision to secure the best possible future for our residents and states that we will work for a sustainable environment and safe and pleasant communities (amongst other priorities).
- 3.11 In 2018, 10 dog poo bag dispensing boards were provided by Tikspac and were installed at key locations around the borough. The boards were sponsored by local businesses, Biffa Services Ltd and the Council and have been maintained and refilled through successful collaboration with local residents, volunteers and Council colleagues. Over the two years that they have been in use, 127,500 bags have been used by dog walkers in need. The bags are 100% biodegradable and fully compostable, thus supporting the Council’s single use plastic free policy.
- 3.12 Dog fouling continues to prompt hundreds of complaints from residents every year, either direct to the Council, on social media, through the local press or through Member surgeries and community outreach work. Residents can log a dog fouling hot spot online. Between April and December 2020, the number of online reports of dog fouling increased by 23%, compared to the same time period in 2019.
- 3.13 **How We Will Work to Reduce the Problem**

The Council will follow the below set stages to reduce litter and dog fouling and will focus on education and engagement primarily. Enforcement will be used where these methods have failed, where possible and we are actively considering in-house environmental enforcement options. The implementation of one specific stage may be enough to resolve the issue at one location whereas another location may need to try several stages in a gradual approach to reduce the issue.

3.14 **Intelligence-led decision making**

It is important to identify “hot spot” locations, to effectively target communications and engagement campaigns. Instances of dog fouling can be logged on the Council’s website (https://my.wirral.gov.uk/service/Dog_fouling_problem_report) and this data will be used to identify locations where dog fouling is recorded as being a problem.

3.15 **Enabling**

At identified locations where levels of litter and/or dog fouling are high, we will carry out an audit of existing infrastructure - how many bins are there in the location, are they in the right locations, are they fit for purpose, clean and in good repair, are they emptied frequently, are they in the right location (start/end of a walk) etc. In addition, to help responsible dog walkers who may have run out of bags, we will continue to support the current provision of 10 Tikspac dog poo bag boards and will invest in an additional 10 boards for identified hot spot locations.

3.16 The Council will continue to support litter picking volunteers, through advice, providing kit and continuing the partnership working with our contractor, Biffa Waste Ltd, to pick up bags of collected litter.

3.17 **Education**

We will develop a social media campaign, to highlight responsible dog ownership and what people can do to “do the right thing” and keep Wirral’s streets and public places safe and pleasant. In identified hot spot locations, we will install site-specific signage, reminding dog walkers that they should clean up after their dogs and put the waste into a bin – any bin will do. Location of bins will be highlighted. Where the surface is acceptable, painted stencils will be applied to footpaths, for example in the photograph below, which shows painted green footprints leading to the nearest litter bin:



3.18 A communication campaign will be developed to:

- Encourage use of bins.
- Encourage reusable products e.g. masks, cups, water bottles.
- Highlight reporting of hotspot locations to help assess infrastructure and engagement opportunities.
- Encourage responsible dog ownership.

3.19 Engagement

Where the above methods are not resulting in a reduction of dog fouling, an engagement campaign will be developed, which will be implemented when Covid-19 social distancing restrictions allow. Any face-to-face engagement must be carried out in a safe manner. Engagement will centre around speaking with people in hot spot locations, for example dog walkers, signposting to infrastructure available (bins and TiksPac boards) and offering help where required in the form of additional supplies of dog poo bags.

3.20 Enforcement

Where education and infrastructure are in place and dog fouling is still occurring, this will be being perpetrated by a few irresponsible dog owners. In these locations, Wirral Council will seek to carry out enforcement action, in line with the Council's Enforcement Policy.

4.0 FINANCIAL IMPLICATIONS

4.1 There are no direct financial implications arising from this report. However, the 2021/22 budget includes a permanent annual saving of £150,000 to be achieved from 'Income generated from establishing targeted and discretionary environmental enforcement'. The information contained within this report might provide intelligence on the deliverability of this savings target. Full Council on 1 March 2021 agreed a recommendation that this proposal would be brought back to the Committee to develop and implement these proposals, in order to achieve the saving of £150,000 in 2021/22 and each year thereafter. Enforcement from litter and dog fouling could form part of this proposal and a further report will come back to the Committee at the first meeting of the new municipal year to recommend how this income will be generated.

4.2 It should be noted that increased levels of litter generate additional collection and disposal costs, which are likely to cause a pressure in 2021/22 if it continues.

5.0 LEGAL IMPLICATIONS

5.1 The Council has a duty of care under Section 89(1) and (2) of the Environmental Protection Act 1990, to keep specified land clear of litter and refuse, and to keep public highways for which they are responsible clean.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

6.1 The Dog Fouling Strategy and litter campaign programmes will be managed by existing staff from within the Waste and Environmental Services Team, in partnership with colleagues from the Communications Team and Parks and Environment Team.

7.0 RELEVANT RISKS

- 7.1 There is a risk of reputational damage to the Council if there are high levels of litter and dog fouling. To ensure that people want to live and visit Wirral, it is important to encourage environmental stewardship and care of the environment. Residents and visitors will be actively encouraged to use litter bins, clean up after their dogs and hold on to their litter until they can either get to a bin, or arrive back at their home.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 The Council currently uses a reporting tool to gather information on litter and dog fouling hot spot locations. However, a communications campaign will encourage a greater use of this facility, to engage with local residents, visitors and dog owners regarding litter and dog fouling, litter bin provision and locations, emptying frequency and provision of dog poo bags and litter picking equipment.

9.0 EQUALITY IMPLICATIONS

- 9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.
- 9.2 This report is for information purposes only, however the Dog Fouling Strategy will have equality implications and an impact review will be carried out and presented as part of the strategy development and approval.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 The information report has no direct impacts. However, reducing litter improves the local environmental quality for all. Reducing levels of waste is a key aspect of the Council's Environment & Climate Emergency Policy, therefore public education campaigns about waste minimisation and personal responsibility will be developed.
- 10.2 All collected litter and street cleansing is sent with Wirral's household waste to the energy from waste facility in Teesside, where it is burned to generate heat and electricity. There is currently no scope to separate recyclable materials from collected litter, due to high levels of contamination. However, it is likely that England will approve a Deposit Return Scheme for drinks bottles and cans as part of the Environment Bill, which is currently going through Parliament. If rolled out, this will likely result in a reduction of these materials being littered and an increase in recycling of on-the-go drinks packaging.

REPORT AUTHOR: **Claire Brandwood**
(Claire Brandwood, Team Leader - Waste Reduction)

telephone:
email: clairebrandwood@wirral.gov.uk

BACKGROUND PAPERS

Litter in England, The Local Environmental Quality Survey Of England 2017/18 -
https://www.keepbritaintidy.org/sites/default/files/resource/National%20Litter%20Survey%20201718_0.pdf

The Residents Survey of 2017, Ipsos Mori -
<https://www.wirral.gov.uk/sites/default/files/all/About%20the%20council/Wirral%20Plan/Wirral%20Residents%20survey%20results%202017.pdf>

The information on the number of reports of areas of dog fouling concerns has been extracted from the Council's CRM system.

Tonnage data has been provided by Merseyside Recycling and Waste Authority, as part of monthly reporting and monitoring.

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Environment, Climate Emergency and Transport	22 October 2020

This page is intentionally left blank



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Tuesday, 16 March 2021

REPORT TITLE:	'GEAR CHANGE' DEPARTMENT FOR TRANSPORT PLAN FOR CYCLING AND WALKING
REPORT OF:	DIRECTOR OF REGENERATION AND PLACE

REPORT SUMMARY

This report is to ask Members to note the publication of 'Gear Change', the Department of Transport's Cycling and Walking Plan for England and the associated cycle infrastructure design guidance contained in Local Transport Note 1/20.

Increasing levels of sustainable travel and enabling modal shift is at the heart of the emerging Local Plan which is set in the wider context of the Council's declaration of a Climate Emergency and the target in the Cool2 Strategy to a 'complete transition to fossil fuel free local travel by around 2030'.

The Wirral Plan 2025 sets out the Council's vision to secure the best possible future for our residents, defined by the community prosperity we create and supported by our excellent people and services. This report directly supports the following key themes within that plan.

- A cleaner, greener borough which celebrates, protects and improves our environment and urgently tackles the climate emergency
- A prosperous inclusive economy where local people can get good jobs and achieve their aspirations
- Safe, vibrant communities where people want to live and raise their families

This matter affects all Wards within the Borough.

This matter is not a Key Decision.

RECOMMENDATION

The Environment, Transport and Climate Emergency Committee is recommended to:

Note the publication of the Department for Transport Cycling and Walking Strategy 'Gear Change' and the associated cycle infrastructure design guidance contained in Local Transport Note 1/20.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION

- 1.1 The publication of 'Gear Change' and the associated technical guidance is seen as a positive step to supporting the Council in the delivery of increased levels of sustainable travel as set out in the emerging Local Plan and to support actions required to address the Climate Emergency and the target in the Cool2 Strategy to 'a complete transition to fossil fuel free local travel by around 2030'.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 No other options have been considered. The document is published by the Department of Transport.

3.0 BACKGROUND INFORMATION

- 3.1 In 2017 the Department of Transport published its Cycling and Walking Investment Strategy which set out the ambition for England to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey. The strategy sets out how the Government wishes to change the perception of cycling from being seen as a niche activity to a normal activity for all. The benefits are considered to be wide ranging, for people cheaper travel and better health, for businesses increased productivity and increased footfall in shops and for society as a whole it means lower congestion, better air quality, and vibrant, attractive places and communities.
- 3.2 Investing in active travel can bring environmental, health and economic benefits:
- Promoting active travel can result in reduced emissions of Nitrogen Dioxide (NO₂), Particulate matter (PM) and CO₂ helping to tackle climate change and improve air quality.
 - Active travel can contribute towards the recommended 150 minutes of physical activity for adults each week, which are hugely important for maintaining health.
 - Walking and cycling can contribute towards economic performance by reducing congestion, supporting local businesses and more. The benefit to cost ratio of investments in walking and cycling are estimated at 5.62:1 (or 'very high' value for money).
- 3.3 In July 2020, the Department of Transport published Gear Change: A bold vision for cycling and walking for 2020-25. This plan was described by the Prime Minister as the "most ambitious plan yet to boost cycling and walking". Some of the key policies to deliver on this ambition are:
- £2bn of ringfenced funding for walking and cycling overseen and administered by Active Travel England a new inspectorate, which will ensure projects meet new design standards, and be delivered on time.
 - The creation of a 'national e-Bike programme' – this will enable the elderly, or those who travel far to take to bikes as part of journeys.
 - A new approach on health will be piloted in selected places with poor health rates to encourage GPs to prescribe cycling, with patients able to access bikes through their local surgery.

- Improvements to the National Cycle Network.
- Making streets safer by consulting to strengthen the Highway Code to better protect pedestrians and cyclists; improving legal protections for vulnerable road users; raising safety standards on lorries; and working with the police and retailers to tackle bike theft.

- 3.4 Alongside Gear Change, a new Local Transport Note (LTN1/20) was published by the Department of Transport setting out new standards for infrastructure design. LTN1/20 sets out five core design principles which represent the essential requirements to achieve more people travelling by cycle or on foot, based on best practice both internationally and across the UK. LTN1/20 set outs that networks and routes should be coherent, direct, safe, comfortable, and attractive.
- 3.5 To support this vision the Government have set out that £2 billion of new investment, in addition to existing funding, will be provided over the next five years. However, Gear Change makes clear that the Government will not fund or part-fund any scheme that does not meet the new standards and principles. A new commissioning body and inspectorate, Active Travel England, led by a new national cycling and walking commissioner will be established in the near future which will have the power to hold the active travel budget, approve and inspect schemes, lead on training, good practice, knowledge sharing, inspect highway authorities and review major planning applications. Active Travel England will also begin to inspect, and publish annual reports on highway authorities, whether or not they have received funding, grading them on their performance on active travel and identifying particularly dangerous failings in their highways for cyclists and pedestrians. It is the intention that the commissioner and inspectorate will in this regard perform a similar role to Ofsted in raising standards and challenging failure.
- 3.6 The Government consider that Covid-enforced lockdown has resulted in increased rates of walking and cycling across England. This pattern is said to have been repeated worldwide with many authorities acting rapidly to expand space for cycling and walking. In May 2020, the Department of Transport announced a £250 million emergency active travel fund, which is the “first stage of a £2 billion investment, and part of the £5 billion in new funding announced for cycling and buses in February.” The Department of Transport also published fast-tracked statutory guidance for local authorities to “make significant changes to their road layouts to give more space to cyclists and pedestrians”.

4.0 FINANCIAL IMPLICATIONS

- 4.1 There are no direct financial implications arising from the noting of this report. However, the Department for Transport have set out that £2 billion of new investment for active travel will be available over the next five years. The guidance makes it clear that the Department for Transport will not fund or part fund any scheme which does not meet the new standards or principles. Adherence to this guidance will therefore ensure that Wirral is best places to secure funding going forward.

5.0 LEGAL IMPLICATIONS

- 5.1 There are no legal implications arising from the noting of the report.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 There are no additional staffing, ICT or assets implications arising from the noting of this report.

7.0 RELEVANT RISKS

- 7.1 There are no direct risks arising from the noting of the report, however failure to adhere to the strategy and technical guidance may result in the Council failing to meet the standards set by the new Active Travel England body.
- 7.2 The new Active Travel England body will assess Wirral's performance with respect to sustainable travel outcomes, particularly cycling and walking, which will be taken into account when considering funding allocations for local transport schemes. The new Active Travel England funding body will enforce the standards with the aim of raising performance.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 There is no formal consultation required as this is a published document by the Department for Transport.
- 8.2. With regard to consultation regarding active travel schemes Wirral Council has a statutory consultation processes that is required for the undertaking of work on the adopted highway which will require public consultation, objections to which would be considered under the Scheme of Delegation in the Council's Constitution or by the Environment, Climate Emergency and Transport Committee once a level of objections have been reached exceeding the current scheme of Delegation number.
- 8.3 In addition the Council currently has a formally constituted Active Travel Forum, membership of this group is open to anyone individual or organisation with an interest in active travel. Members of this forum will continue to be engaged as these Active Travel programmes develop.

9.0 EQUALITY IMPLICATIONS

- 9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.
- 9.2. Whilst there are no equality implications arising from this report, the associated actions arising from the delivery may need to assess any equality issues and mitigate where possible any negative impact that may emerge.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 Increasing cycling and walking will help combat climate change. By encouraging and enabling people to travel more on foot and by cycle instead of private car

harmful emissions will be reduced. Promoting active travel can result in reduced emissions of Nitrogen Dioxide (NO₂), particulate matter (PM) and CO₂ helping to tackle climate change and improve air quality.

- 10.2 Gear Change identifies that mode shift to active transport is one of the most cost effective ways of reducing transport emissions and that meeting the targets to double cycling and increasing walking would lead to savings of £567million annually from air quality alone and prevent 8,300 premature deaths each year and provide opportunities to improve green spaces and biodiversity.

REPORT AUTHOR: Julie Barnes
(Julie Barnes, Strategic Transport Infrastructure - Lead
Commissioner - Transport and Tech)
telephone:
email: juliebarnes@wirral.gov.uk

APPENDICES

Appendix 1

Gear Change – A bold vision for Cycling and Walking Department for Transport July 2020

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

Appendix 2

Cycling Infrastructure Design Local Transport Note 1/20

<https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

BACKGROUND PAPERS

Department for Transport Cycling and Walking Investment Strategy 2017

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/918442/cycling-walking-investment-strategy.pdf

Sustrans Bike Life Report Liverpool City Region

<https://www.sustrans.org.uk/bike-life/bike-life-liverpool-city-region/>

SUBJECT HISTORY (last 3 years)

Council Meeting	Date



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Tuesday, 16 March 2021

REPORT TITLE:	COMBINED AUTHORITY TRANSPORT PLAN (INTEGRATED TRANSPORT BLOCK) PROGRAMME 2021/22
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

This report seeks approval for the Council's Combined Authority Transport Plan (CATP) Integrated Transport Block (ITB) programme for 2021/22 (subject to the finalisation of ongoing discussions with the Liverpool City Region Combined Authority) and to allocate it to priorities and projects as outlined in the report.

The effective delivery of the Council's CATP ITB programme contributes to the strategic objectives of the Liverpool City Region Combined Authority Transport Plan and Wirral Plan 2025, in particular: working for safe and pleasant communities and working for a sustainable environment.

The services carried out will take place across all Wards.

This report has been classed as a Key Decision and included on the Council's Forward Plan.

RECOMMENDATIONS

The Environment, Climate Emergency and Transport Committee is requested to:

- (1) Authorise the Director of Neighbourhood Services to accept the grant funding allocated to Wirral Council by Liverpool City Region Combined Authority for the 2021/22 Combined Authority Transport Plan;
- (2) Approve the proposed Combined Authority Transport Plan Integrated Transport Block programme for 2021/22 as set out in Appendix A to this report, and

- (3) Authorise the Director of Neighbourhood Services, in consultation with the Chair and Spokespersons of the Environment, Climate Emergency and Transport Committee to amend the programme having regard for available resources and risk-based prioritisation of schemes.

SUPPORTING INFORMATION

1.0 REASON FOR RECOMMENDATIONS

- 1.1 To ensure that the transport capital programme (Integrated Transport Block) reflects the Combined Authority Transport Plan and Mayoral priorities and Wirral 2025 Plan and has the flexibility to ensure delivery of the most effective schemes within the financial year.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The proposed programmes and projects identified within this report enable the Council to comply with its Statutory Duties as set out in the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 2000 and the Traffic Management Act 2004 and address the priorities of the Liverpool City Region Combined Authority Transport Plan, the Wirral 2025 Plan and Climate Emergency Declaration.
- 2.2 On an annual basis the Council receives numerous requests for improvements to the transport network from the general public, Council Members and other stakeholders. Such requests are assessed in line with our annual Local Safety Scheme Review and prioritised for consideration in future years programmes. Appendix B sets out an indicative list of schemes for consideration over the next 3 years which will be developed further for potential inclusion within future Combined Authority Transport Plan programmes, subject to available resources. Some of these schemes will require significant funding and resources to develop as well as to deliver.

3.0 LIVERPOOL CITY REGION COMBINED AUTHORITY TRANSPORT PLAN

- 3.1 The Combined Authority Transport Plan articulates the Liverpool City Region Combined Authority's (LCRCA's) vision for transport. The plan provides a single source of information on adopted transport policy and the Combined Authority's investment priorities.
- 3.2 Transport funding for 2021/22 is scheduled to be considered by the LCRCA in March 2021. Until the LCRCA budget for transport is approved, this report proposes to allocate the anticipated Integrated Transport Block (ITB) funding in accordance with the Council's priorities. Wirral's funding for 2021/22 is anticipated to be in the region of £1,150,000 which is similar to the level of funding awarded in 2020/21 (subject to the finalisation of ongoing discussions with the Liverpool City Region Combined Authority). Recommendations in this report are subject to the LCRCA's final budget.
- 3.3 The Combined Authority Transport Plan replaces the Combined Authority's 2015 Transport Plan for Growth. It does not replace the statutory Merseyside Local Transport Plan and Halton Local Transport Plan from 2011. Instead, it provides a non-statutory, updated statement of current priorities and provides a bridge between the statutory plans presented in Local Transport Plan 3 (LTP3) and the development of a new, statutory Transport Plan for the city region (LTP4) which will be produced following the development of an overarching LCR Local Industrial Strategy and Spatial Development Framework, both of which are currently in progress. By not

pre-empting this process, this will ensure the city region integrates longer-term transport policies with social and economic vision and priorities, including spatial planning vision.

3.4 The CA Transport Plan identifies that the main issues and challenges affecting the City Region are grouped around:

- Growth and Jobs
- Modal Shift
- A People Centred Approach

The core vision is to develop a transport system which:

- is comprehensive, affordable and reliable
- is integrated and easy to use
- supports the development of new and existing communities
- is green, and is healthy

3.5 As such the Strategic Objectives of the LCR Combined Authority Transport Plan are:

- To support inclusive economic growth across a thriving city region. This is by developing a transport network that effectively and efficiently connects people, freight, businesses and visitors, and in a way that is fully integrated with wider policy objectives.
- To exploit the city region's role as a global gateway that is served by all forms of transport that supports Northern Powerhouse and Transport for the North's aims to rebalance the UK's economy, through economic agglomeration and de-congestion benefits
- To deliver the objectives above through a new mobility culture, where transport services are modern, safe, clean, healthy and inclusive. This has a focus on boosting healthy forms of travel for short trips and where the public transport networks are the modes of choice
- To develop a mobility system that enhances the health and wellbeing of our citizens. This will include the development of liveable and resilient city region that addresses the challenges of poor air quality and supports the move to a zero carbon LCR by 2040
- To secure a transport network that is well maintained, safe and resilient

Wirral's Combined Authority Transport Plan Programme

3.6 Whilst part of the single capital allocation, the Combined Authority has agreed to manage the transport capital pot outside of the main Strategic Investment Fund (SIF) assurance framework process for the period through to 2021/22.

3.7 Each of the Liverpool City Region partner authorities is required by the LCR to develop their own Capital Programme which, when combined, form a Liverpool City Regionwide Implementation Plan.

3.8 It should be noted that whilst addressing the LCR transport priorities the programme also supports the following key outcomes of the Wirral Plan 2025.

- a prosperous, inclusive economy where local people can get good jobs and achieve their aspirations
- a cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency;
- safe vibrant communities where people want to live and raise their families;

- 3.9 Appendix A presents the proposed 2021/22 Combined Authority Transport Plan delivery programme against an anticipated allocation of £1,150,000. It should be noted that individual schemes deliver against more than one strategic objective and this is summarised in Appendix A.
- 3.10 Road safety workshops were held with a cross-party group of Environment, Climate Emergency and Transport Committee Members on 28 January 2021 and 11 February 2021 which are the subject of a separate report to this Committee. The workshops were intended to provide Members with an update on the outcomes from Wirral's previous Road Safety Plan and to provide an early opportunity to shape the content of the next plans and road safety strategy. Outputs from the workshops will be considered by officers and consideration will be given to aligning identified priorities within future ITB programmes, including community safety schemes, education and enforcement, as well as engineering measures.
- 3.11 Building on the work of the Environment, Climate Emergency and Transport Committee referenced in 3.10, The road safety strategy will form a key theme within the new community safety strategy which is currently being co-produced. The emerging Wirral Road Safety Plan will have an ethos of community engagement and involvement running through its core. The delivery and performance management of the road safety plan and its outputs will also be overseen by the Community Safety Partnership.
- 3.12 Schemes identified within the programme will also have a major impact in reducing the number and severity of casualties on Wirral's roads. Such schemes and programmes address the obligations required as part of the Council's Statutory Duties (as set out in the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 2000 and the Traffic Management Act 2004) and are proven with evidential information (e.g. DFT Road Safety Research Report no.108 'contribution of Local Safety Schemes to Casualty Reduction') to reduce road accident casualties.

4.0 FINANCIAL IMPLICATIONS

- 4.1 All schemes are funded from the Combined Authority allocation for Integrated Transport Block (ITB) funding for 2021/22 which is anticipated to be £1,150,000 and will be added to the Council's Capital Programme for 2021/22.
- 4.2 Where schemes included within Appendices A or B cannot be financed solely from Liverpool City Region Combined Authority grant funding, consideration will be given to supplementary Council Capital Programme submissions on safety related business cases.

5.0 LEGAL IMPLICATIONS

- 5.1 The Council has statutory duties as defined by the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act and the Traffic Management Act 2004.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 All schemes are funded from the Combined Authority allocation for Integrated Transport Block (ITB) funding for 2021/22 and will be added to the Council's Capital Programme. Existing staff resources will be used for the detailed investigation, design and supervision of these schemes, supplemented by external support where required. Future revenue maintenance costs will be met from the Highway Maintenance Revenue Budget.

7.0 RELEVANT RISKS

- 7.1 Failure to undertake the identified programme of works could result in the Council not meeting its Statutory Duties as set out in the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 2000 and the Traffic Management Act 2004.
- 7.2 Failure to undertake the identified programme of works would also result in a failure to support the delivery of the priorities of the Liverpool City Region Combined Authority Transport Plan. Consequently, this could result in the loss or clawback of funding.
- 7.3 The list of schemes identified has been prepared with initial estimates, however it should be noted that final schemes will be subject to the costing of detailed designs and statutory undertakers' works and further detailed investigations will be required prior to any final scheme being designed. Some of these schemes may also be subject to the requirement of a Traffic Regulation Order(s), and delivery may be dependent on resolving objections to proposals during consultation.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 Wirral Council has a statutory consultation processes that is required for the undertaking of work on the adopted highway which will require public consultation, objections to which would be considered under the Scheme of Delegation in the Council's Constitution or by the Environment, Climate Emergency and Transport Committee once a level of objections have been reached exceeding the current scheme of Delegation number.
- 8.2 The Wirral Active Travel Forum is a formally constituted group which meets quarterly with interested public and private organisations and individuals, to support active travel as a simple, low cost and effective way for people to access life opportunities whilst increasing levels of physical activity in their day to day life. Membership of this group is open to all and the forum will continue to be engaged as these programmes develop.

8.3 The consultation process has followed the following guiding principles of fair consultation:

- It should be at a time when proposals are at a formative stage
- Must include sufficient reasons for particular proposals to allow those consulted to give intelligent consideration and an intelligent response
- Those consulted should be made aware of the factors that are of decisive relevance to the decision
- Adequate time should be given for consideration and response
- The product of the consultation should be conscientiously taken into account by the decision makers in finalising their statutory proposals/ when the ultimate decision is taken

9.0 EQUALITY IMPLICATIONS

9.1 As part of the development of LTP3, a comprehensive Integrated Assessment (IA) was carried out in accordance with Government LTP Guidance. The IA included a number of assessments, including an Equality Impact Assessment that can demonstrate that there are no negative implications associated with the implementation of these activities on the 'protected characteristics'. The proposed programme of works that supports the Combined Authority Transport Plan programme includes measures to assist the transport needs of all sections of the community.

9.2 Whilst there are no equality implications arising from this report, the associated actions arising from the delivery may need to assess any equality issues and mitigate any negative impact that may emerge.

9.3 The Council has an obligation under the Equality Act 2010 and the Public Sector Equality duty (Sect 149 2011) to show due regard to the duty and show due regard to mitigate any negative impacts that may affect people with protected characteristics under the Act. The Director for Neighbourhood Services recognises that this decision may have an impact on those who would wish to access certain locations by motor vehicle and other modes of transport. We will be publishing details of any restrictions and alternative routes where applicable.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 The proposed programme of works set out in this report generally have environmental benefits. Many of the Local Journey and Network Management projects are aimed at improving access to the highway network which will help to support better air quality across the borough and also enable a greater number of journeys to be undertaken by sustainable modes, therefore reducing residents reliance on the private car and reducing carbon emissions. Other projects will improve environmental safety for highway users.

REPORT AUTHOR: Carl Amos
(Carl Amos, Senior Network Manager)
telephone: 0151 606 2004
email: carlamos@wirral.gov.uk

APPENDICES

Appendix A: 2021/22 Combined Authority Transport Plan Capital Programme

Appendix B: 2022-25 Combined Authority Transport Plan – Indicative List For Consideration

BACKGROUND PAPERS

Liverpool City Region Combined Authority Transport Plan
<https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCRCA-TRANSPORT-PLAN.pdf>

DFT Road Safety Research Report no.108 'Contribution of Local Safety Schemes to Casualty Reduction':
<http://webarchive.nationalarchives.gov.uk/20090417002224/http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme5/rsrr108.pdf>

Liverpool City Region Rights of Ways Improvement Plan 2 2018 - 2028:
https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCRCA_ROWIP_AUG2018.pdf

LTP3 Integrated Assessment
See attached document

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
CABINET MEMBER FOR ENVIRONMENT & CLIMATE CHANGE Combined Authority Transport Pan 2020/21	11 June 2020
CABINET Transport Plan for Growth Programme 2019/20	25 March 2019
CABINET Transport Plan for Growth Programme 2018/19	26th March 2018
CABINET Transport Plan for Growth Programme 2017/18	27th Feb 2017

2021-22 COMBINED AUTHORITY TRANSPORT PLAN CAPITAL PROGRAMME

ITB BLOCK THEME	SCHEME OUTPUT / LOCATION	LCR COMBINED AUTHORITY TRANSPORT STRATEGIC OBJECTIVES	WIRRAL COUNCIL PLAN 2025 OUTCOMES	ALLOCATION
Local Journey & Safety Improvements – various locations	<ol style="list-style-type: none"> 1. Bidston Link Road/M53 J1, Bidston & St James: VAS and junction warning measures; 2. Derby Road, Birkenhead & Tranmere: Pedestrian Crossing; 3. Hoylake Road (Borrowdale Road/Joan Ave), Moreton West and Saughall Massie; build out & junction improvements; 4. Kings Lane, Bebington: VAS and junction visibility improvements; 5. Mount Road, Bebington: signage and drainage measures; 6. Reeds Lane/Birkett Avenue, Leasowe and Moreton East: Pedestrian refuge and junction improvements; 7. Bedford Drive, Rock Ferry: Signage improvements; 8. Noctorum Avenue/Noctorum Way, Cloughton: Pedestrian refuge, barrier railings and VAS measures; 9. Market Street, Hoylake and 	<p>Inclusive economic growth</p> <p>Modern, safe, clean, healthy and inclusive journeys</p> <p>Air quality/zero carbon</p> <p>Well maintained and resilient</p>	<p>A cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency</p> <p>Safe vibrant communities where people want to live and raise their families</p> <p>A prosperous, inclusive economy where local people can get good jobs and achieve their aspirations</p>	£410,000

	<p>Meols (Holy Trinity) pedestrian improvements;</p> <p>10. Thingwall Road, Greasby, Frankby and Irby: Refuge;</p> <p>11. Village Road & Mill Lane, Bebington: Traffic management measures</p>			
Traffic Signal Improvements – various locations	<ol style="list-style-type: none"> 1. Borough Road/Singleton Avenue, Prenton & Oxton: Traffic signal upgrade with improved pedestrian facilities; 2. Heath Road/Cross Lane, Bebington: Pedestrian crossing upgrade; 3. Hoylake Road/Hurrell Road, Bidston & St James: Pedestrian crossing upgrade; 4. Leasowe Road/Heyes Drive, Leasowe and Moreton East: Pedestrian crossing upgrade; 5. King Street/Trafalgar Road, Liscard: Pedestrian crossing upgrade 	<p>Well maintained and resilient</p> <p>Inclusive economic growth</p> <p>Modern, safe, clean, healthy and inclusive journeys</p>	<p>Safe vibrant communities where people want to live and raise their families</p> <p>A prosperous, inclusive economy where local people can get good jobs and achieve their aspirations</p>	£350,000
Pedestrian Access Improvements – various locations	Dropped kerb facilities focusing on key strategic routes to employment, healthcare, shopping areas etc.	<p>Inclusive economic growth</p> <p>Modern, safe, clean, healthy and inclusive journeys</p> <p>Air quality/zero carbon</p> <p>Well maintained and</p>	<p>A cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency</p> <p>Safe vibrant communities where people want to live and raise their families</p>	£150,000

		resilient	A prosperous, inclusive economy where local people can get good jobs and achieve their aspirations	
Public Rights of Way Improvements – various locations	<p>Various low-cost measures to improve Wirral's Footpaths, Bridleways and 'Byways Open to All Traffic'</p> <ol style="list-style-type: none"> 1. Footpath 6, Acres Road, Meols, surface improvements; 2. Footpath 72, Dungeon Wood, revetment to repair; 3. Dibbinsdale Bridge Repairs; 4. Footpath 68 Harrock Wood / footpath 45, new bridge alongside steps; 5. Telegraph Road Cycle Track: clean up and extra dual use signs; 6. Bridleway 3, Park Lane, Meols, access point, new gates etc; 7. Footpath 3 Frankby – RAF Camp: new footbridge over Newton Brook; 8. Footpath 43, new kissing gate and surface improvements; 9. Footpath 12, Birch Heys – Grange Cross Lane path improvements; 10. West Kirby beach RLGC Permissive Path & Board 	<p>Modern, safe, clean, healthy and inclusive journeys</p> <p>Air quality/zero carbon</p> <p>Modern, safe, clean, healthy and inclusive journeys</p>	<p>A cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency</p> <p>Safe vibrant communities where people want to live and raise their families;</p>	£80,000

	<p>Walk;</p> <p>11. Footpath 30, Thornton Manor replace sleeper bridges;</p> <p>12. Wirral Circular Trail Signs audit & replacement if missing or damaged;</p> <p>13. B&Q Cycle Track: surface improvements re subsidence;</p> <p>14. Riverview Road – Eastham Country Park Cycle Path improvements</p>			
Transportation – General	Advanced design, forward planning and research monitoring	<p>Inclusive economic growth</p> <p>Modern, safe, clean, healthy and inclusive journeys</p> <p>Air quality/zero carbon</p> <p>Well maintained and resilient</p>	<p>A cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency</p> <p>Safe vibrant communities where people want to live and raise their families</p> <p>A prosperous, inclusive economy where local people can get good jobs and achieve their aspirations</p>	£100,000
Road Safety Education & Promotion	Schemes to be supported by road safety education, training and publicity.	<p>Inclusive economic growth</p> <p>Modern, safe, clean, healthy and inclusive journeys</p> <p>Air quality/zero carbon</p> <p>Well maintained and</p>	<p>A cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency</p> <p>Safe vibrant communities where people want to live and raise their families</p>	£60,000

		resilient	A prosperous, inclusive economy where local people can get good jobs and achieve their aspirations	
				£1,150,000

2022-25 COMBINED AUTHORITY TRANSPORT PLAN – INDICATIVE LIST FOR CONSIDERATION

ITB BLOCK THEME	SCHEME OUTPUT / LOCATION	INDICATIVE FUNDING ALLOCATION BY BLOCK
Local Journey & Safety Improvements – various locations	<ol style="list-style-type: none"> 1. Leasowe Road/Greanleas Road/Cross Lane junction, Wallasey 2. Spital Road, Church Road, Poulton Road junction, Clatterbridge 3. Kings Road/Kings Lane/Broadway roundabout, Bebington 4. Phased introduction of 20mph speed limits on residential roads 5. Active travel infrastructure measures 6. Extension of School Streets Pilot Project 7. Liveable Neighbourhood Trial Schemes 8. Suicide prevention measures on overbridges 9. Safety measures at locations arising from collision investigations 	40%
Traffic Signal Improvements – various locations	Traffic signal junction and pedestrian crossing upgrades.	30%
Pedestrian Access Improvements – various locations	Dropped kerb facilities focusing on key strategic routes to employment, healthcare, shopping areas etc.	5%
Public Rights of Way Improvements – various locations	Various low-cost measures to improve Wirral's Footpaths, Bridleways and 'Byways Open to All Traffic'.	8%
Transportation – General	Advanced design, forward planning and research monitoring.	6%
Road Safety Education & Promotion	Schemes to be supported by road safety education, training and publicity.	6%
Enforcement & Innovative Technology Improvements	Measures in support of new technology and devolved powers from government	5%

This page is intentionally left blank



Merseyside Local Transport Plan 3

Sustainability Appraisal and Strategic Environmental Assessment

December 2010
Merseyside Transport Partnership

Merseyside Local Transport Plan 3

Sustainability Appraisal and Strategic Environmental Assessment

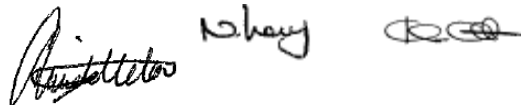
December 2010

Merseyside Transport Partnership

24 Hatton Garden
Liverpool
L3 2AN

Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
A	20.10.10	N Levy	K Leather	E Thomas	Draft for comment
B	17.12.10	G Middleton	N Levy	K Leather	Revision incorporating Consultee Comments



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

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

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

Content

Chapter	Title	Page
	Abbreviations	i
	Glossary	iii
	Non-Technical Summary	v
1.	Introduction	1
1.1	Terms of Reference _____	1
1.2	Purpose of SA/SEA and the SA Report _____	1
1.3	Structure of the SA Report _____	1
1.3.1	Components that make up the SA Report _____	2
1.4	Limitations of the SA/SEA _____	2
2.	Approach to the SA/SEA	4
2.1	Strategic Environmental Assessment Legislative Requirements _____	4
2.2	Sustainability Appraisal Legislative Requirements _____	4
2.3	Integrating NATA into the SA/SEA Process _____	4
2.4	Integrated Assessment Project Team _____	6
2.5	Merseyside LTP3 SA/SEA Timetable _____	7
2.6	SA/SEA Methodology _____	8
2.7	Scoping Consultation Results _____	10
2.8	SA Report Consultation Results _____	10
3.	LTP3 Context	11
3.1	Context and Background _____	11
3.2	Merseyside LTP3 Vision and Goals _____	12
4.	Stage A Scoping Results	13
4.1	Relationship with other Plans and Programmes _____	13
4.1.1	Introduction _____	13
4.1.2	Policy Context _____	16
4.2	Baseline Conditions and Sustainability Issues _____	20
4.2.1	Baseline Conditions _____	20
4.2.2	Evolution of the Baseline _____	20
4.2.3	Key Issues _____	21
4.3	Developing the SA/SEA Framework _____	27
4.3.1	Developing SA/SEA Objectives _____	27
4.3.2	Developing SA/SEA Indicators _____	28
5.	Compatibility of LTP3 and SA/SEA Objectives	31
5.1	Testing the LTP3 Objectives against the SA/SEA Objectives _____	31
5.2	Compatibility Summary _____	33

6.	Development and Appraisal of LTP3 Strategic Options	34
6.1	Development of LTP3 Preferred Strategy _____	34
6.2	Appraisal of LTP3 Strategic Options _____	34
7.	Appraisal of LTP3 Strategy	37
7.1	Assessment Workshop _____	37
7.2	Appraisal Results _____	38
7.2.1	LTP3 Goal One Appraisal _____	39
7.2.2	LTP3 Goal One Summary _____	39
7.2.3	LTP3 Goal Two Appraisal _____	39
7.2.4	LTP3 Goal Two Summary _____	40
7.2.5	LTP3 Goal Three Appraisal _____	42
7.2.6	LTP3 Goal Three Summary _____	42
7.2.7	LTP3 Goal Four Appraisal _____	43
7.2.8	LTP3 Goal Four Summary _____	44
7.2.9	LTP3 Goal Five Appraisal _____	46
7.2.10	LTP3 Goal Five Summary _____	46
7.2.11	LTP3 Goal Six Appraisal _____	47
7.2.12	LTP3 Goal Six Summary _____	48
7.3	Cumulative Assessment _____	48
7.3.1	Cumulative effects on each goal _____	48
7.3.2	Cumulative effects on each SA/SEA objective _____	49
7.4	Assessment of the LTP3 Major Schemes _____	49
7.5	Risks, Uncertainties and Assumptions _____	57
8.	SA/SEA Mitigation and Enhancement	58
8.1	Mitigation and Enhancement Measures _____	58
8.2	Major Schemes Mitigation and Enhancement _____	63
9.	Conclusions	64
9.1	Overall Conclusions _____	64
9.2	Incorporating the Results of the SA/SEA into the LTP3 _____	64
9.2.1	Informing development of the LTP3 _____	64
9.2.2	Mitigation and Enhancement Measures following Implementation of the LTP3 _____	65
10.	Implementation and Monitoring	66
10.1	Links to Other Tiers of Plans, Programmes and the Project Level _____	66
10.2	Proposals for Monitoring _____	66
11.	References	70
Appendices		71
Appendix A. Scoping Report Comments _____		72
Appendix B. Policies, Plans, Programmes and Environmental Objectives relevant to the Merseyside LTP3 _____		83
Appendix C. Baseline Conditions and Key Issues _____		114
Appendix D. Appraisal Tables _____		162

D.1.	Goal One Appraisal	163
D.2.	Goal Two Appraisal (Part 1)	168
D.3.	Goal Two Appraisal (Part 2)	174
D.4.	Goal Three Appraisal	181
D.5.	Goal Four Appraisal (Part 1)	189
D.6.	Goal Four Appraisal (Part 2)	194
D.7.	Goal Four Appraisal (Part 3)	198
D.8.	Goal Five Appraisal	203
D.9.	Goal Five Appraisal (Part 2)	214
D.10.	Goal Six Appraisal	218
Appendix E.	SA/SEA Consultation Responses	222

Abbreviations

AMR	Annual Monitoring Report
AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Area
BAP	Biodiversity Action Plan
BC	Borough Council
CHD	Coronary Heart Disease
CO₂	Carbon Dioxide
DaSTS	Delivering a Sustainable Transport System
DCLG	Department of Communities and Local Government
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
EC	European Community
EqIA	Equality Impact Assessment
EU	European Union
HIA	Health Impact Assessment
HRA	Habitat Regulations Assessment
IA	Integrated Assessment
IMD	Index of Multiple Deprivation
LADs	Local Authority Districts
LDF	Local Development Framework
LTP	Local Transport Plan
LTP2	Second Local Transport Plan
LTP3	Third Local Transport Plan
MBC	Metropolitan Borough Council
NATA	New Approach to Appraisal
NI	National Indicator
NO₂	Nitrogen Dioxide
NVQ	National Vocational Qualifications
NW	North West
NWDA	North West Development Agency
ONS	Office for National Statistics
PCT	Primary Care Trust
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
RIGS	Regionally Important Geological and Geomorphological Sites
RPI	Retail Price Index

RSS	Regional Spatial Strategy
RTS	Regional Transport Strategy
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SAM	Scheduled Ancient Monument
SEA	Strategic Environmental Assessment
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Urban Drainage System
TAG	Transport Analysis Guidance
TaSTS	Towards a Sustainable Transport System

Glossary

Baseline	A description of the present and future state of an area, in the absence of any development, taking into account changes resulting from natural events and from other human activities
Consultation Body	An authority which because of its environmental responsibilities is likely to be concerned by the effects of implementing plans and programmes and must be consulted under the SEA Directive. The Consultation Bodies designated in the SEA Regulations are Natural England, English Heritage and the Environment Agency
Climate Change Adaptation	Involves adjustments to natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities
Climate Change Mitigation	Involves taking action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions
Indicator	A measure of variables over time, often used to measure achievement of objectives
Local Development Framework (LDF)	Sets out, in the form of a 'portfolio', the Local Development Documents which collectively deliver the spatial planning strategy for the area in question. The LDF also includes the Statement of Community Involvement, the Local Development Scheme and the Annual Monitoring Report.
Mitigation Measures	Refers to measures to avoid, reduce or offset significant adverse effects
Objective	A statement of what is intended, specifying the desired direction of change in trends
Scoping	The process of deciding the scope and level of detail of an SA, including the sustainability effects and options which need to be considered, the assessment methods to be used, and the structure and contents of the SA Report
SEA Directive	European Directive 2001/42/EC 'on the assessment of the effects of certain plans and programmes on the environment'. Transposed into UK law via The Environmental Assessment of Plans and Programmes Regulations 2004
Strategic Environmental Assessment	Generic term used internationally to describe environmental assessment as applied to policies, plans and programmes. In this report, 'SEA' is used to refer to the type of environmental assessment required under the SEA Directive
Sustainability Appraisal	Generic term used in this report to describe the form of assessment that considers environmental, social and economic effects. However, for this report it is not the formal process associated with the Planning and Compulsory Purchase Act 2004
Sustainability Appraisal Framework	This is the objectives and criteria developed for the project
Sustainability Objectives	These are specific objectives that have been developed for this project.

They are also part of the SA Framework, against which the project objectives and design have been tested for the purposes of this SA

Non-Technical Summary

Introduction

Mott MacDonald was commissioned by the Merseyside Transport Partnership to undertake an Integrated Assessment (IA) of the Merseyside Local Transport Plan 3 (LTP3). Merseyside Transport Partnership is made up of Merseytravel (the passenger transport executive for Merseyside) and the Merseyside Local Authorities. An Integrated Assessment is made up of several different types of assessments as part of an integrated approach. The assessments are:

- Strategic Environmental Assessment (SEA);
- Sustainability Appraisal (SA);
- Health Impact Assessment (HIA);
- Equality Impact Assessment (EqIA);
- Habitat Regulations Assessment (HRA).

Separate reports have been produced for each element of the Integrated Assessment in order to comply with legislative requirements. This document is the Sustainability Appraisal (SA) Report which covers Stages A-C of the SA/SEA process as defined in the DfT Guidance (January 2010). The report should be read in conjunction with the Merseyside LTP3 Strategy Document.

The Merseyside LTP3 Scoping Report was sent out for formal consultation in April 2010 to the three statutory consultees (the Environment Agency, Natural England and English Heritage) and other key stakeholders. The comments received have been taken into consideration in preparation of the SA Report and the LTP3. The draft SA Report was sent out for formal consultation in November 2010 to the statutory consultees, stakeholders and the public. Comments received are highlighted and addressed in this final SA Report.

Merseyside Third Local Transport Plan

The current Merseyside Second LTP covers the period until 2011. The Merseyside LTP3 is currently being prepared by the Merseyside Transport Partnership and will build on the aims and objectives of LTP2.

The Merseyside LTP3 will consist of:

- long term Transport Strategy – (covers period from April 2011 until March 2024); and
- short term Implementation Plan – every three years (first Plan covers period April 2011 until March 2014).

The national framework for the third LTP is set by the DaSTS goals. These now replace the four 'shared' priorities that governed the second LTP. The new priorities for LTP3 are:-

- Reduce transport's carbon output and help tackle climate change;
- Support economic competitiveness;
- Contribute to better safety, security and health;
- Promote greater equality of opportunity; and
- Improve quality of life and promote a healthy natural environment.

Scoping Results

The scoping process identified the relevant plans and programmes at International, National, Regional and Local level and their implications for the SA/SEA and LTP3. Scoping has also set the environmental, social and economic baseline context the LTP3 area, and identified key sustainability challenges and opportunities. From an initial review of baseline it is likely that the following baseline trends and key issues will continue:

- Air quality – it is likely that increased economic growth and development will lead to increased car use and congestion leading to localised air quality issues. National and local air quality targets and European Emission Standards for new cars should contribute to reducing this predicted increase;
- Biodiversity – it is likely that increased economic growth and development, and climate change effects will result in loss of habitats and species. Protection of designated areas should protected internationally and nationally important sites;
- Climate change – it is likely that climate change effects will continue including increased temperatures, gales, severe storms and flooding. It also likely that the number of renewable energy schemes and sites will continue to increase;
- Cultural heritage – heritage assets are likely to continue to be preserved through legislation. Development could put pressure on heritage assets and their setting;
- Water quality – increased economic growth is likely to cause an increase in run-off and potential contamination and disruption of flows for surface water and groundwater. The Water Framework Directive and River Basin Management Plan will help reduce this predicted effect on water quality as they plan on how to protect and improve watercourse;
- Landscape – it is likely that continued development and changing farming practices will affect the countryside character;
- Employment – economic growth and employment is likely to continue and the proportion of people of working age in employment is expected to continue to increase;
- Education - it is presumed that educational achievement would increase in line with that of the national average;

- Crime - it is likely that overall crime figures will continue to fall if current aspirations with respect of community are met;
- Health – obesity is a growing problem and is likely to continue. Active lifestyles and healthy eating campaigns will help reduce this trend;
- Waste – it is likely that current increases in recycling rates will continue.

An SA/SEA Framework consisting of sustainability objectives and indicators was developed for the Merseyside LTP3 SA/SEA. The SA/SEA objectives for the LTP3 been taken forward from LTP2 to ensure consistency, and aligned to current Government guidance on transport including ‘Delivering a Sustainable Transport System’ (DaSTS). The proposed SA/SEA objectives are:

- 1. To use energy, water and mineral resources prudently and efficiently, increase energy generated from renewable sources and reduce greenhouse gas emissions
- 2. To minimise the production of waste and increase reuse, recycling and recovery rates
- 3. To reduce poverty and social deprivation and secure economic inclusion
- 4. To protect, enhance and manage Merseyside’s rich diversity of cultural, historical and built environment and archaeological assets
- 5. To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance
- 6. To protect, enhance and manage the local character and accessibility of the landscape across the sub-region
- 7. To protect, improve and where necessary, restore the quality of inland, estuarine and coastal waters
- 8. To protect, manage and, where necessary, improve local air quality
- 9. To protect, manage and, where necessary, improve local environmental quality
- 10. To improve health and reduce health inequalities
- 11. To improve safety and reduce crime, disorder and fear of crime
- 12. To improve local accessibility of goods, services and amenities and reduce community severance
- 13. To reduce the need to travel and improve choice and use of more sustainable transport modes
- 14. To mitigate, reduce and adapt to climate change including flood risk
- 15. To protect, manage and restore land, soil quality and geodiversity
- 16. To provide good quality, affordable and resource efficient housing

Assessment Results

Options Appraisal

In developing Merseyside’s LTP3 strategy, four high level options were assessed:

- Low funding scenario;
- Strengthened low-carbon agenda;
- Concessions to motorists; agenda; and
- Strong economic recovery scenario.

Merseyside Transport Partnership took a number of factors into account when determining the preferred strategic option for the LTP3 strategy. The preferred option is a combined approach integrating 'low funding' and 'low carbon' in the short term, with a move towards 'economic recovery' in the medium term. This preferred option was taken forward by Merseyside Transport Partnership and developed into a detailed LTP3 strategy document containing priorities, objectives and actions for transport in Merseyside.

LTP3 Appraisal

The provisional LTP3 strategy was appraised against the sustainability framework by determining the level of sustainability performance of the LTP3 against each of the framework objectives. For each objective a score (where possible or appropriate) and record of decision was recorded in an appraisal matrix. A cumulative assessment for each LTP3 objective as a whole has also been assessed.

Goal One Appraisal Summary

Goal One generally supports the SA/SEA objectives. The goal is mainly about partnerships and collaborative working. Partnership working was considered important to work towards national and strategic priorities such as a low carbon economy, sustainable waste management, improved water quality, and an integrated and fully accessible transport network. This would have positive effects on climate change, water quality, accessibility, sustainable transport, and waste. Partnership and collaborative working may also have social and health benefits through creating a joint approach between land use planning and transport integration. For example, linking deprived areas with new employment sites through good public transport. Wider engagement with residents will allow key local issues facing communities to be addressed and may encourage social cohesion.

Goal Two Appraisal Summary

LTP3 Goal Two and its associated actions are likely to have either a positive or no interaction with the SA/SEA objectives. Infrastructure to support electric vehicles was considered to have positive effects on climate change, air quality and health. Several of the SA/SEA objectives were recorded as either having no interaction/neutral effect or the

effect depended on implementation. Modal shift and the provision of a charging network for electric vehicles could have a positive effect on local accessibility if charging points are located where there are local services and amenities. Modal shift actions are likely to have positive effects on climate change, deprivation, air quality, environmental quality, health, accessibility and sustainable transport. Procurement policies to support the uptake of low emission freight vehicles were considered to positively contribute to the development of a low carbon transport system, having positive benefits for air quality, climate change and health. Measures to integrate sustainable transport planning and design and Low Emission Strategy principles into the planning process would produce positive outcomes for the majority of the SA/SEA objectives. Actions were considered to have potential to produce substantial measurable changes in emissions, and provide the opportunity to integrate climate change adaptation measures into design. However, stakeholders identified that such measures needed to be integrated into national, as well as local and regional planning policy. It was also considered that sustainable transport commitments made by developers may ensure that deprived social groups have better access to services, especially where there is affordable housing.

Goal Three Appraisal Summary

The level of support for the SA/SEA objectives varied according to the sub-topic being assessed. The cycling and walking sub-topic focused on increasing the network of cycle and walking routes, expanding cycle and rail, and cycle and bus integration, cycle parking, and examining funding streams for cycle training. These actions are likely to have positive effects on deprivation, air quality environmental quality, health, accessibility, sustainable transport and climate change. It was considered that the infrastructure required for new and improved cycle and walking routes could potentially negatively effect heritage assets, biodiversity and landscape, and involve landtake. However, walking and cycling infrastructure is likely to have less of a negative effect in comparison to other types of infrastructure such as roads. The road safety sub-topic focused on police partnerships within road safety, continued spending on road safety equivalent to 2010 levels, and expanding the network of low speed zones. These actions are likely to have positive effects for deprivation, air quality, environmental quality, health and safety. There may be negative effects in terms of accessibility depending on what road safety measures are implemented. The health and equality sub-topic focused on ensuring all actions are governed by the need to meet the Equalities legislation, and examining the potential for major development proposals to be subject to a transport/health impact assessment. It was considered that the majority of SA/SEA objectives would have no interaction/neutral effect. However, it is likely that there will positive effects on health and accessibility.

Goal Four Appraisal Summary

LTP3 Goal Four and its associated actions are likely to have either a positive or no interaction with the SA/SEA objectives. Accessibility improvements are likely to increase access to local, key services and employment, helping to reduce levels of poverty and promote social cohesion. Such actions, if implemented are unlikely to have any effects on biodiversity, landscape and waste as little or no development of the existing transportation network will be required. Actions to improve ticketing, fares and information are likely to encourage a modal shift and in particular, benefit socially deprived areas through the provision of more affordable and discounted fares. It was, however highlighted that long-term commitment would be required from all operators and partners to ensure that the supporting actions are successfully implemented. For example, it is important that private bus operators work collaboratively with the health and education sectors to provide more efficient and reliable services.

Goal Five Appraisal Summary

Overall the SA/SEA objectives perform well against Goal Five. A number of negative interactions were identified during the assessment for interventions relating to Public Transport and Cycling. These were mostly associated with infrastructure improvements to the road and rail network, for example the development of new Park and Ride sites is likely to have short-term construction impacts on biodiversity, water quality and heritage assets. Such impacts can, however be mitigated through, for example habitat creation, the aftercare and maintenance of landscaping and Sustainable Urban Drainage Techniques (SUDS). Actions to improve the movement of people and goods focus on promoting the use of more environmentally friendly modes. Smarter Choices and personal travel planning, if targeted correctly are likely to aid behaviour change and identify opportunities for more efficient travel patterns. Actions that address the maintenance of and capacity/efficiency improvements to the highways network will improve accessibility and environmental quality; and seek to develop the region's economy.

Goal Six Appraisal Summary

Overall, the LTP3 Goal Six and supporting actions perform neutrally or have no interaction against the SA/SEA objectives. The 'Complete Asset Management' action focuses on completion of the Highways Asset Management Plan/Transport Asset Management Plan, including the consideration of Climate Change. The 'Produce effective asset management programme' actions focus on the implementation of new transport projects, delivery of Liverpool's Green Strategy and the consideration of the environment in planning maintenance schemes. Maintenance of the roads and rail network through the specified actions outlined in the Draft LTP3 strategy is likely to have positive effects on accessibility and efficiency. There may be some negative effects on

climatic factors, landscape and environmental quality; however this will be dependant upon the specific actions that are implemented.

Cumulative Assessment

Overall all the LTP3 goals will have positive cumulative effects in terms of reducing congestion and carbon emissions, encouraging healthy sustainable travel options such as walking and cycling, encouraging more public transport use, and providing a better transport network that is accessible and reliable. Although some neutral and negative effects were recorded in the full assessment, it was considered that the positive effects have greater importance and benefits, and that some of the negative effects can be mitigated. Therefore, all the LTP3 goals were assessed as having a cumulative positive effect.

The cumulative effects of all the LTP3 goals on the individual SA/SEA objectives was also assessed. In general the LTP3 goals collectively support the SA/SEA objectives in terms of proposing actions and interventions to reduce greenhouse gas emissions, improving air quality and environmental quality, promoting economic inclusion, accessibility, sustainable transport, and safety and health benefits. There is likely to be both positive and negative effects on waste, heritage assets, biodiversity, landscape and water quality. Therefore, an overall neutral effect has been recorded. Whilst actions and intervention to reduce congestion and emissions may benefit biodiversity, landscape and water quality, they may also involve disturbance to these assets from new infrastructure. Land and soil has been recorded as a negative cumulative effect as many of the actions and interventions involve landtake.

Major Schemes Appraisal

The LTP3 includes several project specific major schemes that are either currently being investigated as part of the LTP3 or are proposed for implementation during the plan period. These major schemes have been assessed against the SA/SEA objectives to demonstrate their sustainability performance.

Conclusions

The SA/SEA process has demonstrated the predicted effects of implementing the Merseyside LTP3 Strategy. Overall the transport Goals and associated actions/interventions set out in the LTP3 are likely to have positive effects in terms of relieving congestion, encouraging modal shift, improving public transport, maximising use of the existing network, and increasing road safety, which will have positive effect on accessibility, health, safety, air quality, climate change, sustainable transport and

economic development. Some measures outlined in the LTP3 are likely to have negative effects, such as landtake, habitat loss, waste generation, resource use and disturbance to heritage assets.

Mitigation and enhancement measures have been suggested to help enhance and mitigate the predicted effects of implementing the LTP3. Mitigation measures include measures that can be used to inform the development of the LTP3 e.g. changes to strategy wording, addition of interventions etc; and measures to be taken following implementation of the LTP3 e.g. design, construction, operation and maintenance mitigation and enhancements.

Monitoring the significant sustainability effects of implementing the LTP3 is an essential ongoing element of the SA/SEA process. Monitoring ensures that the identified SA/SEA objectives are being achieved, allows early identification of unforeseen adverse effects and thus appropriate remedial action can be taken. Monitoring will be an important requirement to measure performance and ensure the LTP3 is being successfully implemented. Monitoring proposals have been developed based in the SA/SEA indicators and focus on predicted significant affects.

1. Introduction

1.1 Terms of Reference

Mott MacDonald was commissioned by the Merseyside Transport Partnership to undertake an Integrated Assessment (IA) of the Merseyside Local Transport Plan 3 (LTP3). Merseyside Transport Partnership consists of Merseytravel (the passenger transport executive for Merseyside) and the Merseyside Local Authorities). An Integrated Assessment is a process which involves several different types of assessments as part of an integrated approach. The assessments are:

- Strategic Environmental Assessment (SEA);
- Sustainability Appraisal (SA);
- Health Impact Assessment (HIA);
- Equality Impact Assessment (EqIA);
- Habitat Regulations Assessment (HRA).

The Integrated Assessment was undertaken in accordance with the Department for Transport (DfT) Draft Guidance 'Strategic Environmental Assessment for Transport Plans and Programmes – TAG Unit 2.11D' (January 2010), the SEA Directive and resulting Regulations, the Race Relations Act, and the Habitats Directive and Regulations. Separate reports are being produced for each element of the Integrated Assessment in order to comply with legislative requirements.

This document is the Sustainability Appraisal (SA) Report which covers Stages A-C of the SA/SEA process as defined in the DfT Guidance. The report should be read in conjunction with the Merseyside LTP3 Strategy Document.

1.2 Purpose of SA/SEA and the SA Report

This SA Report is required as an output of the appraisal process by Article 5(1) of the SEA Directive, and Stage C of the Department for Transport (DfT) 'Strategic Environmental Assessment for Transport Plans and Programmes – TAG Unit 2.11D'. The report presents information on the effects of the Plan, which forms the basis for formal consultation. This report also includes the findings from Stage A of the SA/SEA process as set out in the Scoping Report (April 2010).

1.3 Structure of the SA Report

The SA Report has been structured into the following Chapters:

- Chapter 1: Introduction – sets out the terms of reference for the project, purpose of the SA/SEA, components in the SA Report that are required by the SEA Directive and any limitations of the SA/SEA;
- Chapter 2: Approach to the SA/SEA – details the legislative requirements for SA and SEA, the project team and timetable, the methodology used and scoping consultation results;
- Chapter 3: LTP3 Context – presents information about the context and process of LTP3, and the LTP3 objectives and priorities;
- Chapter 4: Stage A Scoping Results – presents information from the Scoping Report including the review of plans and programmes, baseline information, evolution of the baseline, key challenges and opportunities, and the SA/SEA Framework;
- Chapter 5: Compatibility of LTP3 and SA/SEA Objectives – demonstrates whether the LTP3 and SA/SEA objectives support or conflict with each other;
- Chapter 6: Development and Appraisal of LTP3 Strategic Options – details the strategic options considered for LTP3, an assessment of the options, and the preferred option;

- Chapter 7: Appraisal of LTP3 Strategy – presents the results of the assessment of the LTP3 strategy, the assessment workshop methodology, and any assumptions, risk or uncertainties encountered in the assessment;
- Chapter 8: SA/SEA Mitigation and Enhancement – details the mitigation and enhancement measures proposed for the LTP3 as a result of the assessment;
- Chapter 9: Conclusions – provides an overall conclusions to the SA/SEA; and
- Chapter 10: Implementation and Monitoring – describes the implementation of LTP3 in relation to other plans and the project level, and sets out proposals for monitoring the effects of implementing the LTP3.

1.3.1 Components that make up the SA Report

This SA Report incorporates the requirements for an Environmental Report as required by the SEA Directive. Table 1.1 below indicates where specific requirements of the Strategic Environmental Assessment (SEA) Directive can be found within this report.

Table 1.1: SEA Directive Requirements Checklist

Environmental Report Requirements	Section of the Report
a) an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes;	Chapter 3
b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	Chapter 4, Section 4.2 and 4.3
c) the environmental characteristics of areas likely to be significantly affected;	Chapter 4, Section 4.3
d) any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	Chapter 4, Section 4.2
e) the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation;	Chapter 4, Section 4.1 and Appendix B
f) 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 the above factors;	Chapter 7 and Appendix C
g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	Chapter 8
h) an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	Chapter 6 and Chapter 7
i) a description of the measures envisaged concerning monitoring in accordance with Article 10;	Chapter 10
j) a non-technical summary of the information provided under the above headings.	Prior to Chapter 1 Introduction

1.4 Limitations of the SA/SEA

Merseyside Transport Partnership and Mott MacDonald have relied on published data and information provided by Merseyside Transport Partnership and other organisations in the production of this SA Report. The compiled baseline data has been used to provide a 'snapshot' of current key issues associated with the LTP3.

A number of specialists with no prior knowledge of the local area have been involved in the production of this SA Report and more specifically in the assessment process. However, the assessment was undertaken in a workshop with input from local stakeholders.

2. Approach to the SA/SEA

2.1 Strategic Environmental Assessment Legislative Requirements

An SEA is required for the Merseyside LTP3 under the European Union Directive 2001/42/EC, more commonly known as the SEA Directive. The Directive was transposed into UK law via the Environmental Assessment of Plans and Programmes Regulations 2004, which requires an assessment of the effects of certain plans and programmes on the environment.

Some of the key objectives of the SEA process are to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans with a view to promoting sustainable development. The SEA process also aims to inform the decision-making process through the identification and assessment of the significant and cumulative effects a plan or programme will have on the environment at the strategic level and to enable consultation on the potential effects with a wide range of stakeholders.

2.2 Sustainability Appraisal Legislative Requirements

In addition to the SEA Directive, the Planning and Compulsory Purchase Act 2004 has introduced a wider requirement for a SA to be undertaken for a range of planning policy documents.

SA is a generic term used to describe the form of assessment that considers the social, environmental and economic affects of implementing a particular planning policy document. It is considered by the UK Government that the implementation of the SA process helps local planning authorities to fulfil the objective of contributing to the achievement of sustainable development when preparing their plans.

2.3 Integrating NATA into the SA/SEA Process

The New Approach to Appraisal (NATA) is an approach for improving the consistency and transparency with which transport decisions are made. It presents the key economic, environmental and social impacts of decision in a clear, consistent and balanced way. NATA is the basis for appraising multi-modal studies, Highway Agency road schemes, Local Transport Plans, major road and public transport schemes, Strategic Rail Authority schemes, seaports, and the Government's airports strategy. The NATA approach aims to:

- Environment – to protect the built and natural environment;
- Safety – to improve safety;
- Economy – to support sustainable economic activity and get good value for money;
- Accessibility – to improve access to facilities for those without a car and to reduce severance;
- Integration – to ensure that all decisions are taken in the context of the Government's integrated transport policy.

The DfT Guidance (January 2010) (TAG Unit 2.11D) on the SEA process integrates SEA requirements with the existing NATA processes. Therefore, this SEA will make reference to the links between SEA and NATA as defined in the Table 2.2. Table 2.3 shows how the NATA objectives and sub-objectives fit within the SEA Directive topics.

Table 2.1: Stages, Decisions and Outputs of SEA

NATA stage (from TAG Unit 2.5)	SEA Stage	Similarities/ differences between NATA & SEA
1.Setting objectives and problem definition 2.Understanding the current situation 3.Understanding the future situation 4.Consultation, participation, information	A: Setting the context and objectives, establishing the baseline and deciding on the scope A1: Identifying other relevant plans, programmes and environmental protection objectives A2: Collecting baseline information A3: Identifying environmental problems A4: Developing SEA objectives A5: Consulting on the scope of the SEA	This SEA stage adds emphasis to the need to consider environmental issues at this stage of the process. SEA requires more information on the environmental baseline and identification of environmental problems.
5.Options for solutions 6.Appraisal framework 7.Appraisal tools and procedures 8.Costs 9.Options testing and appraisal	B: Developing and refining alternatives and assessing effects B1: Testing the plan objectives against the SEA objectives B2: Developing strategic alternatives B3: Predicting the effects of the draft plan, including alternatives B4: Evaluating the effects of the draft plan, including alternatives B5: Considering ways of mitigating adverse effects B6: Proposing measures to monitor the environmental effects of plan implementation	Plan alternatives should also aim to deal with environmental problems, or at least not make them worse. NATA and SEA Directive topics are similar but not exactly the same. Requirements regarding environmental mitigation are strengthened under SEA.
10.Distillation and comparison of options	C: Preparing the Environmental Report C1: Prepare an Environmental Report in which the likely significant effects on the environment of implementing the plan, and reasonable alternatives taking into account the objectives and geographical scope of the plan, are identified, described and evaluated. The information to be given is listed in Article 5 and Annex 1 of the SEA Directive.	The requirement to show how the environment has been taken into account in decision-making is more specific in the SEA Directive than in NATA.
11.Consultations 12.Outputs from the study 13.Funding sources	D: Consulting on the draft plan and the Environmental Report D1: Consulting on the draft plan and Environmental Report D2: Assessing significant changes D3: Decision making and providing information	The Directive requires consultation on a <i>draft</i> plan.
14.Implementation programme 15.Monitoring and evaluation	E: Monitoring the significant effects of implementing the plan on the environment E1: Developing aims and methods for monitoring E2: Responding to adverse effects	NATA does not currently address monitoring.

Source: DfT (January) 2010) Draft: Strategic Environmental Assessment for Transport Plans and Programmes - TAG Unit 2.11D

Table 2.2: NATA Objectives and SEA Topics

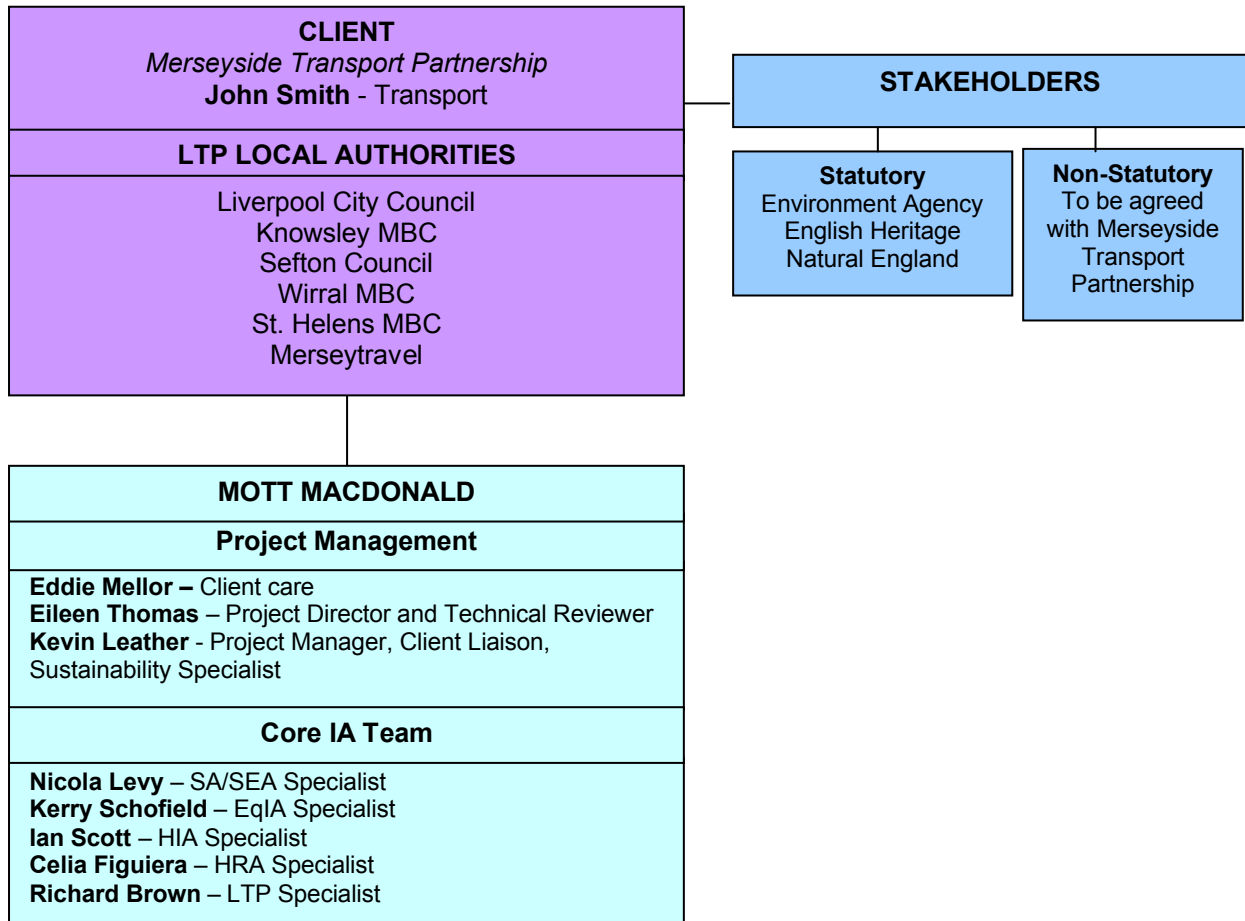
NATA Objective	NATA Sub-Objective	SEA Topic (SEA Directive, Annex If)
Environment	Noise	Human health, population, inter-relationships
	Local air quality	Air, human health, population
	Greenhouse gases	Climatic factors
	Landscape	Landscape
	Townscape	
	Heritage	Cultural heritage including architectural and archaeological heritage
	Biodiversity	Biodiversity, fauna, flora, soil
	Water environment	Water
	Physical fitness	Human health, population
Safety	Accidents	Human health, population
	Security	
Accessibility	Community severance	Population
	Access to the transport system	
Economy	Public accounts	Material assets
	Business users and providers	
	Consumer users	

Source: DfT (January 2010) Draft: Strategic Environmental Assessment for Transport Plans and Programmes - TAG Unit 2.11D

2.4 Integrated Assessment Project Team

Although this SA Report only covers the SA/SEA, it is important to understand the overall project team and interactions. The IA project team for the Merseyside LTP3 consists of transport, planning and sustainability officers from the Merseyside Transport Partnership (Merseytravel and the five Merseyside local authorities; Liverpool City Council, Sefton Council, Knowsley Metropolitan Borough Council, Wirral Metropolitan Borough Council, St. Helens Metropolitan Borough Council), and sustainability specialists and environmental planning consultants from Mott MacDonald (Figure 2 1). It was felt that it is important in the sustainability appraisal process to include both people who are involved in the production and development of the LTP3 as well as consultants, who can contribute a more independent view to the sustainability appraisal exercise.

Figure 2.1: Integrated Assessment Team Organogram



2.5 Merseyside LTP3 SA/SEA Timetable

Table 2.3 establishes who carried out/will carry out each stage of the SA/SEA process. It also incorporates the SA/SEA and LTP3 process timetables into an integrated programme.

Table 2.3: Merseyside LTP3 SA/SEA Timetable

LTP3 Process	SA/SEA Stage	Who carried / will carry this out	When
Evidence Gathering	A: Setting the context and objectives, establishing the baseline and deciding on the scope		
	A1: Identifying other relevant plans, programmes, and sustainability objectives	MM Consultancy Team with input from Merseyside Transport Partnership	Jan/Feb 2010
	A2: Collecting baseline information	MM Consultancy Team with input from Merseyside Transport Partnership	Jan/Feb 2010
	A3: Identifying sustainability issues and problems	MM Consultancy Team with input from Merseyside Transport Partnership	Jan/Feb 2010
	A4: Developing the SA/SEA Framework	MM Consultancy Team with input from Merseyside Transport	Jan/Feb 2010

		Partnership	
	A5: Consulting on the scope of the SA/SEA	Merseyside Transport Partnership / MM Consultancy Team	Mar/Apr 2010
Preparation of draft LTP3	Stage B: Developing and refining alternatives and assessing effects		
	B1: Testing the LTP3 objectives against the SA/SEA Framework	MM Consultancy Team with input from Merseyside Transport Partnership	May 2010
	B2: Developing strategic alternatives	Merseyside Transport Partnership / MM Consultancy Team	Jun 2010
	B3: Predicting the effects of the draft LTP3, including alternatives	MM Consultancy Team/ Merseyside Transport Partnership	Sep 2010
	B4: Evaluating the effects of the draft LTP3, including alternatives	MM Consultancy Team/ Merseyside Transport Partnership	Sep 2010
	B5: Considering ways of mitigating adverse effects and maximising beneficial effects	MM Consultancy Team with input from Merseyside Transport Partnership	Sep 2010
	B6: Proposing measures to monitor the significant effects of implementing the LTP3	MM Consultancy Team with input from Merseyside Transport Partnership	Sep 2010
	Stage C: Preparing the SA Report		
	C1: Preparing the SA Report	MM Consultancy Team with input from Merseyside Transport Partnership	May/Sep 2010
Public participation on draft LTP3	Stage D: Consulting on the draft LTP3 and SA Report		
	D1: Public Participation on the draft LTP3 and SA Report	Merseyside Transport Partnership / MM Consultancy Team	Oct/Nov 2010
Representations and finalise LTP3	D2: Appraising significant changes	MM Consultancy Team with input from Merseyside Transport Partnership	Nov/Dec 2010
Adoption	D3: Making decisions and providing information	MM Consultancy Team with input from Merseyside Transport Partnership	TBC
Implementing, monitoring and review	Stage E: Monitoring the significant effects of implementing the LTP3		
	E1: Finalising aims and methods for monitoring	Merseyside Transport Partnership and Local Authorities	TBC
	E2: Responding to adverse effects	Merseyside Transport Partnership and Local Authorities	TBC

2.6 SA/SEA Methodology

The SA/SEA was carried out in accordance with the DfT Draft Guidance 'Strategic Environmental Assessment for Transport Plans and Programmes – TAG Unit 2.11D' (January 2010), and will meet the requirements of the SEA Directive (and resulting SEA Regulations).

Figure 2.2: SA/SEA Process

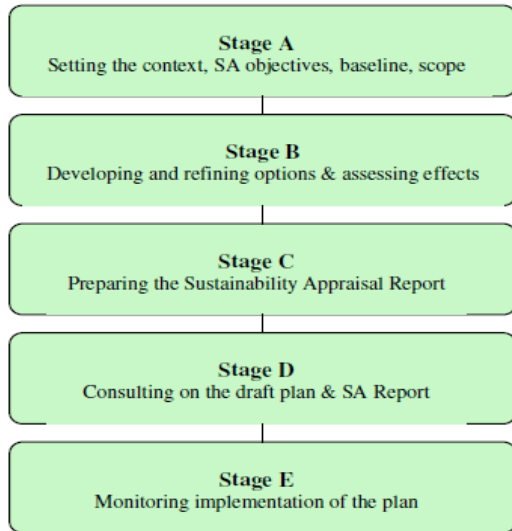
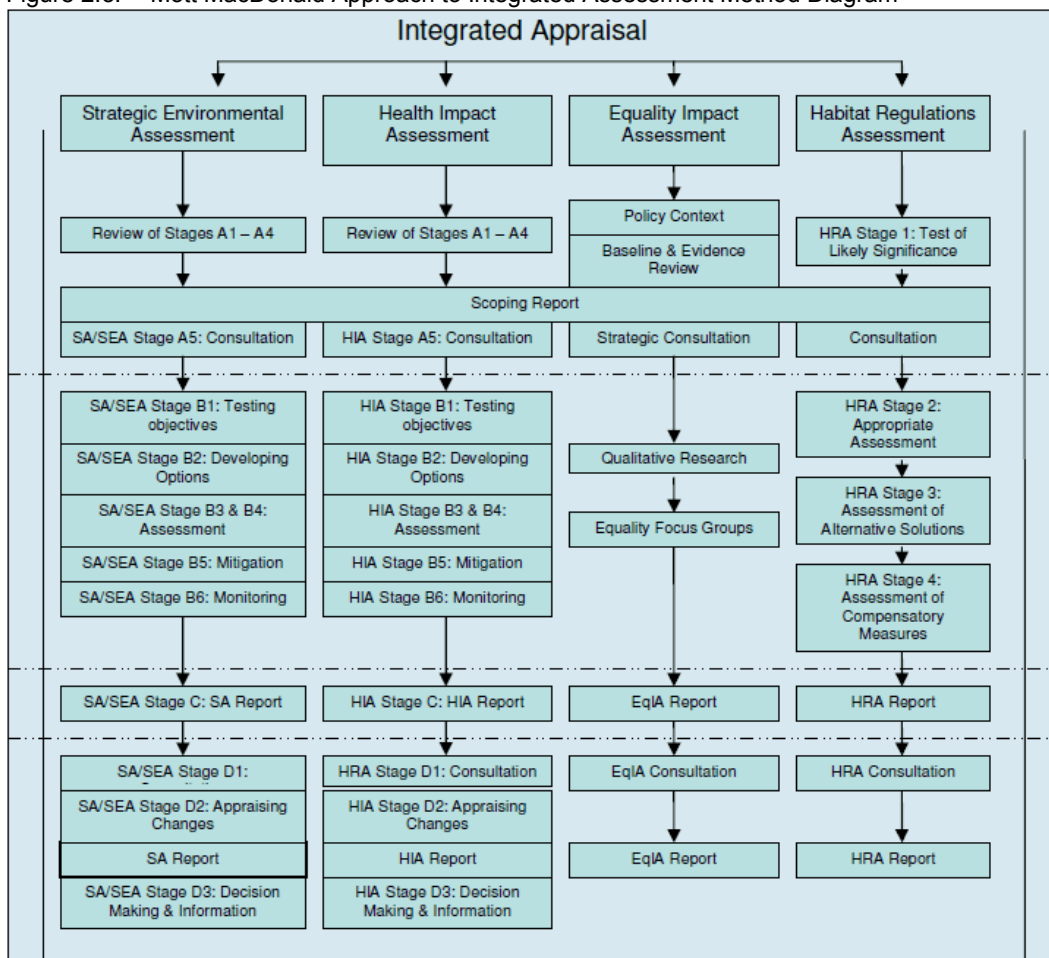


Figure 2.3 shows how the SA/SEA methodology fits into the Integrated Assessment process.

Figure 2.3: Mott MacDonald Approach to Integrated Assessment Method Diagram



2.7 Scoping Consultation Results

The Merseyside LTP3 Scoping Report was sent out for formal consultation in April 2010 to the three designated bodies with environmental responsibilities – the Environment Agency, Natural England and English Heritage, and wider key stakeholders. Comments were received from:

- Natural England;
- English Heritage;
- Environment Agency; and
- Liverpool First (Local Strategic Partnership)

The comments received have been taken into consideration in preparation of the SA Report and the LTP3. The comments received have been recorded in Appendix A.

2.8 SA Report Consultation Results

The Merseyside LTP3 draft SA Report was sent out for formal consultation in November 2010 to the statutory consultees, stakeholders and the public. Comments received are presented in Appendix E, along with how these have been addressed in the final SA Report.

3. LTP3 Context

3.1 Context and Background

The current Merseyside LTP2 is due to expire in March 2011. The Merseyside LTP3 will start in April 2011. Development of the LTP3 will be undertaken in line with guidance provided by DfT, which is itself driven by the framework provided within Delivering a Sustainable Transport System, (DaSTS), (DfT November 2008).

The Merseyside LTP3 will consist of:

- long term Transport Strategy – (covers period from April 2011 until March 2024); and
- short term Implementation Plan – every three years (first Plan covers period April 2011 until March 2014).

The national framework for the third LTP is set by the DaSTS goals. These now replace the four ‘shared’ priorities that governed the second LTP. The new priorities are:-

- Reduce transport’s carbon output and help tackle climate change;
- Support economic competitiveness;
- Contribute to better safety, security and health;
- Promote greater equality of opportunity; and
- Improve quality of life and promote a healthy natural environment.

LTP3 will cover the five Merseyside Authorities of Sefton, Liverpool, St. Helens, Knowsley and Wirral. Figure 3.1 shows the geographical scope of the LTP3.

Figure 3.1: Geographical Scope of LTP3



Source: Merseyside Local Authorities

3.2 Merseyside LTP3 Vision and Goals

The vision for the transport network in Merseyside set out in the LTP3 is:

‘A City Region, committed to a low carbon future which has a transport network and mobility culture which positively contributes to a thriving economy and the health and well being of its citizens and where sustainable travel is the option of first choice.’

The LTP3 recognises that it has a key role to play in delivery the high level city region objectives:

- Create a city of opportunity where all sections of the community can make contact with as many goods and services as possible including jobs, training, education and social, leisure and recreational activities that increase quality of life;
- Create a resilient city that will support a strong and vigorous internationally competitive economy at the same time as increasing its ability to deal with challenges in the future from climate change, increases in oil prices, interruptions in oil supply and economic down turns;
- Contribute to a low carbon city that recognises the responsibilities of all cities to play a leadership role in carbon reduction and celebrates the opportunities this provides to create competitive and sustainable jobs in green technology industries and activities;
- Create a healthy city where all transport options including walking and cycling facilities link to spatial planning and send strong signals in support of high levels of physical activity; and
- Create a high quality liveable city that improves air quality, reduces noise levels and creates highly attractive public spaces and cultural offering building on the achievements of the capital of culture;

To achieve these ambitions the LTP3 sets out the following goals:

- Ensure the transport system supports the priorities of the Liverpool City Region, the proposed Local Enterprise Partnership and the Local Strategic Partnerships;
- Provide and promote a clean and low carbon transport system;
- Ensure the transport system promotes and enables improved health and well-being;
- Ensure the transport system supports equality of travel opportunity by ensuring people can connect easily with employment, services and social activities;
- Ensure the transport network supports the economic success of the LCR by the efficient movement of people and goods; and
- Maintain our assets to a high standard.

4. Stage A Scoping Results

4.1 Relationship with other Plans and Programmes

4.1.1 Introduction

Mott MacDonald reviewed the key International, European, National, Regional and Local policies, plans, programs and local documents relevant to the LTP3. Their implications for the SA/SEA have been assessed in order to comply with Annex 1(a) of the SEA Directive and Task A1 of the DfT Guidance (April 2009). The findings are detailed in a Policy Register in Appendix B. The documents reviewed include:

Table 4.1: Plans and Programmes

International and European Plans and Programmes
Johannesburg Declaration on Sustainable Development (2002)
Convention on Wetlands of International Importance 1971 (amended 1982)
Convention on Biodiversity, Rio de Janeiro, 1992
United Nations Framework Convention on Climate Change, 1994
Kyoto protocol 1997
EU Landfill Directive (1999) 99/31/EC
World Summit on Sustainable Development, 2002 (Johannesburg)
European Climate Change Programme
EU Environmental Noise Directive
EU Sustainable Development Strategy (2006)
EU Air Quality Framework Directive
EU Air Quality Directive (2008) 2008/50/EC
EU Directive on the Conservation of Wild Birds
EU Directive on the Conservation of Natural Habitats and of Wild Flora & Fauna
EU Waste Framework Directive (2008) 2008/98/EC
European Transport White Paper 'European Transport Policy for 2010: Time to Decide'
Keep Europe Moving - Sustainable Mobility for our Continent - Mid term review of the White Paper
Water Framework Directive 2000/60/EC
Habitats Directive (1992) 92/43/EEC
Birds Directive (1979) 79/409/EEC
European Landscape Convention (1991) 91/676/EC
The Ramsar Convention
Copenhagen Accord (2009)
UNESCO World Heritage Convention of 1972
Zagreb Declaration for Healthy Cities: Health and health equity in all local policies (2009)
National Plans and Programmes
The UK Government Sustainable Development Strategy – Securing the Future (2005)
Climate change – UK Programme (2000)
The Public Health White Paper - Choosing Health: Making Healthy Choices, 2004
Ports: Draft National Policy Statement for England & Wales (2009)
The UK Government Low Carbon Transition Plan (2009)
Planning for a Sustainable Future (2007)
Land Use & Transport: Settlement Patterns and Demand for Travel (2009)
Tackling Health Inequalities. A Programme for Action, 2003 (Department for Health)
New Environmental Strategy for the NHS, July 2005
Energy White Paper: Our Energy Future – creating a low carbon economy (Feb 2003)
Walking and Cycling: An Action Plan (DfT, June 2004)
National Cycling Strategy (September 1996) and Modified (DfT, October 2004)
Encouraging Walking: Advice to Local Authorities (DETR 2000)
Power of Place (2000)
Transport 10 Year Plan 2000
The Future of Transport: A Network for 2030, 2004
Delivering a Sustainable Transport System - Department for Transport (2008)
LTP and ROWIP Integration – Good Practice Note (2009)
Guidance on Local Transport Plans and the Natural Environment (2009)
UK Biodiversity Indicators in Your Pocket (2009)
Climate Change and Biodiversity Adaptation: The Role of the Spatial Planning System (2009)
Biodiversity by Design (2004)

Open Space Strategies – Best Practise Guidance (2009)
 NE176 – Natural England’s Green Infrastructure Guidance (2009)
 Accessible Natural Green Space Standards in Towns and Cities (2003)
 By All Responsible Means: Inclusive Access to the Outdoors for Disabled People – 2003 (the Countryside Agency)
 The Countryside In and Around Towns - a vision for Connecting Town and Country in Pursuit of Sustainable Development (2005)
 Transport in Tomorrows Countryside, 2003 (The Countryside Agency)
 Towards a Sustainable Transport System (2008)
 Active Travel Strategy (2010)
 Planning for Sustainable Travel (2009)
 Delivering Low Carbon Travel: An Essential Guide for Local Authorities (2009)
 Strategic Environmental Assessment, Sustainability Appraisal and the Historic Environment
 Land Use and Transport: Settlement Patterns and the Demand for Travel, 2009 (CfIT)
 The UK Government Rural Strategy, 2004
 UK Biodiversity Action Plan, 1994
 Working with the Grain of Nature: A Biodiversity Strategy for England, 2002
 Air Quality Strategy for England, Scotland, Wales & Northern Ireland, 2007
 Making the Connections: Final Report on Transport and Social Exclusion, 2003 (Social Exclusion Unit)
 Sustainable Communities Plan - Sustainable Communities: Building for the future (2003)
 UK White Paper - Our Towns & Cities: The Future - Delivering an Urban Renaissance, 2000 (ODPM)
 Rural White Paper: Our Countryside: The Future (2000)
 Landscape Indicators for Strategic Environmental Assessment of LTPs – issues to consider (2005) (Countryside Agency)
 Treatment of Landscape, Biodiversity, Access & Recreation in Sixteen Provisional Local Transport Plans (2005) (Countryside Agency)
 Heritage White Paper: Heritage Protection for the 21st Century (Consultation) (2007)
 The Historic Environment - A Force for our future (English Heritage)
 UK Sustainable Development Strategy
 Waste Strategy for England, 2007
 Low Carbon Transport: A Greener Future (DfT, 2009)
 Climate change – UK Programme, 2000

UK Legislation

The Transport Act 2008
 Wildlife & Countryside Act 1981
 Countryside & Rights of Way Act 2000 (CRoW)
 The Conservation (Habitats & c.) Regulations 1994 (Habitats Regulations)
 Part IV Environment Act 1995 (England & Wales)
 Air Quality Standards Regulations 2007
 Air Quality Limit Values Regulations 2003
 The Water Environment (Water Framework Directive)(England & Wales) Regulations 2003
 Planning (Listed Building and Conservation Areas) Act 1990 and Regulations 2009
 Ancient Monuments and Archaeological Areas Act 1979

Planning Policy

Minerals Planning Statement 1
 PPG 2: Greenbelt
 PPG 13: Transport
 PPG 17: Planning for open space, sport & recreation
 PPG 20: Coastal Planning
 PPG 24: Planning & Noise
 PPS 1: Delivering Sustainable Development
 Draft PPS: Planning for a Natural and Healthy Environment
 Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1
 Planning Policy Statement 3 (PPS3): Housing
 Planning Policy Statement 4 (PPS4): Planning for Sustainable Economic Growth
 PPS5: Planning for the Historic Environment
 PPS 7: Sustainable Development in Rural Areas
 PPS 9: Biodiversity & Geological Conservation
 PPS 10: Planning for Sustainable Waste Management
 PPS 12: Local Development Frameworks
 PPS 22: Renewable Energy
 PPS 23 Planning & Pollution Control
 PPG 25: Development & Flood Risk

Regional Plans and Programmes

North West Strategic Health Authority Annual Report 2008/2009
 Investment for Health: A Plan for North West England, 2003
 Moving Forward - The Northern Way, 2004
 Regional Sustainable Development Framework (Action for Sustainability)

North West Sustainable Development Integrated Appraisal Toolkit (June 2009)
 Regional Spatial Strategy for the North West, including partial review, 2008
 RS2010: Principles & Issues Paper
 Wild about the North West: A Biodiversity Audit of North West England (1999)
 North West Cultural Strategy (2002)
 Investment for Health – A plan for North West England (2003)
 Regional Funding Advice
 North West Economic Strategy (2006)
 North West Regional Housing Strategy (2009)
 Regional Waste Strategy for the North West (2004)
 North West Sustainable Energy Strategy (July 2006)
 North West Regional Freight Strategy (November 2003)
 Operation North West England Programme under the Regional competitiveness and employment objective 2007-2013 (2007)
 Regional DaSTS Stage One Programme, 2009
 The North West Climate Change Action Plan 2010-2012
 North West Strategic Health Authority Annual Report 2008/09
 Tourism Strategy
 Water for Life and Livelihoods: River Basin Management Plan North West River Basin District (2009)
 North West Green Infrastructure Guide (2007)
 North West Biodiversity Forum
 CCP536 - Countryside Character Volume 2: North West
 North West Regional Landscape Character Framework
 Regional Sustainable Development Framework Integrated Appraisal Toolkit, 2009
 Regional Employment and Skills Action

Sub-Regional Plans and Programmes

Merseyside Local Transport Plan 2, 2006-2011
 City Region Primary Care Trusts (PCTs) Aims & Objectives Statements
 Liverpool City Council Air Quality Action Plan
 New Heartlands Housing Market Renewal Pathfinder
 Heart of Merseyside Initiative, 2002
 Merseyside Economic Strategy MESAP
 Liverpool City Region Spatial Strategy
 Liverpool City Region Housing Strategy
 Liverpool City Region Multi Area Agreement, 2009
 Liverpool Superport
 Liverpool 2024: A Thriving International City – Sustainable Community Strategy
 Knowsley: The Borough of Choice - Sustainable Community Strategy 2008 - 2023
 A Vision for Sefton - Sustainable Community Strategy 2006-2011
 St Helens Sustainable Community Strategy (Revised 2009)
 Wirral 2025: More Equal, More Prosperous - The Community Strategy (2009)
 Liverpool City Region Development Programme Update
 Merseyside Noise Study, 2004
 Code of Practice on Access and Mobility (2002)
 Sefton Physical Activity Strategy 2001 – 2011 (Review 2009)
 Heart of Merseyside Initiative
 City region 'Mini-Stern' report; The Economic Impact of EU and UK Climate Change Legislation on Liverpool and the Liverpool City Region, 2009
 Knowsley UDP (2006)
 St Helens UDP (1998)
 Liverpool UDP (November 2002)
 Sefton UDP (June 2006)
 Wirral UDP (February 2000)
 Wirral LDF Core Strategy Development Plan Document – Draft for consultation (2007)
 Liverpool LDF Core Strategy Development Plan Document – Draft for consultation (2010)
 Sefton LDF Core Strategy Development Plan Document – Draft for consultation (2009)
 St. Helens LDF Core Strategy Development Plan Document – Draft for consultation (2009)
 Knowsley LDF Core Strategy Development Plan Document – Draft for consultation (2009)
 'Liverpool First' Liverpool Community Strategy 2005-2008
 Code of Practice on Access and Mobility
 Wirral's Biodiversity Action Plan
 North Merseyside Biodiversity Action Plan (BAP)
 Liverpool PCT
 Sefton PCT
 Knowsley PCT
 Wirral PCT

Halton and St. Helens PCT
 Knowsley Council and Sefton Council Strategic Flood Risk Assessment (2009)
 Liverpool City Council Strategic Flood Risk Assessment (2008)
 St. Helens Council Strategic Flood Risk Assessment (2009)
 The Knowsley Partnership: Local Area Agreement Pilot
 Sefton Local Area Agreement 2008 - 2011
 Liverpool Local Area Agreement 2008 - 2011
 St. Helens Local Area Agreement 2008 – 2011
 Wirral's Partnership Agreement 2008/9 – 2010/11 (2008)
 Liverpool World Heritage Site Management Plan and Supplementary Planning Document
 The North Biodiversity Action Plan
 Merseyside Local Geodiversity Action Plan

4.1.2 Policy Context

Details of plans and programmes listed in Section 4.1.1 are presented in Appendix B. A few key national, regional and local sustainability and transport plans have been reviewed in more detail below.

National Context

Delivering a Sustainable Transport System (2008)

At the national level the Government published 'Delivering a Sustainable Transport System' (DaSTS) in 2008. This document describes how the Government will take 'Towards a Sustainable Transport System' (TaSTS) forward. In DaSTS, the Government continues its commitment to long term transport planning and identifies the priorities for transport investment in England from 2014 across all transport networks. The biggest challenge is considered to be tackling climate change and growth together. DaSTS builds on the goals identified in TaSTS and there is an expectation that there will be a strong synergy between goals, for example, measures encouraging a modal shift to public transport will help tackle congestion and are therefore likely to make a positive contribution to economic growth, cutting emissions and enhancing the local environment, as well as improving health. The five goals for transport are:

- to support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
- to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- to contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
- to promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and
- to improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

The LTP framework is critical to the successful delivery of this strategy and should reflect the five goals contained within DaSTS.

Securing the Future, Delivering the UK Sustainable Development Strategy (2005)

The national strategy for delivery of Sustainable Development was published by the UK Government in March 2005, 'Securing the Future, Delivering the UK Sustainable Development Strategy'. The strategy provides a set of shared UK guiding principles that the Government will use to achieve our sustainable

development purposes. The guiding principles bring together and build on the various previously existing UK sustainability principles to set out an overarching approach which will focus the basis for policy in the UK. These are identified below:

- living within environmental limits;
- ensuring a strong, healthy and just society;
- achieving a sustainable economy;
- promoting good governance; and
- using sound science responsibly.

The strategy also provides a set of 'shared priorities for UK action' which will also help to shape the way the UK works internationally in ensuring that the UK's objectives and activities are aligned with international goals. The shared priorities are set out below:

- sustainable consumption and production;
- climate change and energy;
- natural resource protection and environmental enhancement; and
- sustainable communities.

Planning Policy Statement 1: Delivering Sustainable Development (2005)

Planning Policy Statement (PPS) 1 'Delivering Sustainable Development' (2005) outlines the general principles under which the planning system operates following the introduction of the Planning and Compulsory Purchase Act 2004. It sets out an overview and general statement on the objectives of the planning system. PPS1 follows the Government's sustainable development themes of:

- social cohesion and inclusion;
- prudent use of natural resources;
- sustainable economic development; and
- integrating sustainable development plans.

PPS1 recognises the importance of reducing the need to travel and encouraging accessible public transport provision to secure more sustainable patterns of transport development; and ensuring that development makes the fullest use of public transport, focusing development in existing centres and near to major public transport interchanges.

Regional context

The North West of England Plan – Regional Spatial Strategy (2008)

Recent changes to the planning system were announced in May 2010 by the new coalition Government and on 6th July 2010 the new Secretary of State for Communities, Eric Pickles, announced the revocation of Regional Spatial Strategies (RSSs) with immediate effect. As such, RSS (in this case, the North West Plan, 2008) no longer forms part of the 'Development Plan' and the policies are no longer relevant in making planning decisions. Local planning authorities must still have regard to the 'Development Plan' in making planning decisions, however, this now consists of adopted DPDs, 'saved policies' and any old style plans that have not yet lapsed. The new coalition Government may issue further changes to the planning system over the coming months and as such it would be advisable to regularly monitor any changes that may be relevant to any future development proposals. It was decided to include the RSS within the SA/SEA because much of the LTP3 development has been influenced by policies within the RSS.

The Regional Spatial Strategy (RSS) for the North West of England 'The North West of England Plan' was published in September 2008. The RSS provides a framework for development and investment in the region over the next fifteen to twenty years. It establishes a broad vision for the region and its sub-regions, priorities for growth and regeneration, and policies to achieve sustainable development across a wide range of topics – from jobs, housing and transport to climate change, waste and energy. The RSS contains the Regional Transport Strategy (RTS).

RSS spatial policy DP6 is concerned with managing travel demand, reducing the need to travel and increasing accessibility.

The RTS embraces the spatial principles (DP1-9) and the regional and sub-regional spatial frameworks (policy RDF1) and sub regional policies. In particular it seeks to:

- maintain existing transport infrastructure in good order;
- improve journey time reliability, tackle congestion and overcrowding in the region's main transport corridors, particularly within and between City Regions;
- secure a shift towards the use of more sustainable modes of transport;
- secure safe and efficient access between residential areas and key destinations, including centres of employment, schools, shops and other services;
- improve surface access and interchange arrangements at the international, national and regional gateways;
- reduce the adverse impacts of transport, in terms of safety hazards, climate change, environmental degradation, residential amenity and social exclusion;
- integrate the management and planning of transport systems.

As stated in the RSS the Liverpool City Region Vision is to:

'...regain our status as a premier European city region by 2025. We will secure an internationally competitive economy and cultural offer; and outstanding quality of life; and vibrant communities contributing to and sharing in sustainable wealth creation.'

Furthermore, the RSS states that the *'Liverpool City Region is already established as an important driving force in the North of England's economy and as a strategic sea and air gateway to the European Union. The potential exists to expand the City Region's strategic economic and cultural assets, the strength of its knowledge industries and its transport connections'*. RSS aims to see it deliver its full potential by ensuring that policies:

- maximise the City Region's economic potential and promotes urban renaissance, social inclusion and environmental sustainability;
- stabilise population;
- recognise and promote the role of Liverpool as the core city and major economic driver for its City Region, whilst also recognising and utilising the assets and potential of other locations throughout the City Region, including those in rural areas;
- connect areas of economic opportunity to areas of greatest need, with a particular focus on those areas in need of economic, social and physical restructuring and regeneration.

Local context

Merseyside Second Local Transport Plan (LTP2) (2006)

The Merseyside LTP2 covers the period from 2006 to 2011. It is a statutory document, and sets out proposals for improving transport in Merseyside over the next five years within the context of the longer term strategy. The vision for LTP2 was:

“a fully integrated safe transport network for Merseyside which supports economic and social regeneration and ensures good access for all, and which is operated to the highest standards to protect the environment and ensure quality of life”.

The long term strategy is to support the continuing economic development of Merseyside by managing for growth in travel demand to ensure the efficient movement of goods and people.

The LTP2 identified objectives to help achieve this vision:

- Provide the appropriate infrastructure to support social and economic growth and regeneration;
- Provide access for all to ensure an inclusive community;
- Manage demand to provide an efficient transport network;
- Support a healthier community by ensuring transport actively improves health, does not impair quality of life; and ensures the safety and security for all users;
- Protect and enhances the environment;
- Make best use of existing resources and strive to ensure value for money at all times.

Merseyside Local Authorities Sustainable Community Strategies

Environmental protection and sustainability is an important element of the local planning frameworks and the community strategies for all the Merseyside authorities. Table 4.2 below highlights the key sustainability objectives and themes from the community strategies.

Table 4.2: Community Strategy Objectives (Sustainability)

Community Strategy	Community Strategy Objectives and Themes
Liverpool Sustainable Community Strategy	<ul style="list-style-type: none"> • Increased sustainable wealth creation, jobs and businesses, particularly in the knowledge economy • Connecting Liverpool as an international gateway for goods, people and information • Improving public transport, reducing congestion and enhancing pedestrian movement • Cohesive open communities that value diversity • A dynamic third sector, efficient, effective and responsive local services with a cleaner greener environment
Sefton Sustainable Community Strategy	<ul style="list-style-type: none"> • Safe Communities - Improve the quality of the local environment • Prosperous Communities - Sustain business growth; Increase employment; Reduce waste • Strong Communities - Increase levels of social capital and local guardianship; Encourage all people to participate in local democracy and decision-making; Increase the level of volunteering and the growth of the voluntary and community sector; Build respect within communities
Knowsley Sustainable Community Strategy	<ul style="list-style-type: none"> • Attractive, sustainable neighbourhoods with a wide choice of housing and excellent community facilities • Vibrant and welcoming town centres • High quality employment areas which help to drive economic growth in the Liverpool City Region
St Helens Sustainable Community Strategy	<ul style="list-style-type: none"> • A diverse, modern economy, offering a wide range of job opportunities and releasing the productivity and economic potential of our most deprived local areas and their residents • Stronger, more inclusive communities with better opportunities for disadvantaged groups. A healthy, attractive and rich built and natural environment offering quality choices in transport, homes, leisure and sport facilities and a vibrant cultural life

Community Strategy	Community Strategy Objectives and Themes
Wirral Sustainable Community Strategy	<ul style="list-style-type: none"> • A strong local economy for Wirral • Safer, stronger communities in all parts of the borough • Excellent life chances for children and young people • A high quality living and working environment • Sustainable, appropriate housing for all

4.2 Baseline Conditions and Sustainability Issues

4.2.1 Baseline Conditions

Task A2 of the DfT Guidance (April 2009) is concerned with the collecting of baseline information. Baseline information provides the basis for predicting and monitoring effects and helps to identify sustainability problems and alternative ways of dealing with them in respect of national, regional and local targets and trends including those set out in the Local Area Agreement. Baseline has been collected for the LTP3 area for each of the SA/SEA objectives under specific indicators. The baseline is presented in Appendix C. It should be noted that baseline information may be applicable under more than one SA/SEA objective.

4.2.2 Evolution of the Baseline

The SEA Directive requires that ‘the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme are identified’. Prediction of future trends is difficult because they depend on a wide range of global, national and regional factors and decision-making. A ‘Do Nothing’ or ‘Business as Usual’ scenario has been assessed and the results presented in Table 4.3.

From an initial review of baseline it is likely that the following trends will continue:

- **Air quality** – it is likely that increased economic growth and development will lead to increased car use and congestion leading to localised air quality issues. National and local air quality targets and European Emission Standards for new cars should contribute to reducing this predicted increase;
- **Biodiversity** – it is likely that increased economic growth and development, and climate change effects will result in loss of habitats and species. Protection of designated areas should be protected internationally and nationally important sites;
- **Climate change** – it is likely that climate change effects will continue including increased temperatures, gales, severe storms and flooding. It is also likely that the number of renewable energy schemes and sites will continue to increase;
- **Cultural heritage** – heritage assets are likely to continue to be preserved through legislation. Development could put pressure on heritage assets and their setting;
- **Water resources** – increased economic growth is likely to cause an increase in run-off and potential contamination and disruption of flows for surface water and groundwater. The Water Framework Directive will help reduce this predicted effect on water quality. There is also likely to be an increase in demand for water;
- **Landscape** – it is likely that continued development and changing farming practices will affect the countryside character;
- **Employment** – Economic growth and employment is likely to continue and the proportion of people of working age in employment is expected to continue to increase;

- **Education** - it is presumed that educational achievement would increase in line with that of the national average;
- **Crime** - it is likely that overall crime figures will continue to fall if current aspirations with respect of community are met;
- **Health** – obesity is a growing problem and is likely to continue. Active lifestyles and healthy eating campaigns will help reduce this trend;
- **Waste** – it is likely that current increases in recycling rates will continue.

Table 4.3: Evolution of the Baseline

Ref	Merseyside LTP3 SA/SEA Objectives	
1	To use energy, water and mineral resources prudently and efficiently, increase energy generated from renewable sources and reduce greenhouse gas emissions	-
2	To minimise the production of waste and increase reuse, recycling and recovery rates	0
3	To reduce poverty and social deprivation and secure economic inclusion	0
4	To protect, enhance and manage Merseyside's rich diversity of cultural, historical and built environment and archaeological assets	0
5	To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance	-
6	To protect, enhance and manage the local character and accessibility of the landscape across the sub-region	0
7.	To protect, improve and where necessary, restore the quality of inland, estuarine and coastal waters	0
8.	To protect, manage and, where necessary, improve local air quality	-
9.	To protect, manage and, where necessary, improve local environmental quality (noise, light nuisance)	0
10.	To improve health and reduce health inequalities	0
11.	To improve safety and reduce crime, disorder and fear of crime	+
12.	To improve local accessibility of goods, services and amenities and reduce community severance	0
13.	To reduce the need to travel and improve choice and use of more sustainable transport modes	0
14.	To mitigate, reduce and adapt to climate change including flood risk	-
15.	To protect, manage and restore land, soil quality and geo-diversity	0
16.	To provide good quality, affordable and resource efficient housing	+

4.2.3 Key Issues

Task A3 in the DfT Guidance (April 2009) involves highlighting any key issues and concerns raised in the baseline data. Environmental 'problems' therefore signify any key findings within the SA/SEA indicators. Stage A3 also attempts to focus the SEA on local issues and streamline subsequent stages by highlighting specific objectives.

The key issues are presented with the baseline conditions in Appendix C. A summary of the key sustainability issues are identified in Table 4.4. They represent an outline of the possible transport related challenges and opportunities that the LTP3 and SA/SEA should consider addressing.

Table 4.4: Key Sustainability Issues

Topic	Sustainability Issue	Opportunity	Constraint
Resource Use, Energy, Greenhouse Gases	<p>Transport and the demands it places on energy resources, as well as the pollutants the sector emits, are strongly linked to climate change. Global climate change is one of the most significant and complex cumulative effects arising from an accumulation of multiple actions, each of which is of limited impact but together will have serious effects.</p> <p>Per capita emissions for transport are highest in Knowsley (2.3t CO₂) and lowest in Sefton (1.1t CO₂) across Merseyside.</p>	<p>Reducing carbon emissions</p> <p>Use of renewable energy to power road signs, lighting, traffic lights etc</p> <p>Making the best use of existing transport infrastructure.</p> <p>Increase electric charging point network and infrastructure for low emission vehicles and fuels.</p> <p>Reducing the need to travel</p> <p>Shifting necessary travel to more sustainable modes (public rights of way and wider access network improvements) and behaviours, and locking in the benefits.</p>	<p>Climate change is a global issue.</p> <p>Difficulty in achieving significant modal shift.</p>
Waste Management	<p>Generally recycling rates in Merseyside are increasing. Transport can generate waste material through maintenance and construction or demolition of transport infrastructure.</p>	<p>Opportunity to use recycled material in transport infrastructure, and opportunity to re-use waste material in other developments.</p>	<p>Cost of treating contaminated waste/soils for re-use.</p> <p>Availability of appropriate recycled material for purpose.</p>
Deprivation, Economic Inclusion	<p>Merseyside has seen considerable improvements in the relative deprivation ranking when comparing the Index of Multiple Deprivation (IMD) 2004 and 2007. However, the gap between the most and least deprived SOAs in Merseyside seems to be widening.</p>	<p>Potential to improve accessibility of deprived areas to key centres, services, employment opportunities and goods.</p> <p>Potential to increase investment into the area through an improved, more efficient and more reliable transport network.</p> <p>The LTP3 could promote improved access to employment centres and educational facilities.</p> <p>Opportunity to link new employment development to existing or new transport infrastructure and particularly to locate such economic development close to existing urban population centres in order to reduce transport, especially that by private car.</p>	<p>Congestion can reduce the efficiency and reliability of the transport network, hindering economic growth.</p>
Cultural Heritage	<p>Sensitivities and due legal regard with respect to accessing and potentially harming cultural, historical, built environment and archaeological assets will continue to be applied.</p>	<p>Contributing to the social, cultural and economic life of the area by promoting improved public access to historic assets.</p> <p>Opportunity to enhance historic character by reinforcing the identity and character of an area e.g. by clearing street clutter, street maintenance, and improving street paving or furniture.</p>	<p>Development can be restricted by heritage assets such as conservation areas, listed buildings, scheduled ancient monuments and archaeology as inappropriate development which affects their setting is usually not permitted under planning.</p>
Biodiversity	<p>Overall, Merseyside has a rich and diverse range of habitats and species, which are important to biodiversity and connections between habitats. The majority of SSSIs are favourable although some sites need better</p>	<p>Potential exists to integrate sites of nature conservation into the LTP3. However, their protection should be borne in mind in any integration.</p>	<p>The LTP3 will be constrained by the existence of designated and non-designated nature</p>

Topic	Sustainability Issue	Opportunity	Constraint
	<p>management. All sites and connections between them need to be conserved.</p> <p>It is important for indirect pressures on biodiversity and habitats to be considered, such as fragmentation of habitats, impacts of recreational use and water usage and loss of non- designated wildlife and landscape areas.</p> <p>Other key issues include:</p> <p>impacts on the natural environment from transport and associated infrastructure;</p> <p>poor access to the natural environment; and</p> <p>car based visitor pressure affecting protected landscapes and sites of biodiversity value.</p>	<p>The LTP3 could also promote public access to nature conservation sites, where this does not conflict with the nature conservation interest of a site.</p> <p>Opportunity to use transport infrastructure to provide wildlife corridors, through, for instances, native wildflower verge and embankment planting.</p> <p>Maintaining and enhancing green infrastructure as part of the transport network for its wide ranging contribution to biodiversity; geo-diversity; accessible recreation and associated health benefits; adapting to climate change (e.g. carbon storage, drainage and water conservation).</p> <p>Protected sites becoming exemplars of sustainable transport.</p>	<p>conservation sites and the protection of these areas.</p> <p>Impact of implementing LTP3 measures on compensation designated habitat created in Merseyside.</p>
Landscape	<p>Merseyside has many important local landscapes and coastal landscape areas.</p> <p>Traffic infrastructure can affect the landscape through noise and visual intrusion.</p>	<p>Conserving and enhancing local landscape (and townscape) character and quality, and local distinctiveness (including reducing noise and light pollution.</p> <p>Maintaining and enhancing access to green and open spaces.</p> <p>Maintaining and improving the public rights of way and wider access network (through integration with and implementation of the Rights of Way Improvement Plan).</p> <p>More sustainable access in rural locations that provide benefits for residents as well as visitors.</p>	<p>Protecting the tranquillity and openness of the countryside.</p>
Water Resources	<p>Road traffic management potentially has a significant role to play in water quality because of the amount of pollutants cumulatively entering the water system via surface discharges.</p>	<p>Potential to improve and promote public access to the River Mersey and riverside routes. Opportunity to further improve existing ferry crossings and use of the River Mersey for transportation. Location of transport infrastructure to avoid flood risk areas.</p>	<p>LTP3 constrained by the presence of nature conservation designations within and around the River Mersey. Existing developments on flood risk areas still need transportation links</p>
Air Quality	<p>Transport emissions are a major contributor to air pollution at both the national and the local level.</p> <p>There are currently six AQMAs in the Merseyside.</p> <p>The total number of 'air pollution days' in Merseyside has been tracked since 1997. The latest information shows there were 30 days in 2007 compared to 43 in 2006 and 25 in 2005.</p> <p>Estimated traffic flows for all Motor Vehicles have been increasing since 1994 but appear to be levelling off in most districts</p>	<p>Potential to help reduce air pollution through promotion of sustainable transport modes, park and ride sites, and deterrents to using the private car.</p> <p>Opportunity to reduce freight movements and encourage alternative fuels and modes as freight is a significant contributor to air quality problems in certain areas.</p> <p>Opportunity to encourage strategic freight networks to tackle congestion and increase capacity.</p>	<p>Difficulty in changing people's behaviour to use sustainable transport modes rather than the private car to create modal shift.</p>

Topic	Sustainability Issue	Opportunity	Constraint
	during the two years to 2008.		
Environmental Quality	<p>Transport is strongly linked to the local environmental quality by its impact on noise levels and traffic intrusion.</p> <p>According to the Hepworth report 'Ambient Noise on Merseyside', road traffic, followed by neighbours, aircraft/airports and construction/renovation noise featured in the top four sources of noise nuisance. However, neighbours and other entertainment/leisure are the main sources cited.</p>	<p>Opportunity to include innovative noise screening and barriers as part of transport infrastructure.</p> <p>Encourage use of quieter transport modes such as walking, cycling and electric vehicles. Locate strategic and primary road routes away from villages. Ensure HGV's use strategic road networks.</p>	<p>Roads need to be located near to residential properties for access.</p>
Health	<p>Some transport impacts on health are better known and more direct than others, e.g. road traffic accidents or annoyance from traffic noise.</p> <p>Evidence of the direct effects of air pollution on mortality and respiratory diseases have also emerged in recent years. Children, the elderly, and those with pre-existing respiratory and cardiac conditions are the most susceptible to the health impacts of transport.</p> <p>Also car use (as a driver or as a passenger) is strongly associated with a sedentary lifestyle which is viewed as one of the most important risk factors for early mortality in western populations.</p>	<p>The LTP3 provides a good opportunity to encourage healthy and active lifestyles through investment in cycle and pedestrian routes and facilities and public transport. Aiming to encourage modal shift and reduce reliance on cars, this may have other health benefits in terms of air quality.</p>	<p>Difficulty in changing people's behaviour and getting modal shift from car to non-car modes of transport.</p>
Safety, Crime	<p>Transport is an important contributor to the objective of improving safety and reducing crime and disorder at the national and local level.</p> <p>The risk people are exposed to varies from place to place and with mode of travel, (for example young pedestrians are particularly vulnerable).</p> <p>Transport's links with safety are strongly associated with traffic accidents. Transport and crime are strongly linked by issues such as car related crimes, safe parking and crime on public transport.</p> <p>Numbers of people killed/seriously injured in traffic accidents have fallen across Merseyside from 781 in 2003 to 545 in 2007. By 2007, rates in all LADs except Wirral were better than the regional and national averages with St. Helens and Sefton sharing the lowest rates per 1,000 population.</p>	<p>Potential to improve transport related crime and anti-social behaviour through improved safety and security measures.</p> <p>Potential to further increase road safety through road safety awareness campaigns and road safety measures.</p>	<p>Perception of crime in more deprived areas and town centres maybe difficult to change, even with increased measures.</p>
Accessibility	<p>Transport is clearly linked with accessibility issues at the national and local level. For example, 89% of British households have a bus stop within a six-minute walk. It is also important to understand how much travel an individual should be prepared to undertake in order to access a service e.g. work.</p> <p>Given the current distribution of opportunities, some people need both the access to services and also to accept the need to travel more if they are to be</p>	<p>Opportunity to increase accessibility via sustainable transport modes from residential areas to town centres and other key areas of employment, services and goods.</p>	<p>Cost of public transport for deprived areas, there needs to be concessions built into public transport ticketing, and bike hire schemes.</p>

Topic	Sustainability Issue	Opportunity	Constraint
	<p>economically included.</p> <p>Accessibility to local goods, services and amenities is strongly linked to transport especially in areas where community severance exists.</p>		
Sustainable Transport	<p>To reduce the need to travel, and improve choice and use of more sustainable transport modes is an important national issue. It is now widely recognised that many urban areas cannot provide the road space in response to traffic growth projects. Demand management or the reduction of the need to travel is now widely accepted. Transport plays a central role in reducing the need to travel and improving the choice and use of more sustainable transport modes.</p> <p>The most common purposes for trips are work, shopping and social/recreation. Driving a car and walking have continually been the most common mode of transport for trips over the years of the surveys (Countywide travel surveys from 1987-88). Walking is the most common mode of transport to school, decreasing only slightly since the 2006/07 baseline. Bus patronage has decreased in all metropolitan areas since 2001/02 except in Greater Manchester and also in London. Conversely, rail patronage has increased since the 1995/96 baseline in terms of millions of passenger trips per year (although volumes are lower than they are for bus).</p>	<p>The LTP3 has the potential to make a large beneficial contribution to reducing congestion through improvements to public transport, cycle and walking routes.</p> <p>Promoting rail and water transportation for freight. Introducing deterrents to using the private car such as increased car parking fees in town centres.</p> <p>Travel planning and initiatives for schools, workplaces and individuals could be investigated.</p>	<p>Changing behaviour to get modal shift away from the private car.</p>
Climate Change	<p>Climate change effects such as increased temperatures, gales, snow and other severe weather conditions could have effects on the transport network.</p> <p>Flood risk is a continued risk to particular areas and a constraint to be considered for new transport infrastructure.</p> <p>Carbon emissions from transport.</p>	<p>Reducing carbon emissions.</p> <p>Making the best use of existing transport infrastructure.</p> <p>Increase electric charging point network and infrastructure for low emission vehicles and fuels.</p> <p>Making use of green infrastructure associated with transport networks for climate change adaptation e.g. carbon storage, sustainable drainage, energy generation and water conservation.</p> <p>Reducing the need to travel.</p> <p>Shifting necessary travel to more sustainable modes (public rights of way and wider access network improvements) and behaviours, and locking in the benefits.</p>	<p>Climate change is a global issue. Cost involved in climate proofing transport infrastructure.</p> <p>Difficulty in achieving significant modal shift.</p>
Land, Soil	<p>There are no direct links between transport and soil management at the local level. However, the location and extent of (potentially) contaminated land, and the proportion of development on previously used land, have prospective implications regarding any new transport-related works.</p>	<p>Upgrading of existing transport infrastructure in preference to new infrastructure.</p> <p>Potential to remediate contaminated land as part of transport infrastructure works.</p>	
Housing	<p>There are few direct links between transport</p>	<p>Link planned new housing</p>	

Topic	Sustainability Issue	Opportunity	Constraint
	and the provision of good quality affordable and resource efficient housing. The location of housing in relation to provision of public transport, and the level of car parking provided with housing units, can help contribute towards use of more resource efficient modes of transport.	developments with new or existing transport infrastructure, especially public transport, and cycle and pedestrian routes.	

4.3 Developing the SA/SEA Framework

4.3.1 Developing SA/SEA Objectives

A key stage in the appraisal process is the development of a range of SA/SEA objectives against which the effects of implementing the LTP3 can be assessed. SA/SEA objectives had been previously developed by the Merseyside Transport Partnership for use on the LTP2. Mott MacDonald has reviewed these objectives and will take them forward into the LTP3 to provide consistency. The objective on climate change has now been split into two objectives. One on climate change mitigation and one on climate change adaptation. The objective was split to align with current Government guidance on transport including 'Delivering a Sustainable Transport System' (DaSTS).

The paragraphs below show how the original LTP SA/SEA objectives were developed.

In response to the implementation of the SEA Directive in the UK, a task group of officers from each of the Merseyside local authorities, the Environmental Advisory Service (EAS) and Government Office was established to consider the implementation of SEA across Merseyside. One of the actions that was agreed would be valuable was to identify a common set of environmental objectives that could be used across Merseyside as a starting point for all SEAs. This was subsequently expanded to encompass additional objectives to make it suitable for full sustainability appraisal (SA).

The existing environmental objectives in the Action for Sustainability (AfS) Integrated Appraisal Toolkit, the national sustainable development strategy objectives and local UDP and community strategy objectives were all used to inform the process. An indicative list of objectives had already been developed for the SEA of the LTP and this list formed the starting point for the development of an agreed set of Merseyside SA/SEA objectives. The proposed Merseyside SA/SEA objectives were adopted for the SEA of the LTP.

The Merseyside SEA objectives were intended to be a generic set of objectives applicable to the SEA of any plan or programme, so it is inevitable that some of the objectives will be more relevant and applicable than others. As part of the scoping process it was decided to scope out SA/SEA objective 16 on housing. This was because it was not considered relevant for the LTP3. Accessibility of housing development to key centres and services was considered to be important but this was covered under SA/SEA objective 12 on accessibility. Table 4.5 presents the LTP3 SA/SEA objectives in the context of the SEA Directive topics, and NATA sub-objectives.

Table 4.5: SA/SEA Objectives

Ref	LTP3 SA/SEA Objectives	SEA Topic (Directive, Annex If)	NATA Sub-Objective
1	To use energy, water and mineral resources prudently and efficiently, increase energy generated from renewable sources and reduce greenhouse gas emissions	Climatic Factors Material Assets	Greenhouse gases
2	To minimise the production of waste and increase reuse, recycling and recovery rates	Soil Material Assets	-
3	To reduce poverty and social deprivation and secure economic inclusion	Population Human Health	Community severance Public accounts Business users and providers Consumer users

Ref	LTP3 SA/SEA Objectives	SEA Topic (Directive, Annex If)	NATA Sub-Objective
4	To protect, enhance and manage Merseyside's rich diversity of cultural, historical and built environment and archaeological assets	Cultural Heritage (including architectural and archaeological heritage)	Heritage Townscape
5	To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance	Biodiversity Flora Fauna	Biodiversity
6	To protect, enhance and manage the local character and accessibility of the landscape across the sub-region	Landscape	Landscape Townscape
7	To protect, improve and where necessary, restore the quality of inland, estuarine and coastal waters	Water	Water environment
8	To protect, manage and, where necessary, improve local air quality	Air Human Health	Local air quality
9	To protect, manage and, where necessary, improve local environmental quality (noise, light nuisance)	Population Human Health	Noise
10	To improve health and reduce health inequalities	Human Health	Physical fitness Accidents
11	To improve safety and reduce crime, disorder and fear of crime	Population Human Health	Accidents Security
12	To improve local accessibility of goods, services and amenities and reduce community severance	Population Material Assets	Community severance Access to the transport system
13	To reduce the need to travel and improve choice and use of more sustainable transport modes	Population Air Materials Assets	Physical fitness Access to the transport system
14	To mitigate, reduce and adapt to climate change including flood risk	Water Climatic Factors	Greenhouse gases
15	To protect, manage and restore land, soil quality and geodiversity	Soil	Landscape
16	To provide good quality, affordable and resource efficient housing	Material Assets	-

4.3.2 Developing SA/SEA Indicators

The second part of developing the SA/SEA framework is to develop indicators for each objective (Table 4.6). This helps determine the criteria for each objective and allows the baseline to be more focused.

The indicators will be used as the basis for monitoring proposals to monitor the implementation of the LTP3, but they may need to be more tailored to the LTP3 effects. Monitoring proposals and specific indicators chosen will depend on the results of the assessment. Monitoring should be focused where negative effects are identified.

Table 4.6: SA/SEA Indicators

LTP3 SA/SEA Objectives	Indicators
1. To use energy, water and mineral resources prudently and efficiently, increase energy generated from renewable sources and reduce	Quantity of electricity generated from renewable sources
	Proportion (%) of electricity generated from renewable sources UK

LTP3 SA/SEA Objectives	Indicators
greenhouse gas emissions	Number of existing renewable energy schemes (by type)
	Renewable Energy Potential (by type)
	Estimated greenhouse gas emissions by sector
	Amount of secondary/recycled aggregates used
	Per capita reduction in CO ₂ emissions
2. To minimise the production of waste and increase reuse, recycling and recovery rates	Total annual volume of waste generated, Municipal waste arisings
	Proportion of waste recycled/disposed by method of disposal
3. To reduce poverty and social deprivation and secure economic inclusion	Indices of deprivation ranking
	Percentage of working age population unemployed
	Percentage of population (or numbers) receiving state benefits
4. To protect, enhance and manage the Merseyside's rich diversity of cultural, historical and built environment and archaeological assets	Merseyside Heritage Assets at Risk
	Listed Heritage Assets in Merseyside
	Number of listed buildings and percentage on English Heritage's Buildings at Risk Register - BAR
	Number and total area of conservation areas
5. To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance	Number and total area of internationally and nationally designated nature conservation & geologically important sites and reported condition
	Reported levels of damage to designated sites
	Progress against Biodiversity Action Plan targets
	Number of Locally Designated Sites
6. To protect, enhance and manage the local character and accessibility of the landscape across the sub-region	Total area of publicly accessible open land/green space and Total area of publicly accessible urban green space
	Extent of Green Belt and areas of designated landscape value/importance
	Total area of woodland/extent of tree cover
7. To protect, improve and where necessary, restore the quality of inland, estuarine and coastal waters	Water quality (chemical & biological) classification of rivers, canals, estuaries and coastal waters, Bathing water quality
8. To protect, manage and, where necessary, improve local air quality	Background pollutant concentrations
	Number of 'air pollution days'
	Annual quantity of emissions by sector
	Number and total area of Air Quality Management Areas and population living in AQMAs
	Number of significant 'point sources' – Part A processes
	Traffic volumes (annual average daily and peak hour) on main roads
9. To protect, manage and, where necessary, improve local environmental quality (noise, light nuisance)	Number of people reporting disturbance due to environmental noise
	Percentage of population exposed to noise levels above acceptable thresholds (to be derived from DEFRA noise mapping).
	Extent of (designated) tranquil areas
	% of people who agree that their local area is a place where people from different backgrounds get on well together
	% of people who are satisfied with their local areas as a place to live
	% people ages 65 and over who are satisfied with both home and neighbourhood
10. To improve health and reduce health inequalities	Coronary Heart Disease (CHD)
	Model-Based Estimates of Current Smoking for LADs in England
	Estimates of Obesity and of overweight children

LTP3 SA/SEA Objectives	Indicators
	Years of healthy life expectancy (NI 137 - healthy life expectancy age 65) Mortality (standardised mortality ratios) by main cause % people who think that drug use or drug dealing is a problem in their local area % people who say their health is good or very good % adult participation in sport and active recreation
11. To improve safety and reduce crime, disorder and fear of crime	Numbers of people killed/seriously injured in traffic accidents Numbers of children killed/seriously injured in traffic accidents Recorded crime per 1,000 population Number of people reporting fear of crime % people who think that anti-social behaviour is a problem in their local area % people who agree that the police and other public services are successfully dealing with anti-social behaviour and crime in their local area % people who agree that the police and other local public services seek people's views about anti-social behaviour and crime in their local area % people who think that drunk and rowdy behaviour is a problem in their local area
12. To improve local accessibility of goods, services and amenities and reduce community severance	Travel time to key services by public transport/walk Transport accessibility and mobility – Connectivity Score Access for disabled people to goods, services and amenities
13. To reduce the need to travel and improve choice and use of more sustainable transport modes	Trends in public transport fares, motoring costs and the retail price index Average commercial peak bus fare per mile and average commercial off-peak bus fare per mile (in pence) Personal Travel – distances, purposes and modes Travel to school, work and shops by mode Bus and Rail patronage Quality of Bus Fleet (age/engine standard)
14. To mitigate, reduce and adapt to climate change including flood risk	Extent of flood risk areas – riverine and coastal
15. To protect, manage and restore land, soil quality and geodiversity	Agricultural land quality classification Location and extent of (potentially) contaminated land - PCL Proportion of development on previously used land

5. Compatibility of LTP3 and SA/SEA Objectives

5.1 Testing the LTP3 Objectives against the SA/SEA Objectives

Table 5.1 shows the compatibility of the Merseyside LTP3 principles, which underpin the LTP3 Strategy, and the SA/SEA objectives.

Table 5.1: Compatibility of LTP3 and SA/SEA Objectives

SA/SEA Objectives	LTP3 Principles								
	Policy Focus				Delivery Focus				
	Ensure maintenance of core assets – maintain and make best use of existing resources, and plan for a system resilient to changing weather patterns	Support growth and carbon reduction – target available resources to support city region priorities and plan for a less oil dependent transport system	Safe and inclusive – ensuring equality of travel opportunity, addressing disadvantage, health inequalities with a continuing commitment to reducing road traffic accidents	Promote health and well being – focus on the promotion of public transport, and active modes in particular, to increase levels of cycle and walking in order to promote physical and mental health and reduce carbon emissions	Making maximum use of technological improvement – using Intelligent Transport Systems and smartcards to make existing provision work better and encouraging green technology	Smarter choices – promote sustainability and support behaviour change linked to a programme of targeted improvements that improve the attractiveness, safety, and marketability of the walking, cycling and public transport networks, in particular	Collaboration and co-operation – working with planners and developers to improve existing assets and reduce reliance on transport capital solutions	Address multiple objectives – with key partners and stakeholders to assist more innovative and clever use of available resources including pooling and sharing	Maximise funding opportunities – work with the private sector, operators and other agencies to achieve our ambitions
1. To use energy, water and mineral resources prudently and efficiently, increase energy generated from renewable sources and reduce greenhouse gas emissions	✓	✓		✓	✓	✓		✓	
2. To minimise the production of waste and increase reuse, recycling and recovery rates	✓						✓	✓	
3. To reduce poverty and social deprivation and			✓	✓	✓	✓	✓		✓

SA/SEA Objectives	LTP3 Principles								
	Policy Focus				Delivery Focus				
	Ensure maintenance of core assets – maintain and make best use of existing resources, and plan for a system resilient to changing weather patterns	Support growth and carbon reduction – target available resources to support city region priorities and plan for a less oil dependent transport system	Safe and inclusive – ensuring equality of travel opportunity, addressing disadvantage, health inequalities with a continuing commitment to reducing road traffic accidents	Promote health and well being – focus on the promotion of public transport, and active modes in particular, to increase levels of cycle and walking in order to promote physical and mental health and reduce carbon emissions	Making maximum use of technological improvement – using Intelligent Transport Systems and smartcards to make existing provision work better and encouraging green technology	Smarter choices – promote sustainability and support behaviour change linked to a programme of targeted improvements that improve the attractiveness, safety, and marketability of the walking, cycling and public transport networks, in particular	Collaboration and co-operation – working with planners and developers to improve existing assets and reduce reliance on transport capital solutions	Address multiple objectives – with key partners and stakeholders to assist more innovative and clever use of available resources including pooling and sharing	Maximise funding opportunities – work with the private sector, operators and other agencies to achieve our ambitions
secure economic inclusion									
4. To protect, enhance and manage Merseyside's rich diversity of cultural, historical and built environment and archaeological assets	✓					✓			
5. To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance	✓	✓		✓		✓	✓		
6. To protect, enhance and manage the local character and accessibility of the landscape across the sub-region	✓			✓		✓	✓		
7. To protect, improve and where necessary, restore the quality of inland, estuarine and coastal waters	✓	✓		✓		✓			
8. To protect, manage and, where necessary, improve local air quality		✓		✓		✓			
9. To protect, manage and, where necessary, improve local environmental quality (noise, light nuisance)						✓	✓		
10. To improve health and reduce health inequalities			✓	✓		✓			
11. To improve safety and reduce crime, disorder and fear of crime			✓			✓			

SA/SEA Objectives	LTP3 Principles								
	Policy Focus				Delivery Focus				
	Ensure maintenance of core assets – maintain and make best use of existing resources, and plan for a system resilient to changing weather patterns	Support growth and carbon reduction – target available resources to support city region priorities and plan for a less oil dependent transport system	Safe and inclusive – ensuring equality of travel opportunity, addressing disadvantage, health inequalities with a continuing commitment to reducing road traffic accidents	Promote health and well being – focus on the promotion of public transport, and active modes in particular, to increase levels of cycle and walking in order to promote physical and mental health and reduce carbon emissions	Making maximum use of technological improvement – using Intelligent Transport Systems and smartcards to make existing provision work better and encouraging green technology	Smarter choices – promote sustainability and support behaviour change linked to a programme of targeted improvements that improve the attractiveness, safety, and marketability of the walking, cycling and public transport networks, in particular	Collaboration and co-operation – working with planners and developers to improve existing assets and reduce reliance on transport capital solutions	Address multiple objectives – with key partners and stakeholders to assist more innovative and clever use of available resources including pooling and sharing	Maximise funding opportunities – work with the private sector, operators and other agencies to achieve our ambitions
12. To improve local accessibility of goods, services and amenities and reduce community severance	✓		✓	✓	✓	✓	✓		
13. To reduce the need to travel and improve choice and use of more sustainable transport modes		✓	✓	✓	✓	✓			
14. To mitigate, reduce and adapt to climate change including flood risk	✓	✓			✓	✓	✓	✓	✓
15. To protect, manage and restore land, soil quality and geo-diversity	✓						✓	✓	

5.2 Compatibility Summary

In general the SA/SEA objective and LTP3 principles support each other. There is unlikely to be any conflict between objectives. LTP3 principles on carbon reduction, green technology, smarter choices and sustainable transport modes will support SA/SEA objectives on climate change, air quality, biodiversity, environmental quality, sustainable transport and health. LTP3 principles on safety, health and well being and smart choices will support SA/SEA objectives on health, deprivation, safety, and accessibility. Maximising use of existing assets will support SA/SEA objectives on resource use and land and soil.

6. Development and Appraisal of LTP3 Strategic Options

6.1 Development of LTP3 Preferred Strategy

Development of the preferred strategy for the Merseyside LTP3 has taken place over a number of years through a range of stages and consultation workshops which are explained below.

- **Stage One – Clarify Goals** – Based on the DaSTS goals and other regional and local priorities, the local goals for the Merseyside LTP3 were developed and consulted on.
- **Stage Two – Specify Problems/Challenges** – An evidence base report was prepared highlighting key emerging challenges and opportunities for Merseyside and the LTP3. A workshop was undertaken to categorise and prioritise the list of challenges and opportunities.
- **Stage Three – Generate Options** – A package of options were developed to deliver the LTP3 goals in the context of the identified challenges and opportunities. Four different future scenarios were used to develop the strategy. Each option had a slightly different focus on the components and interventions that made up the option. Full details of the components under each option are presented in Annex Three of the LTP3. The four options were:
 - **Low funding scenario** – represents a package with a substantially constrained budget;
 - **Strengthened low-carbon agenda** – provides for an accelerated policy response to tackle CO₂ emissions;
 - **Concessions to motorists’ agenda** – provides for a policy environment where the role and importance of the private vehicle is protected. However, this is interpreted as a move away from ‘stick’ measures that actively penalise motorists, but continues to invest in ‘carrots’ to improve the alternatives;
 - **Strong economic recovery scenario** – assumes a strong economic recovery is in progress driving accelerated local regeneration and associated increases in funding available to the transport sector.
- **Stage Four – Strategy Appraisal** – Each scenario was modelled to test variants of the strategy. A workshop was undertaken to determine which of the four scenarios the preferred strategy should be based on. The general consensus was that the strategy should be placed towards low funding and low carbon in the short term, with a move towards economic recovery in the medium term.
- **Stage Five – Strategy Selection** – Following the workshop, elements from the four scenarios were combined as per the workshop consensus in order to develop a Preferred Strategy.
- **Stage Six – Preferred Strategy** – Details of the Preferred Strategy were refined.

6.2 Appraisal of LTP3 Strategic Options

The four strategy options were appraised against the SA/SEA objectives to determine their sustainability performance. Table 6.1 summarises the results of the options appraisal. The ‘Do Nothing’ option has been previously appraised in the ‘Evolution of the Baseline’ section in this report. Due to the subtle differences between the options the following key was used to differentiate between the significance of positive and negative effects.

Key

+++	Significant positive effect
++	Moderate positive effect
+	Marginal positive effect
0	Neutral or no effect
-	Marginal negative effect
--	Moderate negative effect
---	Significant negative effect
D	Effect depends on implementation

Table 6.1: Appraisal of LTP3 Options against SA/SEA Objectives

SA/SEA Objective (Topic)	LTP3 Strategy Options			
	Low funding	Strengthened low-carbon	Concessions to motorists	Strong economic recovery
1. Resource use, Renewable energy, GHG emissions	0	+	0	0
2. Waste	D	D	D	D
3. Poverty, Economic inclusion	+	+++	+	+++
4. Heritage assets	D	D	D	D
5. Biodiversity	D	D	D	D
6. Landscape	D	D	D	D
7. Water Quality	D	D	D	D
8. Air Quality	+	+++	0	++
9. Environmental Quality	+	++	0	++
10. Health	+	+++	+	++
11. Crime, Safety	+	++	0	++
12. Accessibility	+	+++	+	+++
13. Sustainable Transport	+	+++	+	++
14. Climate change	+	+++	0	++
15. Land, Soil	-	--	--	--

Low funding scenario

The 'Low funding scenario' option is likely to support most of the SA/SEA objectives. This option includes a reduced package of interventions to improve cycle, pedestrian, rail and bus networks; smarter choices training; public transport fares; increase parking charges. This is likely to have marginal positive effects on economic inclusion, air quality, environmental quality, health, safety, accessibility, sustainable transport and climate change. There may be a marginal negative effect on land and soil because improvements are proposed which are likely to involve some landtake. Effects on heritage assets, biodiversity, landscape and water quality will depend on the detail, location and implementation of interventions. A 'D' has been recorded in the appraisal under the SA/SEA objective on waste. This is because waste may be generated as a result of components and interventions set out under the option, but following current Council best practice re-use and recycling of materials would be undertaken.

Strengthened low-carbon agenda

The 'Strengthened low-carbon agenda' option is likely to significantly support most of the SA/SEA objectives. This option includes a range of rail, bus, cycle and pedestrian enhancements; green vehicle infrastructure; flexible working; park and ride; increased parking charges; public transport fares and smarter choices training. This is likely to have significant positive effects on economic inclusion, air quality, health, accessibility, sustainable transport and climate change. There is also likely to be moderate positive effects on environmental quality and safety. There may be a moderate negative effect on land and soil because road, rail, bus, cycle and pedestrian improvements are proposed which are likely to involve landtake. Effects on heritage assets, biodiversity, landscape and water quality will depend on the detail, location and

implementation of interventions. A 'D' has been recorded in the appraisal under the SA/SEA objective on waste. This is because waste may be generated as a result of components and interventions set out under the option, but following current Council best practice re-use and recycling of materials would be undertaken.

Concessions to motorists' agenda

The 'Concessions to motorists' option is likely to have an overall neutral or marginal positive effect against the SA/SEA objectives. This option does include rail and cycle enhancements, and smarter choices training. However, its main focus is on highways and car parking. There is likely to be marginal positive effects on economic inclusion, health, accessibility and sustainable transport through rail, cycle and smarter choices interventions. Increasing parking availability in centres and relaxing parking allowances for out of town developments may encourage private vehicle use, reducing the benefits of the other interventions. Therefore, several of the SA/SEA objectives have been recorded as neutral. There may be a moderate negative effect on land and soil because road, rail, and cycle improvements are proposed which are likely to involve landtake. Effects on heritage assets, biodiversity, landscape and water quality will depend on the detail, location and implementation of interventions. A 'D' has been recorded in the appraisal under the SA/SEA objective on waste. This is because waste may be generated as a result of components and interventions set out under the option, but following current Council best practice re-use and recycling of materials would be undertaken.

Strong economic recovery scenario

The 'Strong economic recovery scenario' option is likely to support most of the SA/SEA objectives. This option includes a range of rail, bus and pedestrian enhancements; highway maintenance and freight infrastructure improvements; park and ride provision; public transport fares and smarter choices training. This is likely to have significant positive effects on economic inclusion and accessibility. The focus on public transport and pedestrian enhancements is likely to have moderate positive effects on air quality, environmental quality, health, safety, sustainable transport and climate change. Highway maintenance and freight network improvements will also have positive effects but they take some of the focus away from more sustainable modes of transport. There may be a moderate negative effect on land and soil because road, rail, bus and cycle improvements are proposed which are likely to involve landtake. Effects on heritage assets, biodiversity, landscape and water quality will depend on the detail, location and implementation of interventions. A 'D' has been recorded in the appraisal under the SA/SEA objective on waste. This is because waste may be generated as a result of components and interventions set out under the option, but following current Council best practice re-use and recycling of materials would be undertaken.

7. Appraisal of LTP3 Strategy

7.1 Assessment Workshop

The provisional LTP3 strategy was appraised against the sustainability framework by determining the level of sustainability performance of the LTP3 in support of each of the framework objectives. It should be noted that the assessment was a high level, strategic evaluation of implementing policy. The appraisal took place in the form of a workshop with specialists from Mott MacDonald and Merseyside Transport Partnership to ensure a robust assessment with valuable, multi-discipline input.

The methodology used for the appraisal in the workshop was based on the DfT's Tag Unit 2.11D guidance 'Draft: Strategic Environmental Assessment for Transport Plans and Programmes' and Merseytravel's own methodology, as adopted for the SEA of Merseyside's LTP2. As well as predicting and evaluating the effects of the provisional LTP3 strategy, it also focused on identifying sustainability opportunities/mitigation measures. To assess an objective a group discussion took place to gain views and opinions on effects. A consensus of opinion was then reached as to the predicted effects and the specialist in that area gave their expert views.

During the workshop the six core goals and actions/interventions (described in Appendix D) were assessed in support of each of the fifteen SA/SEA objectives. For each objective a score (where possible or appropriate) and record of decision was recorded in an appraisal matrix. In making the evaluation it was assumed that no mitigation measures would be adopted. Where appropriate, mitigation measures were recommended and recorded during the workshop; and are discussed in Section 8 of this report.

Prediction and evaluation of effects was undertaken based on three criteria:

- Interaction;
- Magnitude; and
- Importance.

Interaction

Predictions of effects were undertaken using an interaction matrix as outlined below. Where an interaction was identified commentary was provided to describe the nature of the interaction and how it would affect the SA/SEA objective.

SA/SEA Objectives	LTP3 Goal		
	LTP3 Action/Intervention Topic	LTP3 Action/Intervention Topic	LTP3 Action/Intervention Topic
Objective 1			
Objective 2			
Objective 3			

Key

+	Potential positive interaction
0	Neutral or no interaction
-	Potential negative interaction
D	Dependent upon implementation

Magnitude

Having identified the effects of the LTP3, an assessment of the significance of these effects was then conducted. For each potential interaction identified in the interaction matrix, an evaluation of predicted impact magnitude was undertaken using the following criteria:

Magnitude	Description
Negligible	No measurable effect on the baseline. Effects would be one or more of the following: possible community/local, short-term, temporary or indirect
Minor	Slight measurable change in the baseline. Effects would be one or more of the following: likely community/local, short term, temporary, direct or indirect
Moderate	Measurable change in the baseline. Effects would be one or more of the following: definite, local borough, medium term, semi permanent or temporary, direct or indirect or reversible
Major	Substantial measurable change in the baseline. Effects would be one or more of the following: definite, borough/regional/national/European, long term, permanent, direct or irreversible

Importance

For each potential interaction identified an evaluation of the sustainability value of the indicators affected was undertaken. The valuation was based on the statutory importance, sensitivity to change, vulnerability, degree of influence on health, quality of life and quality of the local environment. Information from the baseline study was used to inform the evaluation. Importance was measured using the following criteria:

Importance	Description
High	No statutory recognition/designations, not sensitive to change, not vulnerable, minor influence on human health, quality of life and/or local environment
Medium	Local recognition/designations, sensitive to change, has moderate effects on human health, quality of life and/or local environment
Low	International, national, regional statutory recognition/designation, highly sensitive to change, vulnerable, has major effect on human health, quality of life and/or local environment

Significance

For each potential interaction the significance was determined using the following criteria:

Importance	Magnitude			
	Negligible	Minor	Moderate	Major
Low	Not Significant	Not Significant	Not Significant	Significant
Medium	Not Significant	Not Significant	Significant	Highly Significant
High	Not Significant	Significant	Highly Significant	Highly Significant

7.2 Appraisal Results

The full appraisal results matrices (including magnitude, importance and significance assessments) are presented in Appendix D. Tables 7.1 to 7.6 provide a summary of the appraisal results for each of the six LTP3 goals and associated actions/interventions. A cumulative assessment for each LTP3 goal as a whole has also been assessed.

7.2.1 LTP3 Goal One Appraisal

Table 7.1: LTP3 Goal 1 Summary Appraisal

SA/SEA Objectives (Topic)	LTP3 Goal One: Ensure the transport system supports the priorities of the Liverpool City Region and its Local Strategic Partnerships
1. Resource Use, Renewable Energy, GHG emissions	+
2. Waste	+
3. Poverty, Economic Inclusion	+
4. Heritage Assets	+
5. Biodiversity	+
6. Landscape	+
7. Water Quality	+
8. Air Quality	0
9. Environmental Quality	0
10. Health	+
11. Crime, Safety	D
12. Accessibility	+
13. Sustainable Transport	+
14. Climate Change	+
15. Land, Soil	+

7.2.2 LTP3 Goal One Summary

Goal One generally supports the SA/SEA objectives. The goal is mainly about partnerships and collaborative working. Partnership working was considered important to work towards national and strategic priorities such as a low carbon economy, sustainable waste management, improved water quality, and an integrated and fully accessible transport network. This would have positive effects on climate change, water quality, accessibility, sustainable transport, and waste. Partnership and collaborative working may also have social and health benefits through creating a joint approach between land use planning and transport integration. For example, linking deprived areas with new employment sites through good public transport. Wider engagement with residents will allow key local issues facing communities to be addressed and may encourage social cohesion. A full, detailed record of decision describing the effects of LTP3 Goal One is presented in Appendix D.

7.2.3 LTP3 Goal Two Appraisal

Table 7.2: LTP3 Goal 2 Summary Appraisal

SA/SEA Objectives (Topic)	LTP3 Goal Two: Provide and promote a clean and low carbon transport system						
	1. Traffic	2. Modal Shift	3. Public Transport	4. Fleet Vehicles	5. Freight Traffic	6. Land-Use Planning	7. Network Maintenance & Management
1. Resource Use, Renewable Energy, GHG emissions	+	+	+	+	D	+	+
2. Waste	0	0	0	0	0	0	0

SA/SEA Objectives (Topic)	LTP3 Goal Two: Provide and promote a clean and low carbon transport system						
	1.Traffic	2.Modal Shift	3.Public Transport	4. Fleet Vehicles	5. Freight Traffic	6. Land-Use Planning	7. Network Maintenance & Management
3. Poverty, Economic Inclusion	0	+	+	0	0	0	0
4. Heritage Assets	0	D	0	0	-	+	+
5. Biodiversity	D	D	D	0	+ D	+	+
6. Landscape	D	D	D	0	+	+	+
7. Water Quality	0	D	0	0	0	+	+
8. Air Quality	+	+	+	+	+	+	0
9. Environmental Quality	D	+	+	+	+	+	+
10. Health	+	+	+	0	+	+	+
11. Crime, Safety	0	0	0	0	0	0	+
12. Accessibility	D	+	D	+	0	+	+
13. Sustainable Transport	-	+	+	+	+	+	+
14. Climate Change	+	+	+	+	+	+	+
15. Land, Soil	0	D	0	0	-	+	+

7.2.4 LTP3 Goal Two Summary

Goal two was split into seven sub-topics. The level of support for the SA/SEA objectives varied according to the sub-topic being assessed.

Traffic

The traffic sub-topic focused on delivering the infrastructure to support electric and low emission vehicles and fuels. It was considered that this may have positive effects on climate change, air quality and health. Several of the SA/SEA objectives were recorded as either having no interaction/neutral effect or the effect depended on implementation. For example the contribution to the local environment depends on the design and placement of the infrastructure. Electric vehicles are likely to be cleaner and quieter and therefore contribute to a more pleasant environment. The provision of a charging point network and infrastructure for low emission vehicles and fuels could have a positive effect on local accessibility if charging points are located where there are local services and amenities. The promotion of electric and low emission vehicles will promote the use of more sustainable modes of transport. However, this measure will not reduce the need to travel and may still encourage the use of private, single occupancy modes.

Modal shift

The modal shift sub-topic focused on increasing smarter choices, behavioural change programmes and marketing to encourage modal shift as well as ensuring infrastructure is in place to support higher levels of cycling, walking and public transport use. This was considered likely to have positive effects on climate change, deprivation, air quality, environmental quality, health, accessibility and sustainable transport. The successful implementation of Smarter Choices and behavioural change programmes was considered to require infrastructure improvement. Such infrastructure improvements, if implemented have the potential to negatively impact landscape, biodiversity and cultural heritage. However, infrastructure improvements and

public transport information provision may help improve access to the landscape, nature conservation sites, and cultural heritage assets.

Public transport

The public transport sub-topic focused on a range of public transport actions including partnerships with bus operators, use of low emission vehicles and alternatives fuels, smart ticketing, promotion of public transport, and funding for Merseytram Line 1. It was considered that these actions may have positive effects on climate change, sustainable transport, health, environmental quality, air quality and deprivation. Improvements to bus services could help to increase access to local services, if appropriately targeted at communities where accessibility is currently low.

Fleet vehicles

The fleet vehicles sub-topic is focused on working with bus, taxi and freight fleet operators to improve environmental performance, and investigating offset contributions from developers to fund low emissions infrastructure and vehicles. The majority of SA/SEA objectives were considered to have no interaction/neutral effect under this sub-topic. Positive effects may include climate change, sustainable transport, accessibility, environmental quality and air quality.

Freight traffic

The freight sub-topic focussed on working through Freight Quality Partnership to improve environmental performance, uptake of low emission vehicles through procurement policy, use of alternative fuels, and feasibility of consolidation centres. It was considered that the development of consolidation centres is likely to negatively affect cultural heritage as it may involve landtake and affect the setting of the landscape or of listed buildings. Procurement policies to support the uptake of low emission vehicles were considered to positively contribute to the development of a low carbon transport system, having positive benefits for air quality, climate change and health. A reduction in HGV traffic is likely to improve local environmental quality. A reduction in volume and frequency of large vehicles can help the urban and rural streetscape appear more attractive and safer to other road users. HGVs are also associated with air and noise pollution, especially in urban areas and this influences people's perceptions of their local environment.

Land use planning

The land use planning sub-topic focused on engaging with planners to consider sustainable transport and design including greening of routes, greater enforcement of existing sustainable transport commitments made by developers, and include low emission strategy principles within planning documents. Measures to integrate sustainable transport planning and design and Low Emission Strategy principles into the planning process would produce positive outcomes for the majority of the SA/SEA objectives. Actions were considered to have potential to produce substantial measurable changes in emissions, and provide the opportunity to integrate climate change adaptation measures into design. However, stakeholders identified that such measures needed to be integrated into national, as well as local and regional planning policy. It was also considered that sustainable transport commitments made by developers may ensure that deprived social groups have better access to services, especially where there is affordable housing

Network maintenance and management

The network maintenance and management sub-topic includes a range of actions including ensuring new transport projects take account of future climatic conditions, joined up working between transport and health sectors, consider options to reduce noise from transport, and provision for cycling and walking is embedded as an essential requirement. These actions may have positive effects for many of the SA/SEA objectives including cultural heritage, biodiversity, landscape, water quality, environmental quality, health, accessibility, sustainable transport and climate change.

A full, detailed record of decision describing the effects of LTP3 Goal Two is presented in Appendix D.

7.2.5 LTP3 Goal Three Appraisal

Table 7.3: LTP3 Goal 3 Summary Appraisal

SA/SEA Objectives (Topic)	LTP3 Goal Three: Ensure the transport system promotes and enables improved health well-being		
	1. Cycling and Walking	2. Road Safety	3. Health/Equality
1. Resource Use, Renewable Energy, GHG emissions	+	-	0
2. Waste	0	0	0
3. Poverty, Economic Inclusion	+	+	D
4. Heritage Assets	- D	0	0
5. Biodiversity	+ -	0	0
6. Landscape	+ -	0	0
7. Water Quality	-	0	0
8. Air Quality	+	+	0
9. Environmental Quality	+	+	0
10. Health	+	+	+
11. Crime, safety	+	Safety +	Crime D
12. Accessibility	+	-	D
13. Sustainable Transport	+	+	-
14. Climate Change	+	-	0
15. Land, Soil	-	0	0

7.2.6 LTP3 Goal Three Summary

Goal three was split into three sub-topics. The level of support for the SA/SEA objectives varied according to the sub-topic being assessed.

Cycling and Walking

The cycling and walking sub-topic focused on increasing the network of cycle and walking routes, expanding cycle and rail, and cycle and bus integration, cycle parking, and examine funding streams for cycle training. These actions are likely to have positive effects on deprivation, air quality environmental quality, health, accessibility, sustainable transport and climate change. It was considered that the infrastructure required for new and improved cycle and walking routes could potentially negatively effect heritage assets, biodiversity and landscape, and involve landtake. In relation to heritage assets, improvements to the walking and cycling network may affect the setting of, for example listed buildings. Also, the provision of new infrastructure could potentially disturb archaeological remains, however this is unlikely in urban areas as the ground will have already been disturbed by previous activities. The effects on Heritage Assets are also scheme dependent as some routes may aid accessibility to a cultural heritage site. Improvements to the walking and cycling network could also enhance the historic environment through sympathetic improvements to the public realm through maintenance and decluttering of the

streetscapes. The provision of walking and cycling infrastructure is likely to have less of a negative effect in comparison to other types of infrastructure, such as roads.

Road Safety

The road safety sub-topic focused on police partnerships within road safety, continued spending on road safety equivalent to 2010 levels, and expanding the network of low speed zones. These actions are likely to have positive effects for deprivation, air quality, environmental quality, health and safety. There may be negative effects in terms of accessibility depending what road safety measures implemented.

Health/Equality

The health and equality sub-topic focused on ensuring all actions are governed by the need to meet the Equalities legislation, and examining the potential for major development proposals to be subject to a transport/health impact assessment. It was considered that the majority of SA/SEA objectives would have no interaction/neutral effect. However, it is likely that there will positive effects on health and accessibility.

A full, detailed record of decision describing the effects of LTP3 Goal Three is presented in Appendix D.

7.2.7 LTP3 Goal Four Appraisal

Table 7.4: LTP3 Goal 4 Summary Appraisal

SA/SEA Objectives (Topic)	LTP3 Goal Four: Ensure the transport system supports equality of travel opportunity by ensuring people can connect easily with employment, services and social activities						
	1. Access to Employment	2. Access to Healthcare	3. Access to Education	4. Fares, Information & Ticketing	5. Taxis & Community Transport	6. Public Transport	7. Joint Working to address common objectives
1. Resource Use, Renewable Energy, GHG emissions	+	+	+	+	0	+	+
2. Waste	0	0	0	0	0	0	+
3. Poverty, Economic Inclusion	+	+	+	D	+	+	D
4. Heritage Assets	0	0	0	0	0	0	+
5. Biodiversity	0	0	0	0	0	+	-
6. Landscape	0	0	0	0	0	+	-
7. Water Quality	0	0	0	0	0	0	+
8. Air Quality	+	+	+	+	+	+	+
9. Environmental Quality	0	0	0	0	0	0	+
10. Health	+	+	+	+	+	D	+
11. Crime, Safety	+	0	D	+	+	+	D
12. Accessibility	+	+	+	D	+	+	+
13. Sustainable Transport	+	0	0	+	+	+	+
14. Climate Change	+	+	+	+	0	+	+
15. Land, Soil	0	0	0	0	0	0	+

7.2.8 LTP3 Goal Four Summary

The summary table above shows that on the whole the LTP3 Goal Four and its associated actions are likely to have either a positive or no interaction with the SA/SEA objectives. Accessibility improvements are likely to increase access to local, key services and employment, helping to reduce levels of poverty and promote social cohesion. Such actions, if implemented are unlikely to have any effects on biodiversity, landscape and waste as little or no development of the existing transportation network will be required.

Access to Employment

Specific measures to increase access to employment focus on efforts to overcome transport barriers to employment, through programmes such as WorkWise. The provision of free cycles to those in disadvantaged communities is also recommended; along with the implementation of targeted action plans to identify where and what type of improvements are required to increase access. Specific actions to target workless residents and those living in disadvantaged areas (action plans and free cycles), would help to tackle social deprivation, secure economic inclusion and reduce unemployment. Actions are likely to produce positive effects for the local environmental quality. The asset management programme aims to improve environmental quality through fixing highway assets, maintaining and improving lighting (which can help reduce the fear of crime), providing safer pathways, highway cleaning regimes and facilitating recreational access (by maintaining public rights of way).

Access to Healthcare

Both short-term and long term proposals to improve access to healthcare include the promotion of sustainable access to local food shopping through walking and cycling, the promotion of health benefits associated with walking and cycling and the greater commissioning of joint services to improve access to healthcare and health food choices. Interactions identified were mostly positive, for instance the co-ordination of resources and commissioning will help to match the needs of patients with the provision of transport. An opportunity was also identified for wider work with the PCTs. This could be to reduce the need for travel (by delivering services locally) or by influencing travel providers (e.g. operators of bus services). Equitable access to healthcare is likely to have a major, positive effect on areas where levels of poverty and social deprivation are already high.

Access to Education

Specific measures highlighted under this topic that will seek to improve access to education include the development of a joint actions programme to improve access to education in line with the agreed School Transport Policy, the promotion of cycling and walking through a coordinated School Travel Programme and investigations to install cycling facilities at all school sites. Proposals to improve pedestrian links to, and install secure cycle facilities at schools is likely to benefit those on lower incomes who tend to make fewer private car journeys. Examining pooled resources with education sector providers to assist with travel costs to schools for those on low incomes is likely to generate direct benefits for deprived groups. Specific actions to promote more active forms of travel to schools, such as walking and cycling will help to promote healthier lifestyles and is also likely to provide a safe and healthy environment for children.

Fares, Information and Ticketing

Affordable ticketing opportunities, enhanced information provision at the neighbourhood level and a review of the range and availability of multi-operator pre-paid tickets will all help to support equality of travel. Actions to improve ticketing, fares and information are likely to encourage a modal shift and in particular, benefit socially deprived areas through the provision of more affordable and discounted fares. It was however highlighted that long-term commitment would be required from all operators and partners to ensure that the supporting actions are successfully implemented. For example, it is important that private

bus operators work collaboratively with the health and education sectors to provide more efficient and reliable services. The provision of information and education can also help people to understand how to use the bus, as well as make the best financial choices for public transport use, which is particularly important for those living in socially deprived communities.

Taxi and Community Transport

This sub-topic focuses on the development of a Taxi Quality Partnership for Merseyside and examines the potential for an expanded role for the taxi sector to help increase access to local goods and services. Such actions, if implemented are likely to have a positive effect on health, crime and safety, accessibility, sustainable transport and poverty. For example, greater use of community transport or multi-trip transport (such as taxis) could remove the need for some individual trips and therefore have a positive effect on local air quality. Taxis can also prolong independence and provide an alternative for those groups, particularly the elderly who may be considering giving up driving.

Public Transport

Specific public transport measures that are likely to ensure that the transport system supports equality of travel opportunity include an examination of the budget to fund other solutions for improving access and to ring fence efficiency savings into funding for other accessibility improvements. Some of the actions set out were not specific enough to determine whether they will result in health benefits or tackle health inequalities for example and so were dependent upon implementation. A long-term action is to share services with providers in other sectors. This is likely to improve accessibility across the Merseyside region and reduce community severance. Neighbourhood Travel Teams may also support people and consequently encourage them to use public transport. Travel Teams will also identify what services people require and give good advice on how to access local services and amenities.

Joint Working to Address Common Objectives

The integration of transport and land use planning is imperative to improve accessibility. Integration of accessibility with Local Strategic Partnerships should be encouraged to ensure that their priorities are delivered effectively. Other measures include development of joint approaches to ensure that transport helps to deliver the priorities of the City Region Child and Family Poverty Framework. The assessment revealed that joint working is likely to produce positive outcomes for the majority of the SA/SEA objectives. In relation to improving health and reducing health inequalities the coordination and integration of travel and accessibility with other strategies are likely to be fundamental in addressing influencing issues in order to achieve better health outcomes. Through joint working, the integration of transport and land-use planning is likely to be successful and thus, reduce the need to travel. It was noted that efforts should be focused to ensure that new development, particularly housing is centred on town centres to encourage a range of high trip generating uses in town centres. This is because town centres often tend to be the places with best access by public transport. Also, locating different uses together often reduces the number of different journeys that have to be made. Highlighting strategies such as the City Region Child and Family Poverty Framework will help to tackle existing social and health inequalities.

A full, detailed record of decision describing the effects of LTP3 Goal Four is presented in Appendix D.

7.2.9 LTP3 Goal Five Appraisal

Table 7.5: LTP3 Goal 5 Summary Appraisal

SA/SEA Objectives (Topic)	LTP3 Goal Five: Ensure the Transport System Supports the Economic Success of the LCR by the Efficient Movement of People and Goods					
	1. Public Transport	2. Goods	3. Cycling	4. Maintenance	5. Traffic	6. Travelwise
1. Resource Use, Renewable Energy, GHG emissions	+	+	+	+	+	+
2. Waste	+	+	0	0	0	0
3. Poverty, Economic Inclusion	D	0	D	0	0	0
4. Heritage Assets	-	+	+	0	0	0
5. Biodiversity	+ -	+	+ -	+	+ -	0
6. Landscape	+ -	+	+ -	+	+ -	0
7. Water Quality	-	+	+	0	0	0
8. Air Quality	+	+	+	0	+	+
9. Environmental Quality	+	+	+	+	0	+
10. Health	+	+	+	+	0	+
11. Crime, Safety	0	0	+	+	0	+
12. Accessibility	+	0	+	+	0	+
13. Sustainable Transport	+	+	+	0	+	+
14. Climate Change	+	+	+	+	+	+
15. Land, Soil	-	+	0	0	0	0

7.2.10 LTP3 Goal Five Summary

Overall the SA/SEA objectives perform well against Goal Five. The Goal was sub-divided into the following six sub-topics:

Public Transport

A number of interventions are proposed for modes including bus, rail, cycling and tram. Specific interventions for each focus on capacity improvements, flexible services and investment protection for the Merseytram. Specific measures, such as real time information and smartcards have been proposed to improve the ticketing system and provision of information. A number of negative interactions were identified during the assessment for interventions relating to Public Transport and Cycling. These were mostly associated with infrastructure improvements to the road and rail network, for example the development of new Park and Ride sites is likely to have short-term construction impacts on biodiversity, water quality and heritage assets. Such impacts can, however be mitigated through, for example habitat creation, the aftercare and maintenance of landscaping and Sustainable Urban Drainage Techniques (SUDS). Specific mitigation measures have been outlined in Section 8 of this report.

Travelwise

The Travel-Wise sub-topic focuses on the development and implementation of travel plans for visitors and local businesses. Smarter Choices and personal travel planning, if targeted correctly are likely to aid behaviour change and identify opportunities for more efficient travel patterns. Many of the interactions identified are positive and such initiatives are likely to help people make environmentally friendly travel choices and make more use of the public transport system. This will, in turn reduce reliance on motorised

transport and consequently is likely to have a positive effect on air quality. A reduced reliance on motorised transport would have a positive impact on resource use, sustainable transport and climate change.

Traffic

This sub-topic focuses on the effective targeting of information through collaborative working and partnerships. This was considered to have positive effects on resource use, air quality, sustainable transport and climate change. Working with partners to educate and provide information on sustainable vehicle choice and fuel efficient driving techniques is likely to produce measurable reductions in transport emissions.

Goods

Specific measures under this action seek to identify and implement essential highways and Strategic Freight Network improvements and establish partnership working with the Freight Quality Partnership to improve environmental performance through the promotion of best practice examples. Again, most of the interactions identified were positive; with no interactions identified between three of the SA/SEA objectives. Interventions to improve the movement of people and goods are likely to promote the use of more environmentally friendly modes, reducing the need to travel by car. Actions to manage the volume of freight traffic are likely to have a positive effect on health. A targeted approach to addressing the issue within existing Air Quality Management Areas will help to improve air quality and improve the health of people already exposed to pollutants that could be damaging to their health.

Maintenance

Specific interventions under this action focus on the creation of links between maintenance planning and the planning of highway improvements, resilience to climate change and the establishment of partnerships. Interventions that address the maintenance of and capacity/efficiency improvements to the highways network will improve accessibility and environmental quality; and seek to develop the region's economy. There is also the potential for recycled aggregates to be used for the resurfacing of roads and footpaths, which will reduce the consumption of energy and water and increase recycling rates.

A full, detailed record of decision describing the effects of LTP3 Goal Five is presented in Appendix D.

7.2.11 LTP3 Goal Six Appraisal

Table 7.6: LTP3 Goal 6 Summary Appraisal

SA/SEA Objectives (Topic)	LTP3 Goal Six: Maintain our Assets to a High Standard	
	1. Complete Asset Management Register	2. Produce effective asset management programme
1. Resource use, Renewable Energy, GHG emissions	0	0
2. Waste	0	0
3. Poverty, Economic Inclusion	0	0
4. Heritage Assets	0	+
5. Biodiversity	0	+
6. Landscape	0	+
7. Water Quality	0	+
8. Air Quality	0	0
9. Environmental Quality	0	+
10. Health	0	+

SA/SEA Objectives (Topic)	LTP3 Goal Six: Maintain our Assets to a High Standard	
	1. Complete Asset Management Register	2. Produce effective asset management programme
11. Crime, Safety	0	0
12. Accessibility	0	0
13. Sustainable Transport	0	+
14. Climate Change	+	+
15. Land, Soil	0	+

7.2.12 LTP3 Goal Six Summary

Overall, the LTP3 Goal Six and supporting actions perform neutrally or have no interaction against the SA/SEA objectives. The 'Complete Asset Management' action focuses on completion of the Highways Asset Management Plan/Transport Asset Management Plan, including the consideration of Climate Change. The 'Produce effective asset management programme' actions focus on the implementation of new transport projects, delivery of Liverpool's Green Strategy and the consideration of the environment in planning maintenance schemes.

Maintenance of the roads and rail network through the specified actions outlined in the Draft LTP3 strategy is likely to have positive effects on accessibility and efficiency. There may be some negative effects on climatic factors, landscape and environmental quality; however this will be dependant upon the specific actions that are implemented. A full, detailed record of decision describing the effects of LTP3 Goal Six is presented in Appendix D.

7.3 Cumulative Assessment

7.3.1 Cumulative effects on each goal

Table 7.7 shows the overall cumulative effects of each goal. Overall the goals will have positive effects in terms of reducing congestion and carbon emissions, encouraging healthy sustainable travel options such as walking and cycling, encouraging more public transport use, and providing a better transport network that is accessible and reliable. Although some neutral and negative effects were recorded in the full assessment in Appendix D, it was considered that the positive effects have greater importance and benefits, and that some of the negative effects can be mitigated. Therefore, all the LTP3 goals were assessed as having a cumulative positive effect.

Table 7.7: Cumulative Assessment of Goals

LTP3 Goal	Cumulative Assessment
Goal One	+
Goal Two	+
Goal Three	+
Goal Four	+
Goal Five	+
Goal Six	+

7.3.2 Cumulative effects on each SA/SEA objective

Table 7.8 shows the cumulative effects of all the LTP3 goals on the individual SA/SEA objectives. In general the LTP3 goals collectively support the SA/SEA objectives in terms of proposing actions and interventions to reduce greenhouse gas emissions, improving air quality and environmental quality, promoting economic inclusion, accessibility, sustainable transport, and safety and health benefits. There is likely to be both positive and negative effects on waste, heritage assets, biodiversity, landscape and water quality. Therefore, an overall neutral effect has been recorded. Whilst actions and intervention to reduce congestion and emissions may benefit biodiversity, landscape and water quality, they may also involve disturbance to these assets from new infrastructure. Land and soil has been recorded as a negative cumulative effect as many of the actions and interventions involve landtake.

Table 7.8: Cumulative Assessment against SA/SEA Objectives

SA/SEA Objectives	Cumulative Assessment of all LTP3 Goals
1. Resource use, Renewable Energy, GHG emissions	+
2. Waste	0
3. Poverty, Economic Inclusion	+
4. Heritage Assets	0
5. Biodiversity	0
6. Landscape	0
7. Water Quality	0
8. Air Quality	+
9. Environmental Quality	+
10. Health	+
11. Crime, Safety	+
12. Accessibility	+
13. Sustainable Transport	+
14. Climate Change	+
15. Land, Soil	-

7.4 Assessment of the LTP3 Major Schemes

The LTP3 includes several project specific major schemes that are either currently being investigated as part of the LTP3 or are proposed for implementation during the plan period. These major schemes have been assessed against the SA/SEA objectives to demonstrate their sustainability performance. It should be noted that this is a high level assessment and the schemes will be subject to further environmental assessment before they are constructed. Details of each of the major schemes can be found in the LTP3. The major schemes assessed were:

- Bidston Moss Viaduct;
- Edge Lane (West) / Eastern Approaches;
- Hall Lane Strategic Gateway;
- Merseytram Line 1;
- Thornton Switch Island Link;

- Liverpool Central Station;
- Merseytram Line 2;
- St Helens Central – Junction Rail Link;
- Merseytram Line 3;
- Sandhills Lane Link;
- Kirkby Headbolt Lane Rail Extension;
- Bootle – Aintree – Edge Hill Link;
- Borderlands Electrification;
- Access to Port of Liverpool;
- Halton Curve; and
- Mersey Gateway.

It should be noted that the LTP3 includes six major schemes which have now been completed. Therefore, these schemes have not been assessed in the SA/SEA.

Table 7.9: Major Schemes Assessment

LTP3 Major Schemes	SA/SEA Objectives															Comments		
	1. Resource use, renewable energy, GHG emissions	2. Waste	3. Poverty, economic inclusion	4. Heritage assets	5. Biodiversity	6. Landscape	7. Water quality	8. Air quality	9. Environmental quality	10. Health	11. Crime, safety	12. Accessibility	13. Sustainable transport	14. Climate change	15. Land, soil			
Bidston Moss Viaduct	0	0	+	0	0	-	0	0	0	+	0	+	+	0	0	0	Strengthening will allow HGV to use the viaduct, creating more direct route. Potential for bats in the viaduct. There is unlikely to be any overall effect on air quality. However, there may be localised effects from moving HGV from Dock Road to the viaduct. Reduction of noise along Dock Road, with HGV moved back onto the strategic freight network. Taking HGV off Dock Road and back onto the strategic freight network may increase safety along Dock Road. However, this is unlikely to be significant because Dock Road is an industrial area.	
			Neg		Mod					Neg		Min	Mod					
			L		H					L		M	M					
Edge Lane (West) / Eastern Approaches	+	-	0	+	0	D	0	0	+	-	+	-	+	+	+	0	-	Road improvements to Edge Lane will help reduce congestion, increasing traffic flow, which may reduce greenhouse emissions and improve local air quality. However, reducing congestion may encourage more vehicles onto the road. Road improvements and reduced congestion will help increase accessibility to local business and communities. Reduced congestion may benefit health through better air quality and reduced driver stress levels associated with queuing traffic. Reduced congestion will improve accessibility to goods and services, particularly Liverpool town centre, and will help reduce community severance. Reduced congestion may encourage use of buses along Edge Lane. Small amount of landtake may be necessary for road improvements.
	Mod			Mod		Min			Mod	Neg	Mod	Mod	Maj	Min			Neg	
	L			M					M	L	M	M	H	M			L	
Hall Lane Strategic Gateway	+	-	-	+	0	D	+	0	+	-	+	-	+	+	+	0	-	Widening of the roadspace from single to dual carriageway will reduce congestion and therefore reduce emissions associated with congested traffic. A lot of waste is likely to be generated as a result of the proposed widening; however there is the potential for some of the waste material to be re-used or recycled. There are likely to be improvements in the efficiency of freight traffic movement and access improvement to local employment sites and Liverpool town centre. The volume of traffic is likely to
	Mod	Mod		Maj		Min	Min		Mod	Mod	Mod	Mod	Maj	Min			Mod	

Page 140

LTP3 Major Schemes	SA/SEA Objectives															Comments
	1. Resource use, renewable energy, GHG emissions	2. Waste	3. Poverty, economic inclusion	4. Heritage assets	5. Biodiversity	6. Landscape	7. Water quality	8. Air quality	9. Environmental quality	10. Health	11. Crime, safety	12. Accessibility	13. Sustainable transport	14. Climate change	15. Land, soil	
Merseytram Line 1	L	M	H			L	M	M	M	H	H	M		M	increase as a result of the widening scheme, therefore it is likely that this will contribute to an increase in localised emission levels; however free flowing traffic will reduce the emissions associated with stop/start driving. Moderate improvements to health may be experienced as access will be increased to the nearby Royal Liverpool Hospital. Widening of the road may encourage faster speeds and more overtaking which could result in an increase of road traffic accidents. Reduced congestion is likely to encourage the use of bus services. Areas of on-street parking are likely to be lost as a result of the widening scheme.	
	+ -	-	+	-	-	-	0	+	+	+	+	+	+	D	-	The Merseytram will use resources during the construction of Line 1. It is likely that some resources will also be used during the operation of Line 1 (energy and water). Merseytram Line 1 is likely to add to carbon emissions from electricity use however it is likely to encourage a modal shift and reduce the number of cars on the road. Excavations and construction of Line 1 are likely to result in waste arisings. It is likely that temporary employment opportunities will be created during the construction phase which will help to tackle poverty and promote economic inclusion. The proposed Line 1 will run through a number of Conservation Areas within and on the outskirts of the city centre. It will also run within the vicinity of a number of Listed Buildings. It is likely that a number of trees and habitats will be lost/displaced as a result of the proposed Line 1. There will be landtake for the scheme, including public greenspace and open space. It is likely that, as a result of modal shift, transport related emissions will be reduced, improving local air quality. The new line may encourage people to walk and cycle, reducing the risk of developing illnesses, such as heart disease and obesity. If designed carefully and the potential impacts of climate change are considered within the design, Merseytram Line 1 could reduce the flood risk associated with the area.
	Mod	Maj	Mod	Maj	Maj	Maj		Mod	Min	Mod	Mod	Maj	Maj		Mod	
Thornton Switch Island	M	L	H	M	M	M		H	M	M	M	H	H	H	L	The proposal of a new road is likely to lead to an increase in vehicle use and thus a decrease in local air quality levels;
	-	-	+	D	-	-	-	+	-	+	-	+	-	-	-	

LTP3 Major Schemes	SA/SEA Objectives															Comments
	1. Resource use, renewable energy, GHG emissions	2. Waste	3. Poverty, economic inclusion	4. Heritage assets	5. Biodiversity	6. Landscape	7. Water quality	8. Air quality	9. Environmental quality	10. Health	11. Crime, safety	12. Accessibility	13. Sustainable transport	14. Climate change	15. Land, soil	
Link	Min	Maj	Min		Mod	Mod	Mod	Mod	Mod	Mod	Mod	Maj	Min	Mod	Maj	however there are likely to be improvements in air quality/greenhouse gas emissions in areas surrounding the A5036, Green Lane, Lydiat Lane and the Northern Parameter Road. Waste will be generated as a result of the proposals, however it is likely that materials will be recycled or re-used within the scheme. A new road is likely to improve access to employment opportunities and key centres, such as Southport and the Ports. The effects on heritage assets will be dependant upon the location of the final route option. It is likely that green areas and fields may be lost due to the new road proposal, resulting in potential negative biodiversity effects. A new road is likely to negatively affect the character and setting of the existing landscape, which is a mixture of urban and rural areas. The new road may cross the Leeds/Liverpool Canal and the River Alt, which could potentially affect water quality. There may also be negative effects on groundwater supply. Health benefits for road users and local residents where congestion is relieved. However, negative effects on health will be experienced in areas surrounding the new road. The new road will increase accessibility to Southport and the ports, as well as the areas surrounding the new roads. A new road is likely to encourage car use. An increase in hardstanding is likely to result in more surface water run-off.
	L	M	L		H	H	M	M	M	M	M	H	L	M	H	
	0	0	+	0	0	0	0	0	0	+	+	+	+	0	0	Improvements in facilities and a fully accessible station are likely to increase access to Liverpool city centre. Station improvements are likely to create a more attractive and safer environment for users and encourage the use of rail as a more sustainable mode of transport. The station is likely to become fully accessible to all users.
Liverpool Central Station			Mod							Min	Min	Mod	Min			
			M							L	L	M	L			
Merseytram Line 2	+	-	-	+	-	-	-	0	+	+	+	+	+	D	-	There are two indicative, proposed route alignments for Line 2 of the Merseytram scheme (Edge Lane and Wavertree Technology Park). It is likely that the high level comments on the impacts made against Merseytram Line 1 (see above) will also apply to Line 2. However, the specific impacts of Line 2 will depend on which of the two proposed routes are taken forward. It is worth
	Mod	Maj	Maj	Maj	Maj	Maj			Mod	Min	Maj	Mod	Maj	Maj		Maj

LTP3 Major Schemes	SA/SEA Objectives															Comments	
	1. Resource use, renewable energy, GHG emissions	2. Waste	3. Poverty, economic inclusion	4. Heritage assets	5. Biodiversity	6. Landscape	7. Water quality	8. Air quality	9. Environmental quality	10. Health	11. Crime, safety	12. Accessibility	13. Sustainable transport	14. Climate change	15. Land, soil		
St. Helen's Central – Junction Rail Link	M	L	H	M	M	M		H	M	H	M	H	H		L	noting that both the two proposed alignments for Line 2 will improve accessibility to Whiston Hospital. The Wavertree Technology Park alignment would also improve access to Wavertree Technology Park Rail Station as well as the Hospital.	
	+	0	+	0	-	-	0	+	-	+	0	+	+	+	0	The reinstatement of the line is likely to increase capacity and thus, encourage a modal shift from private transport modes to rail and reduce the levels of greenhouse gas emissions associated with car use and help local air quality. Increased access to areas of employment opportunities and key business centres.	
	Mod		Min		Mod	Min		Min	Min	Min		Mod	Mod	Min		Disturbance of an established habitat.	
Merseytram Line 3	M		L		H	L		M	L	L		M	M	L		There are three indicative options for the proposed third Merseytravel tram line, all of which link the city centre to Liverpool John Lennon Airport (Railway Route, Mather Avenue and Menlove Avenue). This particular proposed third line will also create links with the bus and rail interchanges, as well as the University. As with Lines 1 and 2 (see above), the proposed route option is likely to have major negative effects on biodiversity and habitats due to land take, the removal of trees and disturbance during construction. It is likely that best practice urban design principals will be applied in order to enhance the environment, however there are still likely to be effects to the townscape as much of the Merseytram network will be segregated from the exiting highway.	
	+	-	-	+	-	-	-	0	+	+	+	+	+	+	D		-
	Mod	Maj	Maj	Maj	Maj	Maj	Maj		Mod	Min	Min	Mod	Maj	Mod			Maj
Sandhills Lane Link	M	L	H	M	M	M		H	M	L	M	H	M		L	The exact route alignment for the new link road is not yet known. Therefore, many of the effects will be unknown at this stage because it will depend where the new road is located. Wherever the location of the road, landtake will be required, and excavation material will be generated. The new road will increase accessibility, especially for HGVs.	
	0	-	+	D	D	0	0	0	D	D	D	+	0	0	-		
		Min	Neg										Min				Mod
Kirkby Headbolt Lane Rail Extension		L	L										M		M	The Kirkby Headbolt Lane rail electrifications extensions are likely to have moderate to major positive effects on economic inclusion, health and accessibility. The network extension, with	
	0	-	+	-	-	-	0	+	-	+	0	+	+	-	0		

LTP3 Major Schemes	SA/SEA Objectives															Comments	
	1. Resource use, renewable energy, GHG emissions	2. Waste	3. Poverty, economic inclusion	4. Heritage assets	5. Biodiversity	6. Landscape	7. Water quality	8. Air quality	9. Environmental quality	10. Health	11. Crime, safety	12. Accessibility	13. Sustainable transport	14. Climate change	15. Land, soil		
Bootle – Aintree – Edge Hill Link		Min	Mod	Min	Mod	Mod		Min	Min	Mod		Maj	Mod	Neg		proposals for a new park and ride site and a new station at Headbolt Lane, will improve accessibility to the rail network, serving a larger area of Kirkby than at present. It is also likely to encourage modal shift. The park and ride site will discourage car use in Liverpool city centre. Line improvements will increase the efficiency and capacity of the Merseyrail network, promoting economic inclusion.	
		L	H	L	M	M		L	L	M		H	H	L			
		+	0	+	0	-	-	0	+	-	+	0	+	+	+	0	The reinstatement of the line from Aintree to Bootle and the re-introduction of passenger services from Edge Hill to Bootle are likely to increase capacity and thus, encourage a modal shift from private transport modes to rail and reduce the levels of greenhouse gas emissions associated with car use. Increased access to areas of employment opportunities and key business centres. Disturbance of an established habitat. Reinstating the line and new passenger services will bring trains back onto it which may cause visual landscape and noise effects
	Mod		Mod		Mod	Min		Min	Min	Min		Mod	Mod	Min			
	M		M		H	L		M	L	L		M	M	L			
Borderlands Electrification	+	0	+	0	-	-	0	+	0	+	0	+	+	+	0	Electrification of this key cross-boarder line is likely to improve connections and the cross-boarder railway line's capacity. Alterations or upgrades to the existing line and signals is likely to have minor negative effects on biodiversity and the landscape. The instillation of overhead lines to support the cabling is likely to alter the local setting. However, in comparison to diesel powered trains, electric trains produce less carbon dioxide emissions, less noise, lower maintenance requirements and more efficient operation of the network as there is no need to switch between methods of traction.	
	Min		Maj		Neg	Min		Min		Min		Maj	Mod	Min			
Access to Port of Liverpool	L		H		L	L		M		L		H	M	L			
	D	D	+	D	D	D	D	D	D	D	D	+	D	D	D	There are a number of options for improving access to the Port of Liverpool. Optioneering studies are still ongoing and the majority of the effects will depend what option is chosen. However, whichever option is chosen, it is likely that access and economy will benefit.	
			Mod									Mod					
Halton Curve			M									M					
	+	0	+	0	-	-	0	+	-	+	0	+	+	+	0	The reinstatement of the line is likely to increase capacity and thus, encourage a modal shift from private transport modes to rail and reduce the levels of greenhouse gas emissions associated with car use. Increased access to areas of employment	
	Mod		Mod		Mod	Min		Min	Min	Min		Mod	Mod	Min			

LTP3 Major Schemes	SA/SEA Objectives															Comments	
	1. Resource use, renewable energy, GHG emissions	2. Waste	3. Poverty, economic inclusion	4. Heritage assets	5. Biodiversity	6. Landscape	7. Water quality	8. Air quality	9. Environmental quality	10. Health	11. Crime, safety	12. Accessibility	13. Sustainable transport	14. Climate change	15. Land, soil		
Mersey Gateway	M		M		H	L		M	L	L		M	M	L		opportunities and key business centres. Disturbance of an established habitat. Reinstating the line will bring trains back onto it which may cause visual landscape and noise effects.	
	-	-	+	+	-	+	-	+	-	+	+	+	+	-	+	-	The project will decrease journey times for commuters and HGV, and enable the job creation from the Mersey Gateway and regeneration of the area. Tolling the Silver Jubilee Bridge and the new bridge may have negative effects for social deprived areas. The proximity of the new crossing will alter the setting, including distant views of the listed Silver Jubilee Bridge, which is a prominent regional landmark. However, this landmark will be protected as essential maintenance will be possible and the excess loading of heavy traffic will be removed. The project will result in the temporary and permanent loss of habitats. However, new habitat and management strategies will be created as part of the scheme. Potential for contaminated run-off to enter the River. In areas where traffic is removed through de-linking and where peak-hour congestion is reduced, there is likely to be an improvement in local air quality. However, the introduction of a new 6 lane bridge may encourage more vehicles. Overall the project will reduce noise impacts to local residents. However, there may be increased traffic noise levels on the Central Expressway. There may be health benefits from reduced air pollution, improved and new walking and cycling facilities/routes and more reliable access for emergency vehicles.
	Neg	Neg	Mod	Mod	Mod	Mod	Neg	Min	Neg	Mod	Min	Mod	Min	Min	Min	Min	
	L	L	M	M	H	M	L	L	L	M	M	M	M	M	M	L	

7.5 Risks, Uncertainties and Assumptions

The assessment has been undertaken at a high level on strategic policy. Where the LTP3 Strategy refers to a collective set of actions/interventions rather than specific details of individual schemes/actions, an assumption about the predicted effects has been taken based on the nature of the collective actions/interventions.

The assessment has been undertaken by independent consultants with specialist knowledge on environmental, social and economic issues. However, because of the nature of the assessment as a high level qualitative assessment a degree of subjectivity remains.

The assessment has assumed that all actions/interventions listed in the LTP3 Preferred Strategy under each transport goal will be implemented.

When grouping the actions under each goal into policy topic areas it was noted that an action could apply to more than one topic area. However, to avoid duplication the action was only mentioned under one topic area.

8. SA/SEA Mitigation and Enhancement

8.1 Mitigation and Enhancement Measures

Implementation of the LTP3 will have both positive and negative effects. Tables 8.1 to 8.6 set out mitigation and enhancement measures that were suggested during the assessment workshop. Implementation of these measures could further enhance the sustainability performance of the LTP3 and help to mitigate against negative effects. The mitigation and enhancement measures suggested have been split according to which LTP3 Goal and action/intervention they apply to. Mitigation measures include measures that can be used to inform the development of the LTP3 e.g. changes to strategy wording, addition of interventions etc; and measures to be taken following implementation of the LTP3 e.g. design, construction, operation and maintenance mitigation and enhancements.

Table 8.1: LTP3 Goal One - Mitigation and Enhancement

LTP3 Goal One: Ensure the transport system supports the priorities of the Liverpool City Region and its Local Strategic Partnerships	
Mitigation/Enhancement Measures	
	<ul style="list-style-type: none"> • Biodiversity/Water - work in partnership with biodiversity/water quality organisations to secure funding opportunities; • Landscape - consultation with citizen and voluntary groups to guide landscape impact management in Merseyside and support the Government Big Society approach; • Environmental Quality - liaise with the local development planning process to secure benefits to local environmental quality; • Health - undertake specific health impact assessments to ensure that health benefits are maximised and health inequalities are minimised e.g. for SuperPort, LEP, and Local Development Documents; • Poverty, Economic Inclusion - steps should be taken to secure more access from deprived communities to employment locations; • Climate Change - strategic partnerships should focus on the 'big players', such as non-departmental public bodies, government departments and non government organisations. Working in partnership with resource use organisations could also provide funding opportunities.

Table 8.2: LTP3 Goal Two - Mitigation and Enhancement

LTP3 Goal Two: Provide and promote a clean and low carbon transport system	
Action/ Intervention	Mitigation/Enhancement
1.Traffic	<ul style="list-style-type: none"> • Poverty, Economic Inclusion - ally the electric vehicle strategy with initiatives to promote and improve active modes of travel and public transport;; • Crime, Safety - implement security measures, such as lighting and CCTV, as part of the modal shift measures to improve safety and reduce fear of crime; • Accessibility – encourage local incentives for the use of electric vehicles, such as free parking at local centres to further improve access to amenities; • Accessibility – replace poorly used services with alternative services that are more responsive to users’ needs (for example taxi services) to increase usage and local accessibility; • Heritage Assets - ensure that all new transport projects are designed to be in keeping with their surroundings; • Health - consider changes to the routing of freight traffic to improve the local environmental and air quality; • Resource Use, Renewable Energy - seek funds from developer offsetting.
2.Modal Shift	<ul style="list-style-type: none"> • Poverty, Economic Inclusion – an increase in the provision of education can help people to make more informed choices about their travel modes, increasing the likelihood that more sustainable (including less polluting) modes are considered; • Health - achieve a ‘critical mass’ of those cycling and walking to help to ensure that potential safety

LTP3 Goal Two: Provide and promote a clean and low carbon transport system	
Action/ Intervention	Mitigation/Enhancement
	<ul style="list-style-type: none"> blackspots are addressed; Landscape - public transport should provide options for travel to the natural environment as well as to other facilities and services; Links should be made to each of the Council's Core Strategies to ensure that the soft measures set out in the smarter choices and behavioural change programmes are supported by infrastructure improvements, of which are fundamental to support the move towards a low carbon transport system and low emission vehicles and fuels.
3. Public Transport	<ul style="list-style-type: none"> Health - the cost of using public transport can sometimes be a barrier to those on lower incomes. Implement measures to facilitate access to low-income groups as the cost of using public transport can sometimes be a barrier to these groups; Poverty, Economic Inclusion - ensure that smart ticketing does not inadvertently discriminate against people from deprived backgrounds that do not have their own bank accounts; Poverty, Economic Inclusion - with regards to the smartcard system, a "top-up" style system could be introduced in order to militate against the issue of people not having a bank account.
4. Fleet Vehicles	<ul style="list-style-type: none"> Climate Change – implementation of the most appropriate scheme for each transport mode will ensure the success of this strategy; Climate Change - support of legislation and funding is essential to bring about measurable changes in emissions. Funds from developer offsetting may contribute to this goal.
5. Freight Traffic	<ul style="list-style-type: none"> Air Quality – promote and encourage the use of low emission vehicles; Health - Consider alternatives to freight use and changes to the routing of freight traffic; Land, Soil - where possible, Consolidation Centres should be developed on brownfield/derelict sites to minimise the impact on local land and soil quality.
6. Land-Use Planning	<ul style="list-style-type: none"> Environmental Quality - consider sustainable design measures to ensure that future transport provision contributes to environmental quality, rather than detracting from it; Climate Change – where possible, integrate climate change adaptation measures into design.
7. Network Maintenance & Management	<ul style="list-style-type: none"> Heritage Assets - ensure that all new transport projects are designed to be in keeping with their surroundings; Water Quality - SUDS and other measures may act as mitigation measures if implemented for any new transport scheme/infrastructure.

Table 8.3: LTP3 Goal Three - Mitigation and Enhancement

LTP3 Goal Three: Ensure the transport system promotes and enables improved health well-being	
Action/ Intervention	Mitigation/Enhancement
1. Cycling and Walking	<ul style="list-style-type: none"> Health - cycle parking facilities should include dry cycle storage; Health - additional work should be undertaken to remove barriers at schools to help make School Travel Plans more successful. This could include safer cycling routes (not just walking routes); Health - more regular engagement between transport planners and schools should be encouraged; Health - cycling training for children should be comprehensive, taking users beyond being able, but not competent, at cycling on roads and to therefore mitigate a potential rise in accidents; Poverty, Economic Inclusion – ensure that travel routes in socially deprived areas are linked to strategic centres to increase access to employment; Health – the promotion of walking and cycling through behavioural change programmes could raise awareness of the health benefits associated with physical activity; Accessibility - ensure links from remote/ inaccessible communities are prioritised and establish links to all relevant goods and amenity centres. Accessibility - identify key problems with accessibility by foot and introduce measures designed to improve them; Accessibility - improvements to pavement surfaces may benefit disabled people and older people, who

Action/ Intervention	LTP3 Goal Three: Ensure the transport system promotes and enables improved health well-being Mitigation/Enhancement
	<p>traditionally experience accessibility issues, by making them easier to traverse;</p> <ul style="list-style-type: none"> • Cultural Heritage/Biodiversity/Landscape – where possible, improvements to the cycling and walking network should avoid sensitive habitats/locations to reduce the impact on cultural heritage, biodiversity and landscape; • Landscape - cycling and walking networks (including the Rights of Way network) should improve access to the local countryside and greenspace close to where people live; • Health - recognise the mental and physical health benefits associated with access to the natural environment; • Water Quality – opportunities should be sought to include Sustainable Drainage Systems (SUDs) to reduce surface water run-off in areas where there is an increase in paved areas.
2. Road Safety	<ul style="list-style-type: none"> • Health - opportunities to consider road safety in the design of new development; • Crime, Safety - combine safety measures with measures designed to promote personal security to reduce feelings of vulnerability and help to target crime and anti-social behaviour; • Crime, Safety –engage local communities to further increase road safety; • Crime, Safety – consider the implementation of lighting solutions, CCTV, safety awareness campaigns and road safety measures • Climate Change – consider the introduction of traffic calming measures that take account the impact on emissions and that reduce stop/start driving cultures and congestion.
3. Health/Equality	<ul style="list-style-type: none"> • Health - explicitly consider the effects on 'deprived areas' in response to transport/health impact assessments to help to tackle existing social inequalities; • Accessibility – ensure that any proposed investment priorities reflect a diversity of requirements. Cycling improvements are unlikely to be of significant value to social groups who do not use cycling extensively as a mode of transport. Disabled people and older people tend to cycle less than other members of the general public, for example; • Crime, Safety - increased spending on cycling and walking could include enhanced personal security provision, benefiting users significantly; • Crime, Safety – ensure the delivery of child pedestrian training and Bikeability cycle training includes personal security training and education in order to integrate fully personal security and road safety elements of training; • Crime, Safety – ensure the Merseyside cycle network is properly monitored and maintained to promote a safer environment for cyclists. A poorly maintained network is likely to attract crime and anti-social behaviour. • Accessibility - ensure that accessibility to appropriate goods and amenities is provided where concentrations of equality groups are high, particularly for those whose accessibility is usually more restricted.

Table 8.4: LTP3 Goal Four - Mitigation and Enhancement

Action/ Intervention	LTP3 Goal Four: Ensure the transport system supports equality of travel opportunity by ensuring people can connect easily with employment, services and social activities Mitigation/Enhancement
1. Access to Employment	<ul style="list-style-type: none"> • Poverty, Economic Inclusion - ensure that targeted action plans for deprived areas and the Let's Get Moving initiatives are accompanied by appropriate safety measures; • Crime, Safety – incorporate best practice measures to improve security, such as CCTV and help points; • Sustainable Transport - recognise the role that walking and cycling (including Rights of Way) can play in accessing employment, education and healthcare.
2. Access to Healthcare	<ul style="list-style-type: none"> • Health – ensure that the transport system is responsive to the health care system, and vice versa; • Health – measures should be taken to increase access to healthcare facilities, such as the local provision of healthcare facilities close to public transport routes; • Poverty, Economic Inclusion – ensure the availability of information on public transport / non-vehicular

LTP3 Goal Four: Ensure the transport system supports equality of travel opportunity by ensuring people can connect easily with employment, services and social activities	
Action/ Intervention	Mitigation/Enhancement
	<p>access to health services is widely advertised, especially to those communities most out-of-reach e.g. ethnic minority groups, disabled people and older people;</p> <ul style="list-style-type: none"> • Accessibility/Health – the provision of public transport information should be provided in local healthcare facilities to make people aware of the services on offer; • Accessibility/Health; encourage partnership working between transport and health providers to ensure coordination between public transport services and hospital appointments so that people without their own transport are able to meet their appointments; • Accessibility/Health - work with bus operators to ensure that the services coincide with hospital appointments, particularly for older and disabled people and other vulnerable groups with limited accessibility and high healthcare needs; • Sustainable Transport - recognise the role that walking and cycling (including Rights of Way) can play in accessing employment, education and healthcare.
3. Access to Education	<ul style="list-style-type: none"> • Health - additional emphasis should be placed on access to lifelong learning centres, including higher education and community centres; • Health - additional actions for transport and education should be encouraged to work closely at the planning stages of educational facilities, with transport more involved in Building Future Schools initiatives; • Health - prioritise actions in disadvantaged areas to help reduce a widening of health inequalities; • Poverty, Economic Inclusion - examine the possibility of making the criteria for travel passes consistent across all areas of Merseyside, to help make access to education equitable for all; • Poverty, Economic Inclusion – work with educational institutions to encourage / provide reduced fares and season tickets for students; • Accessibility – ensure that interventions are targeted in areas where there is currently little accessibility to education; • Accessibility – seek to increase the provision of/frequency of night services to facilitate access to night and adult learning; • Sustainable Transport - recognise the role that walking and cycling (including Rights of Way) can play in accessing employment, education and healthcare.
4. Fares, Information & Ticketing	<ul style="list-style-type: none"> • Health - Specific consideration would need to be given to those without access to technology (i.e. internet) and equality groups; • Poverty, Economic Inclusion - ensure that information on new ticketing systems is well publicised to socially isolated groups who may have specific communication needs; • Poverty, Economic Inclusion - promote fares and services at a neighbourhood level.
5. Taxis & Community Transport	<ul style="list-style-type: none"> • Health – the expansion of community transport should be targeted towards those communities / populations most in need to address health inequalities.
6. Public Transport	<ul style="list-style-type: none"> • Health - Actions that target disadvantaged neighbourhoods would help to address health inequalities; • Accessibility – channel efficiency savings into improvements in accessibility to/from areas where there are high levels of deprivation; • Poverty, Economic Inclusion – the appropriate targeting of travel training will successfully make public transport users more aware of all aspects of public transport use, including awareness of personal security and crime.
7. Joint Working to address common objectives	<ul style="list-style-type: none"> • Health – encourage more direct working between transport planning and the health and education sectors, of which are represented as part of Multi Area Agreements and Local Strategic Partnerships.

Table 8.5: LTP3 Goal Five - Mitigation and Enhancement

Action/ Intervention	LTP3 Goal Five: Ensure the Transport System Supports the Economic Success of the LCR by the Efficient Movement of People and Goods Mitigation/Enhancement
1. Public Transport	<ul style="list-style-type: none"> • Accessibility - the use of flexible services to reduce the number of poorly used or marginal buses on some routes must take care not to withdraw services people in socially deprived areas are dependent on; • Crime, Safety - develop a co-ordinated approach to travel training across Merseyside that includes safety training; • Crime, Safety - ensure that Park and Ride car parking facilities are well lit to ensure that people using the car park for daily commuting feel less vulnerable (particularly after dark, for example during winter months); • Climate Change – Park and Ride sites should be strategically placed in areas of high private car use and in areas already well served by public transport, such as train stations
2. Goods	<ul style="list-style-type: none"> • Crime, Safety – adapt the maintenance of the Strategic Freight Network to include maintenance of security measures to reduce freight crime in the region; • Crime, Safety – include security improvements in any essential highway improvements to the Strategic Freight Network
3. Cycling	<ul style="list-style-type: none"> • Landscape - cycling and walking networks (including the Rights of Way network) should improve access to the local countryside and greenspace close to where people live; • Health - recognise the mental and physical health benefits associated with access to the natural environment; • Crime, Safety – accompany improvements to the cycle network with enhanced safety and security measures, both to encourage people to make use of the network and to protect them while they are using it; • Accessibility – where possible, increase the network of cross-boundary cycle and walk routes and increase the provision of cycle parking facilities to ensure local journeys are made more accessible using more sustainable modes and to increase access to local routes for active travellers; • Heritage Assets – ensure the Manual for Streets recommendations are applied in the development of cycling infrastructure to enable the consideration cultural heritage into design
4. Maintenance	<ul style="list-style-type: none"> • Crime, Safety – improvements in environmental quality can be achieved through continual maintenance and improvements in lighting (which can help reduce the fear of crime), the provision of safer pathways, highway cleaning regimes and the facilitation of recreational access (by maintaining public rights of way) • Health - health benefits associated with each asset maintenance action should be explicitly identified and be taken into account in prioritising this particular programme
5. Traffic	<ul style="list-style-type: none"> • No mitigation/enhancement measures were identified
6. Travelwise	<ul style="list-style-type: none"> • Poverty, Economic Inclusion - information on Smarter Choices should be targeted towards groups that are less informed and also to all local communities to increase access for all
Other Enhancement Measures	<ul style="list-style-type: none"> • It was highlighted that the LTP3 does not currently document any actions to support the intervention of walking under Goal 5 – the efficient movement of people and goods. Under this goal, specific measures should be developed to support the intervention of walking, as people often walk to connect to other public transport modes, particularly commuters. It is important that good pedestrian links are provided from office developments to local services; and that actions are developed to ensure that routes are created and maintained for active travellers.

Table 8.6: LTP3 Goal Six - Mitigation and Enhancement

Action/ Intervention	LTP3 Goal Six: Maintain our Assets to a High Standard Mitigation/Enhancement
1. Complete Asset Management Register	<ul style="list-style-type: none"> • No mitigation/enhancement measures were identified
2. Produce effective asset	<ul style="list-style-type: none"> • Accessibility - the needs of vulnerable members of society should continue to be considered, for

Action/ Intervention	LTP3 Goal Six: Maintain our Assets to a High Standard Mitigation/Enhancement
management programme	<p>example through the provision of crossing facilities that are accessible for all equality groups;</p> <ul style="list-style-type: none"> • Biodiversity – measures to make the transport network more resilient to climate change should ensure that the effects of such measures on biodiversity are considered; • Biodiversity – measures to make the transport network more resilient to climate change should be designed to maximise ecological value e.g. enhancing wildlife connectivity through linear transport features such as canal tow paths, rights of way, road verges, cycle routes and railway embankments; • Climate Change – consideration could be given to the type of surfacing used during highway maintenance to cope with warmer summers and colder winters; • Climate Change – where possible, drainage solutions opportunities such as SUDS should be considered as part of the management programme; • Poverty, Economic Inclusion – local demography of more vulnerable groups could be used to prioritise investment

8.2 Major Schemes Mitigation and Enhancement

The majority of the major schemes will be subject to a formal Environmental Impact Assessment or informal environmental appraisal at the project level. Therefore, specific mitigation and enhancement measures have not been detailed in this report. The mitigation and enhancement table below highlights some general measures to be considered for major schemes.

Table 8.7: Major Schemes – Mitigation and Enhancement

Major Schemes
<ul style="list-style-type: none"> • Resource Use, Renewable Energy and GHG Emissions – building materials should be sourced locally and the Government's Sustainable Construction Guide should be used to promote best practice. • Heritage Assets – promote opportunities to enhance the setting of any heritage assets that may be affected by the scheme, for example encourage sensitive design; and arrange construction work sites to keep the effects on listed buildings to a minimum. • Waste – opportunities to re-use excavated material in the design; and opportunities for waste minimisation segregation on site. • Landscape – use screen planting to improve visual amenity; provide aftercare and maintenance of landscaping; ensure that the character and setting of the existing landscape is an important consideration in the design and that the design is sensitive to the existing landscape; • Water Quality – store run-off water through drainage; use SUDS, e.g. permeable surfacing and where appropriate, attenuation ponds; and maintain drainage systems to avoid blockages; use vegetation to stop overland run-off. • Climate Change – identify drains/watercourses at risk; improve highway drainage and use of porous road surfaces; and consider the use of Sustainable Urban Drainage Systems and measures to divert flood water • Land, Soil – ensure that areas of open space lost as a result of the widening are replaced. • Access – ensure appropriate pedestrian signage for division to allow continued access of the station during the works. • Biodiversity and landscape – acknowledge the need to recognise the importance of protecting and enhancing the natural environment, including biodiversity, landscape, geodiversity and soils by avoiding, mitigating or compensating for negative impacts of traffic and transport infrastructure; and where possible securing environmental gain from all activities affecting the maintenance, operation and improvement of the transport networks.

9. Conclusions

9.1 Overall Conclusions

The SA/SEA process has demonstrated the predicted effects of implementing the Merseyside LTP3 Strategy. Overall the transport Goals and associated actions/interventions set out in the LTP3 are likely to have positive effects in terms of relieving congestion, encouraging modal shift, improving public transport, maximising use of the existing network, and increasing road safety, which will have positive effect on accessibility, health, safety, air quality, climate change, sustainable transport and economic development. Some measures outlined in the LTP3 are likely to have negative effects, such as landtake, habitat loss, waste generation, resource use and disturbance to heritage assets. Mitigation and enhancement measures have been suggested to help enhance and mitigate the predicted effects of implementing the LTP3. Mitigation measures include measures that can be used to inform the development of the LTP3 e.g. changes to strategy wording, addition of interventions etc; and measures to be taken following implementation of the LTP3 e.g. design, construction, operation and maintenance mitigation and enhancements. Specific recommendations identified for changes to the LTP3 format and wording (taken from the mitigation tables in Section 8) are:

- it was highlighted that the LTP3 does not currently document any actions to support the intervention of walking under Goal 5 – the efficient movement of people and goods. Under this goal, specific measures should be developed to support the intervention of walking, as people often walk to connect to other public transport modes, particularly commuters. It is important that good pedestrian links are provided from office developments to local services; and that actions are developed to ensure that routes are created and maintained for active travellers.
- links should be made in the LTP3 to each of the Council's Core Strategies to ensure that the soft measures set out in the smarter choices and behavioural change programmes are supported by infrastructure improvements, of which are fundamental to support the move towards a low carbon transport system.
- measures should be taken to market the benefits of low emission and electric vehicles and a strong business case should be developed to support the long-term action of the LTP3.

9.2 Incorporating the Results of the SA/SEA into the LTP3

9.2.1 Informing development of the LTP3

The provisional Merseyside LTP3, for which this SA/SEA has been undertaken, contains a number of interventions and major schemes that have been identified for implementation during the LTP3 period. The interventions and major schemes will be finalised and prioritised once the levels of funding are confirmed and following a further round of public and stakeholder consultation. The results of the SA/SEA has been used to identify whether the proposed interventions and major schemes, presented in the provisional LTP3, are acceptable in terms of their potential effect on the environment, society and the economy. Following consultation the results of the SA/SEA process will be used to inform the development of the Final LTP3 by assisting with the prioritisation of the interventions and major schemes. Once the LTP3 has been adopted a supplementary SA/SEA note will be produced outlining how the comments from consultation have been incorporated into the SA/SEA process and how the results from the SA/SEA has then been used to inform the development of the final LTP3.

9.2.2 Mitigation and Enhancement Measures following Implementation of the LTP3

In addition to informing the production of the final LTP3 and assisting with the prioritisation of the interventions and major schemes, the SA/SEA process has also been used to develop measures that will seek to prevent, offset or reduce any potential adverse effects that the implementation of those interventions and major schemes presented in the LTP3 may have on the environment, society or the economy. The SA/SEA process has also identified opportunities for environmental, social and economic enhancement. These mitigation and enhancement measures should be taken forward following implementation of the LTP3 as they relate to design, construction, operation and maintenance.

10. Implementation and Monitoring

10.1 Links to Other Tiers of Plans, Programmes and the Project Level

The Merseyside LTP3 helps deliver and support several local national plans and transport priorities including the Local Development Framework and DaSTS. Improvements to the transport network including public transport, walking and cycling will have positive effects on tourism, accessibility, social inclusion and health which may help support strategies on tourism, culture and health.

The LTP3 has been assessed at a high strategic policy level. Specific schemes detailed in the LTP3 may be subject to an Environmental Impact Assessment under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (as amended). Requirements for EIA will be determined on a scheme by scheme basis once the scheme is at the stage to be taken forward.

10.2 Proposals for Monitoring

Monitoring the significant sustainability effects of implementing the LTP3 is an essential ongoing element of the SA/SEA process. It is the responsibility of the Merseyside Transport Partnership to undertake LTP and SA/SEA monitoring. Monitoring ensures that the identified SA/SEA objectives are being achieved, allows early identification of unforeseen adverse effects and thus appropriate remedial action can be taken. Monitoring will be an important requirement to measure performance and ensure the LTP3 is being successfully implemented. The DfT guidance states that it is inappropriate to monitor everything. Therefore the monitoring proposals outlined in Table 10.1 have been selected from SA/SEA indicators presented in Table 4.6 and focus on significant affects including those which:

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

Table 10.1: Monitoring Proposals

Merseyside LTP3 SA/SEA Objective	Goal & Action/Intervention	SA/SEA Indicators	Type of Data	Format of Data	Monitoring Technique	Data Source	Review Timescale
To use energy, water and mineral resources prudently and efficiently, increase energy generated from renewable sources and reduce greenhouse gas emissions	Goal 3 – Road Safety	Proportion of greenhouse gas emissions from transport	Quantitative	Statistics	Review MAES statistics	Merseyside Atmospheric Emissions Inventory	Annual
	Goal 2 - Fleet Vehicles						
To reduce poverty and social deprivation and secure economic inclusion	Goal 3 – Health/Equality	Accessibility of workless residents to employment locations (LTP PI 13)	Quantitative	Statistics	Review information collected for LTP monitoring	Merseyside LTP Annual Progress Reports	Annual
	Goal 4 – Fares, Information & Ticketing	Affordability – Index of transport usage costs (LTP PI 12)	Quantitative	Statistics	Review information collected for LTP monitoring	Merseyside LTP Annual Progress Reports	Annual
	Goal 4 - Public Transport						
	Goal 5 – Public Transport						
	Goal 5 - Cycling						
To protect, enhance and manage Merseyside’s rich diversity of cultural, historical and built environment and archaeological assets	Goal 2- Freight Traffic	Number of applications for transport schemes identified as affecting scheduled monuments, listed buildings, SMR sites or Conservation Areas. Identify if applications approved or rejected and if approved identify planning conditions	Quantitative	Statistics	Collect and review transport planning applications from local authority Development Control departments	Local Authority Development Control departments	Annual
	Goal 3 – Cycling & Walking						
	Goal 5 – Public Transport						
	Goal 2- Modal Shift						
To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance	Goal 5 – Public Transport	Area (ha) of medium and high value ecological land lost to transport projects (that has not been compensated for in additional habitat creation)	Quantitative	Statistics	Collect and review transport planning applications from local authority Development Control departments	Local Authority Development Control departments	Annual
	Goal 5 – Cycling						
	Goal 2 - Modal Shift,						
	Goal 2 - Public Transport						

Merseyside LTP3 SA/SEA Objective	Goal & Action/Intervention	SA/SEA Indicators	Type of Data	Format of Data	Monitoring Technique	Data Source	Review Timescale
	Goal 2 - Traffic Goal 2 - Freight Traffic						
To protect, enhance and manage the local character and accessibility of the landscape across the sub-region	Goal 5 – Public Transport Goal 5 – Cycling Goal 2 - Modal Shift Goal 2 - Public Transport Goal 2 - Traffic	Number of applications for planning for transport schemes with a accompanying EIA or similar assessment where landscape and visual issues have been identified as an issue. Identify if application approved or rejected and if approved identify planning conditions	Quantitative	Statistics	Collect and review transport planning applications from local authority Development Control departments	Local Authority Development Control departments	Annual
To protect, improve and where necessary, restore the quality of inland, estuarine and coastal waters	Goal 5 – Public Transport Goal 2 - Modal Shift	Number of planning permissions granted contrary to EA advice on flooding or water quality grounds (major transport applications)	Quantitative	Statistics	Collect and review transport planning applications from local authority DC departments / EA website review	Local Authority Development Control departments	Annual
To protect, manage and, where necessary, improve local air quality	No significant negative effects were identified from the appraisal on air quality; however this objective will continue to be monitored in order to ensure that the LTP does not give rise to significant effects on air quality.	Environment standard of bus fleet (Euro III or equivalent) (LTP PI 18)	Quantitative	Statistics	Review information collected for LTP monitoring	Merseyside LTP Annual Progress Reports	Annual
		Congestion (person delay) (LTP PI LTP7)	Quantitative	Statistics	Review information collected for LTP monitoring	Merseyside LTP Annual Progress Reports	Annual
		Changes in peak period traffic flows in urban centres (LTP PI LTP6)	Quantitative	Statistics	Review information collected for LTP monitoring	Merseyside LTP Annual Progress Reports	Annual
To improve safety and reduce crime, disorder and fear of crime	Goal 1 Goal 3 – Road Safety	Total number of people killed/seriously injured in traffic accidents (LTP PI BVPI199(x))	Quantitative	Statistics	Review information collected for LTP monitoring	Merseyside LTP Annual Progress Reports	Annual
	Goal 3 - Health/Equality	Number of children killed/seriously injured in traffic accidents (LTP PI BVPI199(y))	Quantitative	Statistics	Review information collected for LTP monitoring	Merseyside LTP Annual Progress Reports	Annual

Merseyside LTP3 SA/SEA Objective	Goal & Action/Intervention	SA/SEA Indicators	Type of Data	Format of Data	Monitoring Technique	Data Source	Review Timescale
	Goal 4 – Access to Education Goal 4 – Joint Working to address Common Objectives	Crime/fear of crime on and around public transport: - number of broken window incidents recorded on public transport - proportion of people who are discouraged from PT use at night (LTP PI 15)	Quantitative	Statistics	Review information collected for LTP monitoring	Merseyside LTP Annual Progress Reports	Annual
To improve local accessibility of goods, services and amenities and reduce community severance	Goal 2 - Traffic	Bus punctuality (LTP PI LTP5)	Quantitative	Statistics	Review information collected for LTP monitoring	Merseyside LTP Annual Progress Reports	Annual
	Goal 2 - Public Transport Goal 3 – Road Safety Goal 4 – Fares, Information & Ticketing	Number of households within 800m of an hourly or better bus service	Quantitative	Statistics	Review information collected for LTP monitoring	Merseyside LTP Annual Progress Reports	Annual
To reduce the need to travel and improve choice and use of more sustainable transport modes	Goal 2 - Traffic	Mode share of journeys to schools (LTP PI LTP4)	Quantitative	Statistics	Review information collected for LTP monitoring	Merseyside LTP Annual Progress Reports	Annual
		Public transport patronage: - bus - rail (LTP PI BVPI102(a) and (b))	Quantitative	Statistics	Review information collected for LTP monitoring	Merseyside LTP Annual Progress Reports	Annual
		Cycling - Index of usage (LTP PI LTP3)	Quantitative	Statistics	Review information collected for LTP monitoring	Merseyside LTP Annual Progress Reports	Annual
		Travel to work modal share indicator (LTP PI 20)	Quantitative	Statistics	Review information collected for LTP monitoring	Merseyside LTP Annual Progress Reports	Annual
To protect, manage and restore land, soil quality and geodiversity	Goal 2 - Freight Traffic	Number of applications for transport schemes on greenfield sites	Quantitative	Statistics	Review planning applications for transport schemes	Local Authority Development Control departments	Annual
	Goal 5 – Public Transport						
	Goal 2 - Modal Shift						

11. References

Department for Transport (January 2010) Draft: Strategic Environmental Assessment for Transport Plans and Programmes – TAG Unit 2.11D

Department for Transport (2008) Delivering a Sustainable Transport System

Department of Communities and Local Government (November 2005) Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents

Department of Communities and Local Government (September 2005) A Practical Guide to the Strategic Environmental Assessment Directive

Department of Communities and Local Government (2005) Planning Policy Statement 1: Delivering Sustainable Development

Government Office for the North West (2008) Regional Spatial Strategy for the North West of England

HM Government (March 2005) Securing the Future – Delivering the UK Sustainable Development Strategy

Liverpool First (2009) Liverpool 2024: A Thriving International City - Sustainable Community Strategy

Merseytravel (2006) Merseyside Local Transport Plan 2, 2006-2011

Merseytravel (2010) A New Mobility Culture for Merseyside: The Third Local Transport Plan Preferred Strategy – Draft for Consultation

Sefton Borough Partnership (2007) A Vision for Sefton - The Community Strategy

St. Helens Local Strategic Partnership (2009) St. Helens Sustainable Community Strategy

The Knowsley Partnership (2008) Knowsley: The Borough of Choice - Sustainable Community Strategy 2008 - 2023

Wirral Local Strategic Partnership (2009) Wirral 2025: More Equal, More Prosperous - The Community Strategy

Appendices

Appendix A. Scoping Report Comments	72
Appendix B. Policies, Plans, Programmes and Environmental Objectives relevant to the Merseyside LTP3	83
Appendix C. Baseline Conditions and Key Issues	114
Appendix D. Appraisal Tables	162
Appendix E. SA/SEA Consultation Responses	222

Appendix A. Scoping Report Comments

Page 161

Consultee	Consultee Comment	MM Response
<p>Natural England Letter dated 12th April 2010 from Clare Warburton, Senior Specialist, Transport Advocacy & Partnerships Team</p>	<p>General Comments</p> <p>Natural England are pleased to see the SEA recognising that landscape and nature conservation are important issues in relation to transport planning, as well as countryside access and recreation. However Natural England would like to see green infrastructure being recognised in the same light, and to see Rights of Way Improvement Plans (ROWIPs) being integrated into the LTP3 process</p>	<p>Green infrastructure will be considered as part of the assessment process and if not already incorporated into the LTP3 will be recommended in the SA/SEA as an enhancement measure.</p> <p>The ROWIPs, although it is part of the LTP process it is in itself a separate document, and will developed by Merseytravel as part of the LTP preparation. This SA/SEA focuses on the LTP strategy and implementation plan and will consider the ROWIP if it is sufficiently developed in time for the assessment.</p>
	<p>Natural England has set out its priorities for LTPs in its 'Guidance on Local Transport Plans and the Natural Environment', 2009 (http://www.naturalengland.org.uk/Images/local-trans-plans_tcm6-15159.pdf). Adoption of these priorities within the LTP will help to maximise the benefits for the natural environment as assessed in the SEA.</p>	<p>Section 4.1 and Appendix A in the Scoping Report have been amended to include 'Guidance on Local Transport Plans and the Natural Environment' (Natural England, 2009)</p>
	<p>Natural England is pleased to see that there is detailed information on the SEA, LTP and HRA processes, and their integration.</p> <p>Natural England note that a separate scoping report will be provided for the HRA and Natural England look forward to providing input into this process.</p>	<p>No action required</p>
	<p>Natural England notes that reference is made to the DCLG Guidance 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents' (pages ii, 1 and 9).</p> <p>This guidance is no longer current and for local development documents has been superseded by guidance now provided as part of the Plan Making Manual. This is hosted on the Planning Advisory Service website: http://www.pas.gov.uk/pas/core/page.do?pageId=109798</p>	<p>Reference to DCLG Guidance removed as appropriate.</p>
	<p>Methodology</p> <p>Natural England are pleased to see the SEA Scoping report indicating how the LTP's vision, aims, objectives, policies and proposals are to be assessed and documented. Natural England note that in Section 7.1.2 (Task B3) reference is made to the geographical scale of effects and Natural England would encourage you to ensure that this includes cross-boundary effects with other authorities.</p> <p>Similarly Natural England would encourage a full consideration of secondary, cumulative, and synergistic</p>	<p>Report amended on page 37 to include cross-boundary effects with other authorities.</p>

Consultee	Consultee Comment	MM Response
	effects.	
	Review of Relevant Plans, Policies and Programmes	
	Natural England welcome the comprehensive review of relevant plans, policies and programmes, and are pleased to see that the implications for the LTP are being considered.	No action required
	A full list of those plans, policies and programmes that Natural England consider most relevant for the SEA of a local transport plan are included in Appendix 1 and Natural England would like to see that all the documents are taken into account in the ongoing SEA.	Appendix 1 provided by Natural England has been reviewed. Section 4.1 and Appendix A in the Scoping Report have been amended to include these additional plans, policies and programmes as appropriate.
	Natural England also see that although "Towards a Sustainable Transport System" is discussed on page 15, it is not included within the plans, policies and programmes list in either the main report or appendix.	Section 4.1 and Appendix A have been amended to include "Towards a Sustainable Transport System"
	Baseline Information	
	With regard to the Local Context for the LTP, Natural England would particularly like to see the SEA making links to the Local Area Agreement and showing how LTP3 will help deliver against the Authorities' chosen indicators, specifically NI 175, 185, 186 and relevant health indicators.	Report amended on page 22 to note that the baseline information provides the basis for predicting and monitoring effects and helps to identify sustainability problems and alternative ways of dealing with them in respect of national, regional and local targets and trends including those set out in the Local Area Agreement. The baseline information in Appendix B has been updated with data on NI 186. Data on NI 175 and 185 was unavailable for the local authorities included in the Merseyside LTP3.
	Natural England are pleased to see detailed baseline information has been included in Appendix B, however there are some gaps in some areas which Natural England consider to be important as detailed below: <ul style="list-style-type: none">• Whilst there is information provided on SSSIs and their condition, there is a lack of information on the internationally important biodiversity sites (SACs, SPAs and Ramsar sites) that are in and within the vicinity of the plan area. This information will be important in informing the Habitats Regulations Assessment that will be undertaken using the integrated assessment/appraisal. Information on locally designated sites is also currently missing from the baseline review.	The baseline data has been updated to include information on SACs, SPAs and Ramsar sites. More information on these sites will be included in the Habitats Regulations Assessment. Where possible information on locally designated sites has also been included in the baseline information.
	<ul style="list-style-type: none">• Transport infrastructure can act as important wildlife corridors and therefore has particular relevance for enabling species movement to allow adaptation to climate change. In addition the soft estate controlled by local authorities can have considerable biodiversity value.	This will be a consideration at Stage B during the assessment of the LTP3 alternatives.
	<ul style="list-style-type: none">• Natural England notice that geodiversity is not included within the section on environmental issues and without any baseline information Natural England are unable to determine whether this is because they have been discounted from the process on the basis of the baseline information reviewed, or whether	Limited data relating to geodiversity is currently available, however this has been included in the baseline information and SEA objective 15 has been

Consultee	Consultee Comment	MM Response
	they have been omitted from consideration.	updated to include geodiversity.
	<ul style="list-style-type: none"> Natural England also note that there is information included in the baseline over which the LTP can have very little or no influence, although Natural England appreciate that some of this information may be related to the HIA (e.g. levels of smoking). As the SEA develops Natural England would encourage the inclusion of further baseline information for assets/resources which could be potentially affected from the implementation of the LTP (both positive and negative effects). 	This will be a consideration as the SEA develops, especially at Stage B, during the assessment of the LTP3 alternatives. As appropriate further baseline information will be included.
	<p>In relation to baseline information, Natural England would like the SEA to show how well the plan will:</p> <ul style="list-style-type: none"> conserve and enhance landscape (and townscape) character and quality; conserve and enhance biodiversity and geodiversity; conserve and enhance opportunities for sustainable public access to the natural environment; adopt a strategic approach to planning and provision of multi functional green infrastructure; ensure the natural environment can adapt to and mitigate for the effects of climate change. 	This will be a consideration as the SEA progresses into Stages B and C.
	<p>Natural England would recommend including information on key environmental assets including:</p> <ul style="list-style-type: none"> Landscape: <ul style="list-style-type: none"> NW Regional Landscape Character Framework Countryside Quality Counts; Protected landscapes - boundaries of National Parks, Areas of Outstanding Natural Beauty (AONBs) and the location of Heritage Coasts; Biodiversity: <ul style="list-style-type: none"> Protected Areas and Species UK BAP information SSSI condition Geodiversity and soils Access: <ul style="list-style-type: none"> National Trails, Open access Coastal access Other access e.g. permissive access PROW Green Infrastructure 	The baseline has been updated with information from these sources where appropriate.
	<p>In particular Natural England would recommend the following information sources: National and Regional 'State of the Natural Environment' reports can be found on the Natural England</p>	The baseline has been updated with information from these sources where appropriate.

Consultee	Consultee Comment	MM Response
	<p>website.</p> <p>The national report presents evidence on the current state of the natural environment including:</p> <ul style="list-style-type: none"> • Landscapes – characterisation, designated and defined landscapes; geodiversity, soils, and cultural landscapes; • Biodiversity – SSSI condition, Biodiversity Action Plans (BAPs) for marine and terrestrial habitats, protected species. • Enjoying the Natural Environment – volunteering, visitor activity, National Trails and Public Rights of Way (PROW), open access and coastal access, accessible green space, • Pressures and Risks – climate change, invasive species and diseases, use and management of land and sea, pollution. 	
	<p>The regional report covers the key issues affecting the North West. These reports complement those of other agencies such as the Environment Agency, which cover other environmental issues including air and water quality.</p> <p>The NW Regional Landscape Character Framework – which can be found on the Natural England website, brings together information about geology, landform, biodiversity, history and land use to provide an integrated geographic framework for the North West. See http://www.naturalengland.org.uk/regions/north_west/ourwork/landscapecharacterframework.aspx</p> <p>The Countryside Quality Counts (CQC) project has developed an indicator of change in countryside quality based on landscape character. More information can be found at www.countryside-quality-counts.org.uk.</p> <p>www.magic.org.uk, is a web-based interactive map, bringing together geographic information on key environmental schemes and designations in one place.</p> <p>www.natureonthemap.org.uk is one of Natural England's interactive map sites. In the MAPS tab you will discover a choice of maps about nature, including National Nature Reserves, SSSIs, European other protected sites and areas of semi-natural habitats.</p> <p>North West Biodiversity Forum is a useful source of information on embedding Regional Biodiversity Targets into Local Development Frameworks.</p> <p>NW habitat targets by county: http://www.biodiversitynw.org.uk/page.asp?id=79.</p> <p>Habitats by local authority: http://www.biodiversitynw.org.uk/audit/habitats/;</p> <p>Species by local authority: http://www.biodiversitynw.org.uk/audit/species/</p>	<p>The baseline has been updated with information from these sources where appropriate.</p>
	<p>The SEA report should include a variety of data concerning recreation and access to countryside, including data on Public Rights of Way and Access Land as both are relevant to the Local Transport Plan.</p> <p>Guidance on LTP and ROWIP integration can be found in Natural England's good practice note: http://naturalengland.etraderstores.com/NaturalEnglandShop/Product.aspx?ProductID=a9f67df9-f61d-40ae-9ed7-457b60b89394</p> <p>Natural England has a statutory duty under the Countryside and Rights of Way Act 2000 to prepare maps of all open countryside and registered common land in England, which have new rights of open access.</p>	<p>The baseline has been updated with information from these sources where appropriate.</p>

Consultee	Consultee Comment	MM Response
	<p>Further information on this process, and copies of maps, can be found on the following website: www.openaccess.gov.uk</p> <p>The following website: http://www.wfh.naturalengland.org.uk/ includes information on Natural England's Walking for Health project, for which Merseyside is a target area.</p> <p>Useful information on green infrastructure can be found in NE176 - Natural England's Green Infrastructure Guidance 2009 and the North West's Green Infrastructure prospectus available from the following websites:</p> <p>http://naturalengland.etraderstores.com/NaturalEnglandShop/Product.aspx?ProductID=cda68051-1381-452f-8e5b-8d7297783bbd</p> <p>http://www.greeninfrastructurenw.co.uk/resources/Prospectus_V6.pdf</p>	
<p>Sustainability Issues & Problems</p>		
	<p>The key issues provided in Section 5.3 of the scoping report pick up on some of the areas where Natural England has identified potential issues and opportunities that could arise through LTP implementation. However given that the baseline information has not always been focused on areas where the LTP can have an influence, it is likely that further issues will be identified as additional baseline information is reviewed.</p>	<p>The additional baseline has been reviewed and further key issues maybe identified during the SEA assessment process</p>
	<p>In the methodology for SEA task B5 (p38) it is stated that the SEA team will look at opportunities for enhancement to gain added benefits for the LTP. At present however section 5.3 tends to focus on adverse effects, for example the issues linked to Objective 5 relate to damages to sites and species, without providing any information on the potential opportunities to enhance these resources. Natural England would encourage the SEA to consider not just measures to reduce the levels of such damage but also to consider opportunities for enhancing the situation.</p>	<p>As the SEA progresses to Stage B5, consideration will be given to potential opportunities for enhancement, as well as potentially adverse effects.</p>
	<p>A further example is provided by Objective 10 where section 5.3 considers 'impacts on health' without providing an indication of how, through the SEA, the LTP can help to promote more healthy lifestyles, particularly around travel patterns and modes.</p>	<p>The LTP3 provides a good opportunity to encourage healthy and active lifestyles through investment in cycle and pedestrian routes and facilities and public transport. Aiming to encourage modal shift and reduce reliance on cars, this may have other health benefits in terms of air quality.</p>
	<p>Through the ongoing SEA and LTP3 development processes Natural England believe that the following sustainability issues and opportunities should be considered:</p> <p>Issue:</p> <p>Climate change and carbon emissions from transport</p> <p>Opportunities:</p> <p>Mitigation of and adaptation to climate change through:</p> <ul style="list-style-type: none"> • reducing carbon emissions; • making best use of existing transport infrastructure • making use of green infrastructure associated with transport networks for climate change adaptation 	<p>These issues and opportunities will be considered during Stage B of the SEA process.</p>

Consultee	Consultee Comment	MM Response
	<p>e.g. carbon storage, sustainable drainage, energy generation, and water conservation.</p> <ul style="list-style-type: none"> reducing the need to travel shifting necessary travel to more sustainable modes (public rights of way and wider access network improvements) and behaviours, and locking in the benefits. <p>Issue: Impacts on the natural environment from transport and associated infrastructure.</p> <p>Opportunities:</p> <ul style="list-style-type: none"> Conserving and enhancing local landscape (and townscape) character and quality, and local distinctiveness (including reducing noise and light pollution); Conserving and enhancing biodiversity (habitats and species) and geodiversity; Maintaining and enhancing green infrastructure as part of the transport network for its wide ranging contribution to biodiversity; geodiversity; accessible recreation and associated health benefits; adapting to climate change (e.g. carbon storage, drainage, and water conservation); <p>Issue: Poor access to the natural environment</p> <p>Opportunities:</p> <ul style="list-style-type: none"> Maintaining and enhancing sustainable access to green and open spaces, eg Ainsdale Sand Dunes, Ribble Estuary and Cabin Hill National Nature Reserves. Maintaining and improving the public rights of way and wider access network (through integration with and implementation of the Rights of Way Improvement Plan); <p>Issue: Obesity and poor mental and physical health of adults and children</p> <p>Opportunities:</p> <ul style="list-style-type: none"> Improving health through active travel and improved access to the natural environment, for example through our Walking for Health project and our Green Exercise programme. <p>Issue: Car based visitor pressure affecting protected landscapes and sites of biodiversity value.</p> <p>Opportunities:</p> <ul style="list-style-type: none"> More sustainable access in rural locations that provide benefits for residents as well as visitors. Protected sites becoming exemplars of sustainable transport 	

Consultee	Consultee Comment	MM Response
	Alternatives	
	The TAG Unit 2.11 guidance encourages authorities to identify LTP options at Stage A of the SEA process. However Natural England notice that apart from indicating that a 'Do Nothing' or 'Business as Usual' option will be included in the alternatives, there is no further information provided on other LTP alternatives.	At this stage the LTP options are still in early development and therefore have not been examined in detail in the Scoping Report and will be further explored in Stage B of the SEA/SA process.
	The assessment of alternatives is at the heart of the SEA process and Natural England would encourage the authorities to consider alternative approaches to meeting the objectives of the LTP and make it clear through the reporting processes what alternatives have been considered and the reasons for taking forward the preferred options.	The alternatives and reasoning behind the preferred options will be given detailed consideration during Stage B of the SEA/SA process and will be clearly documented in SEA/SA report in Stage C of the process.
	The Sustainability Appraisal Framework	
	Natural England support the use of SEA objectives in the assessment process and welcome the inclusion of a set of objectives in the scoping report. However there are some areas where Natural England would like to see amendments and additions to the framework of objectives:	
	<ul style="list-style-type: none"> In relation to the objective "to protect, manage and restore land and soil quality" Natural England would like to see the addition of "and geodiversity" at the end of the objective. Geodiversity is an important component of the environment which is often not given due consideration within SEAs; 	SEA Objective 15 amended to "To protect, manage and restore land, soil quality and geodiversity"
	<ul style="list-style-type: none"> Natural England note that there are objectives relating to the promotion of health and improving accessibility to jobs and services, and a HIA objective on promoting healthy lifestyles. However Natural England would like to see the inclusion of "promoting healthy lifestyles" within objective 10 "to improve health and reduce health inequalities". The LTP3 can play an important role in helping to achieve this objective and it should therefore be given due consideration in the assessment of significant effects. 	Healthy lifestyles will be covered as part of the HIA Objective 7
	With regard to the indicators proposed in Table 6.3 it is noted that, as with the baseline information, many of the indicators are not relevant for monitoring the SA/SEA of a transport plan. In order to streamline the assessment and monitoring processes it may be useful to reconsider the suite of indicators so that only those relevant to the LTP are used and more appropriate indicators identified as the baseline is updated (see comment above). For example in relation to Objective 10 the indicators are solely focused on human conditions and there are no indicators relating to take up of active travel modes or provision of access to open space. Natural England would like to see that the indicators suggested below in the monitoring section are included.	The indicators as they stand at the moment provide a baseline context of the area. During Stage B6, these indicators will be reviewed and tailored to the LTP3.
	Monitoring	
	As the SEA progresses, consideration should be given to the monitoring framework that will be used to monitor significant effects and identify any unforeseen effects resulting from the implementation of the LTP. Natural England would expect that such a framework would consider effects on both the natural environment and climate change.	Stage E monitoring will be undertaken annually by Merseyside Transport Partnership as part of their LTP Annual Monitoring Report (AMR). The SEA/SA report will provide a monitoring framework for Merseyside Transport Partnership based on the

Consultee	Consultee Comment	MM Response
	<p>To help address monitoring issues, Natural England would welcome the inclusion of indicators (such as those listed below) in any sustainability framework developed:</p> <ul style="list-style-type: none"> • The use of Landscape Character Assessment and Countryside Quality Counts to provide baseline information, targets and indicators for 'landscape' and 'townscape'; (For further advice on landscape indicators for SEAs of LTPs see: http://www.naturalengland.org.uk/Images/landscapeindicators05_tcm6-10501.pdf) • Biodiversity Action Plan targets; • Habitat and species targets aligned to the work of the North West Biodiversity Forum; • Use of our 'Accessible Natural Greenspace Standards', (see ref below at Appendix A1.2.4); • Quality and length of Public Rights of Way. Natural England would specifically welcome a target on km of new access routes for walkers, cyclists and horseriders, that will be created as a result of the third Local Transport Plan; • National standards such as 'Green Flag' for parks and open spaces, and Country Parks accreditation scheme etc. 	<p>SA/SEA and HIA indicators identified and will aim to take into consideration the natural environment and climate change.</p> <p>As above, monitoring of the LTP will form of Stage E of the SEA process and will be undertaken annually by Merseyside Transport Partnership as part of their LTP Annual Monitoring Report (AMR). The SEA/SA report will provide a monitoring framework for Merseyside Transport Partnership based on the SA/SEA and HIA indicators identified and will aim to take into consideration those indicators identified by Natural England.</p>

Consultee	Consultee Comment	MM Response
<p>Liverpool First for Health and Wellbeing Strategic Issue Partnership</p> <p>Email dated 16th April 2010 from Alison Petrie-Brown, Population Health Policy and Strategy Manager</p>	<p>1. Are there any additional plans or programmes at the international, national, regional or local level which have been excluded from Appendix A, which your organisation thinks are relevant to the LTP3 SA/SEA and HIA?</p> <p>2009 Zagreb Declaration for Healthy Cities: Health and health equity in all local policies http://www.euro.who.int/Document/E92343.pdf LFFHW is committed to promoting health and health equity in all local policies and feels that health equity should be an important principle for LTP3 development.</p> <p>2. Do you think the environmental, social and economic baseline collected is appropriate and relevant?</p> <p>It should be clear that baseline information may be applicable under more than one SEA/HIA objective e.g.</p> <ul style="list-style-type: none"> • Total area of publicly accessible open land/green space • Total area of publicly accessible urban green space • Number of children killed/seriously injured in traffic accidents • Fuel poverty <p>would, among others, be directly relevant to SEA Objective 10 – to improve health and reduce health inequalities.</p>	<p>The 2009 Zagreb Declaration for Healthy Cities policy has been included in Section 4.1 and Appendix A in the Scoping Report.</p> <p>The Scoping Report has been amended on page 22 to note that baseline information may be applicable under more than one SEA/HIA objective.</p>

Consultee	Consultee Comment	MM Response
	3. Is any environmental, social and economic baseline information currently missing?	
	Place related indicators (other NIs included in Place Survey)? LAA Local Indicators could be reviewed, not only for relevance, but for experience of barriers to implementation.	National Indicator data from the Place Survey (2008) have been added under SEA Objectives 9, 10 and 11 and to HIA Objectives 3, 7, 8, 10 and 16.
	4. Is there any inaccurate environmental, social and economic baseline information?	
	Not inaccurate as such, but there is a reliance on national model estimated figures in some areas of health data e.g. smoking prevalence and adult obesity. Where there is relevant local data such as Liverpool's Household Survey of Smoking or NI 8 Adult participation in sport and active recreation, these should also be referenced.	The baseline has been updated with information relating to NI 8 under SEA Objective 10 and HIA Objective 7. Data relating to the
	5. Do you agree with the review of the current key sustainability issues in the Merseyside area?	
	Overemphasis on obesity?	Obesity has been considered a key issue in the area and where possible obesity has been split into adult and childhood obesity to breakdown this key issue. Also Knowsley, Liverpool and Sefton have all included NI 56: <i>Obesity in primary school age children in Year 6</i> as one of their local priorities under the Local Area Agreement. This information has been added to the baseline
	6. Are the SA/SEA and HIA and associated indicators suitable for the LPT3?	
	Possible lack of information on health and care systems and sustainability. Transport closely associated with changing health and care environment - currently 'closer to home' and 'personalisation'. Indicator related to emergency planning? General serious incidents but also 'pandemic' effects?	No relevant indicators are currently available – this will be discussed in conjunction with Merseytravel and the local authorities.
	7. Does the wording of any existing objectives need to be changed, added or removed?	
	HIA 6 – suggest physical health is reinstated under Objective 6 as there are aspects of physical health that are not relevant to healthy lifestyles e.g. long term conditions, mobility	HIA Objective 6 has been amended to state “To improve mental well-being and physical health”
	8. Do the draft SA/SEA and HIA indicators provide a relevant measure for the objective? If not can you suggest appropriate alternatives?	
	HIA Objective 3 – NI3, 4 Objective 4 – The NEETs population is currently a strong indicator of resilience to economic situation Objective 7 – adult obesity is an estimate (see 4 above) – (NW lifestyles survey may be relevant if to be repeated within the life of LTP3) Objective 9 – Child deaths/injuries in traffic accidents may be a stronger indicator as it is a clearer expression of inequalities Objective 15 – respiratory disease (outcome indicator)	The HIA Objective baseline information has been updated where appropriate.

Consultee	Consultee Comment	MM Response
English Heritage Email dated 7th April 2010 from Judith Nelson, Regional Planner	English Heritage are unable to reply in detail, however reference should be made to English Heritage's recently published guidance on SA/SEA and the Historic Environment which you can download from www.helm.org.uk .	The "SEA/SA and Historic Environment" document has been included in Section 4.1 and Appendix A in the Scoping Report.

Page 170

Consultee	Consultee Comment	MM Response
Environment Agency Letter dated 23rd April 2010 from Stephen Sayce, Planning Liaison Officer	The Environment Agency welcomes the SA/SEA and Merseyside LTP3 objectives as outlined in the Scoping Report. The Environment Agency's Corporate Strategy: Creating a Better Place 2010-2015 supports this approach and the Environment Agency will work with people, communities, businesses and other organisations to achieve this. The Environment Agency will work to protect and improve water, land, air and act to reduce climate change and its consequences.	No action required
	With reference to the Water Framework Directive, the River Basin Management Plans are now complete and have been approved by the Secretary of State. They plan on how to protect and improve the watercourse. They can be downloaded from: http://www.environment-agency.gov.uk/research/planning/33106.aspx	The Scoping Report has been amended on page 25 to state that the River Basin Management Plans have now been approved by the Secretary of State. The report "Water for life and livelihoods – River Basin Management Plan North West River Basin District" has been included in Section 4.1 and Appendix A in the Scoping Report.
	When considering flood risk, each of the LTP Local Authorities have now undertaken and completed Strategic Flood Risk Assessments (SFRA) as part of their Local Development Framework. They go further than the Environment Agency flood maps to provide further details of flood risk and the (potential) impacts within their respective Authority. Furthermore it should be noted that there are other sources of flood risk including groundwater, sewer and surface water run-off. Many of these are picked up within the SFRA's. Some Authorities are now starting to assess the impacts of surface water flooding by undertaking surface water management plans.	The Strategic Flood Risk Assessments for Knowsley & Sefton, Liverpool and St.Helens have been included in Section 4.1 and Appendix A in the Scoping Report for consideration during the SEA/SA assessment process
	Under LTP3 SA/SEA Objective 14 the wording should go further to mitigate, reduce and adapt to climate change, including flood risk.	SEA Objective updated to "To mitigate, reduce and adapt to climate change including flood risk"
	Under LTP3 SA/SEA Objective 15 (pg 33) an indicator could be considered to be formally contaminated land successfully brought back to use, as it may not necessarily be picked up by proportion of development on previously used land.	Consideration has been given to including an indicator on the amount of formally contaminated land that is successfully brought back into use, however as the LTP local authorities handle this information differently, it would be difficult to process this information into one general indicator.

	<p>The report is broadly correct in its comments regarding when the Environment Agency will object to certain planning applications. It should however be noted that the Environment Agency will review each planning application thoroughly and provide appropriate responses accordingly. Therefore the reasons for objection may go further than those listed on page 105.</p>	<p>The Scoping Report has been amended on page 109 to reflect this comment.</p>
--	---	---

Appendix B. Policies, Plans, Programmes and Environmental Objectives relevant to the Merseyside LTP3

Plan, Policy or Programme International and European	Description	Implications for the LTP3 and SA/SEA
Johannesburg Declaration on Sustainable Development (2002)	The World Summit on Sustainable Development in Johannesburg, South Africa, from 2 to 4 September 2002, reaffirms our commitment to sustainable development. The representatives committed themselves to building a humane, equitable and caring global society, cognizant of the need for human dignity for all through economic development, social development and environmental protection at the local, national, regional and global levels.	The LTP, SA/SEA should encourage the sustainable use of resources, energy efficiency and protect and enhance biodiversity
The Convention on Wetlands of International Importance 1971 (amended 1982)	Requires signatory states to designate important wetlands for conservation in particular waterfowl habitats. Designation of Ramsar Sites to be protected from development.	The LTP, SA/SEA should aim to protect designated sites
The Convention on Biological Diversity, Rio de Janeiro, 1992	The main driver of the SEA Directive. Article 6A of the Convention requires each Contracting Party to develop national strategies, plans and programmes for the conservation and sustainable use of biological diversity.	The LTP, SA/SEA should aim to protect and where possible enhance biodiversity and geo-diversity
United Nations Framework Convention on Climate Change (1994)	Framework convention of which the UK is a signatory. Led to the adoption of the Kyoto Protocol in 1997.	Transport is a significant contributor to climate change. The LTP, SA/SEA and HIA should aim to improve air quality and help reduce climate change through encouraging sustainable modes of transport and reduce reliance on the car
Kyoto Protocol (1997)	Implemented measures to limit and / or reduce emissions of greenhouse gases. The protocol was ratified in 2004.	Transport is a significant contributor to climate change. The LTP, SA/SEA and HIA should aim to improve air quality and help reduce climate change through encouraging sustainable modes of transport and reduce reliance on the car
EU Landfill Directive (1999) 99/31/EC	The landfill directive came into force in 1999. The directive aims to reduce the pollution potential from landfilled waste that can impact on surface water, groundwater, soil, air, and also contribute to climate change. In addition it sets demanding targets to reduce the amount of biodegradable municipal waste sent to landfill.	The SA/SEA should include objectives for sustainable waste management. Transport infrastructure will require excavation of materials and where possible this should be reused or recycled.
European Climate Change Programme	To combat climate change by means of various cross-cutting measure in the fields of energy, industry and transport.	Transport is a significant contributor to climate change. The LTP, SA/SEA and HIA should aim to improve air quality and help reduce climate change through encouraging sustainable modes of transport and reduce reliance on the car
EU Environmental Noise Directive	To define a common approach intended to avoid, prevent or reduce noise on a prioritised basis including	New developments and related transport

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
	the harmful effects of exposure to environmental noise in built-up-areas, public parks or other quiet areas.	can affect levels of noise. The LTP, SA/SEA and HIA should aim to encourage cycling and walking, reducing noise from cars.
EU Sustainable Development Strategy (2006)	On 9th June 2006, the European Council approved the new EU Sustainable Development Strategy (EU SDS). It aims to achieve continuous improvement of quality of life both for current and for future generations, through the creation of sustainable communities able to manage and use resources efficiently and to tap the ecological and social innovation potential of the economy, ensuring prosperity, environmental protection and social cohesion.	The LTP, SA/SEA should encourage the sustainable use of resources, energy efficiency and protect and enhance biodiversity
EU Air Quality Directive (2008) 2008/50/EC	This recent directive for ambient air quality and cleaner air for Europe came into force on 11 June 2008. The directive is one of the key measures outlined in the 2005 Thematic Strategy on air pollution adopted by the Commission in September 2005. It establishes ambitious, cost-effective targets for improving human health and environmental quality up to 2020.	Transport can affect air quality. The LTP, SA/SEA should aim to encourage forms of transport that do not contribute to reducing local air quality such as cycling and walking,
EU Air Quality Framework Directive 96/62/EC	The Air Quality Framework Directive sets out the basic principals that detail how air quality should be assessed and managed in the Member States. A list is provided of the pollutants for which objectives and air quality standards will be developed and specified in legislation. The UK has been divided into zones and agglomerations within which the identified pollutants will be monitored.	The LTP, SA/SEA should aim to manage air quality in accordance with the objectives and standards detailed in the Directive and specified in legislation.
EU Waste Framework Directive (2008) 2008/98/EC	This revised Directive replaces the existing Waste Directive, the Waste Oils Directive and the Hazardous Waste Directive. The new Directive clarifies the meaning of 'waste' and other concepts such as 'recycling' and 'recovery'. It applies a new waste hierarchy (prevention, re-use, recycling, recovery and as a last resort, environmental disposal), expands the 'polluter pays' principle by emphasising producer responsibility, applies more stringent waste reduction and waste management targets for Member States and requires enhanced content in waste management plans.	The SA/SEA should include objectives for sustainable waste management. Transport infrastructure will require excavation of materials and where possible this should be reused or recycled.
European Transport White Paper 'European Transport Policy for 2010: Time to Decide' (September 2001)	The White Paper identifies a number of the key transport problems in the European Union (EU), which include an unequal growth in different modes of transport, congestion on main road routes and the harmful effects on the environment and on health. The White Paper sets out proposals for some 60 measures aimed at developing and enhancing the European transport system. The White Paper asserts that a modern transport system must be sustainable from an economic and social as well as an environmental viewpoint.	The LTP, SA/SEA should provide objectives to reduce congestion and encourage active modes of transport.
Keep Europe Moving - Sustainable Mobility for our Continent - Mid term review of the White Paper (September 2006)	This mid-term review of the White Paper considers achieving high levels of mobility at the same time as achieving environmental protection and advocates a European sustainable mobility policy which seeks to achieve shifts to more environmentally friendly modes of transport, especially long distance, in urban areas and in congested corridors. The review also considers that all modes must become more environmentally friendly, safe and energy efficient. The review also considers the role of 'co-modality', that is the efficient use of different modes on their own and in combination, the outcome being an optimal and sustainable utilisation of resources.	The LTP, SA/SEA should provide objectives to reduce congestion and encourage active modes of transport
Water Framework Directive 2000/60/EC	This Directive aims to establish a framework for the protection of inland surface waters, transitional waters, coastal waters and groundwater.	Surface water run-off from roads and hard surfaced areas can cumulatively pollute watercourses. The LTP and SA/SEA should consider the effects on groundwater, surface water and river water quality

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
Habitats Directive (1992) 92/43/EEC	The aim of this Directive is to contribute towards ensuring bio-diversity through the conservation of natural habitats and of wild fauna and flora.	The LTP and SA/SEA should aim to protect habitats and species
Birds Directive (1979) 79/409/EEC	The Birds Directive identified 181 endangered species and sub-species for which the Member States are required to designate Special Protection Areas (SPAs).	The LTP and SA/SEA should aim to protect habitats and species
European Landscape Convention (1991) 91/676/EC	Council of Europe initiative to focus attention on landscape. Its main principles are that good landscape is everybody's right; that everyone should be involved in landscape issues; all landscapes are important; that landscape will change; and that landscape can be created as well as protected and managed.	The LTP and SA/SEA should aim to protect landscape character
The Ramsar Convention (1971)	The Ramsar Convention on Wetlands of International Importance especially as Waterfowl Habitat was ratified by the UK in 1976. The Convention signed in Ramsar, Iran, is an intergovernmental treaty which provides the framework for national action and international co-operation for the conservation and wise use of wetlands and their resources.	The LTP and SA/SEA should aim to protect habitats and species
The Copenhagen Accord (2009)	The Copenhagen Accord is the document that delegates at the United Nations Climate Change Conference (UNCCC) agreed to "take note of" at the final plenary session of the Conference on 18 December 2009 (COP-15). It is a draft COP decision and, when approved, is operational immediately. The Accord underlines that climate change is one of the greatest challenges of our time and emphasises a "strong political will to urgently combat climate change in accordance with the principle of common but differentiated responsibilities and respective capabilities"	The LTP and SA/SEA should aim to reduce transports contribution to climate change through reduction of greenhouse emissions from transport
UNESCO World Heritage Convention	<p>The 1972 World Heritage Convention links together in a single document the concepts of nature conservation and the preservation of cultural properties. It recognizes the way in which people interact with nature, and the fundamental need to preserve the balance between the two.</p> <p>The Convention sets out the duties of States Parties in identifying potential sites and their role in protecting and preserving them. By signing the Convention, each country pledges to conserve not only the World Heritage sites situated on its territory, but also to protect its national heritage. The States Parties are encouraged to integrate the protection of the cultural and natural heritage into regional planning programmes, set up staff and services at their sites, undertake scientific and technical conservation research and adopt measures which give this heritage a function in the day-to-day life of the community.</p>	The LTP and SA/SEA should aim to protect and conserve cultural and natural heritage sites.
Zagreb Declaration for Healthy Cities: health and health equity in all local policies (2009)	<p>This Declaration expresses the commitment of political leaders of cities in Europe to strengthen and champion action on health, health equity, sustainable development and social justice. Healthy Cities principles and values include:</p> <ul style="list-style-type: none"> • Equity: addressing inequality in health, and paying attention to the needs of those who are vulnerable and socially disadvantaged; inequity is inequality in health that is unfair and unjust and avoidable causes of ill health. The right to health applies to all regardless of sex, race, religious belief, sexual orientation, age, disability or socioeconomic circumstance. • Participation and empowerment: ensuring the individual and collective right of people to participate in decision-making that affects their health, health care and well-being. Providing access to opportunities and skills development together with positive thinking to empower citizens to become self-sufficient. • Working in partnership: building effective multisectoral strategic partnerships to implement integrated approaches and achieve sustainable improvement in health. • Solidarity and friendship: working in the spirit of peace, friendship and solidarity through networking and respect and appreciation of the social and cultural diversity of the cities of the Healthy Cities movement. • Sustainable development: the necessity of working to ensure that economic development – and all its 	Health equity should be an important principles for the LTP3 development

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
	supportive infrastructural needs including transport systems – is environmentally and socially sustainable: meeting the needs of the present in ways that do not compromise the ability of future generations to meet their own needs.	
National		
The UK Government Sustainable Development Strategy – Securing the Future (2005)	<p>Guiding principles are:</p> <ul style="list-style-type: none"> • Living within environmental limits • Ensuring a strong, healthy and just society • Achieving a sustainable economy • Promoting good governance • Using sound science responsibly <p>The UK priorities for immediate action are:</p> <ul style="list-style-type: none"> • Sustainable consumption and production • Climate change and energy • Natural resource protection and environmental enhancement • Sustainable communities <p>New set of high level indicators are introduced – 20 UK Framework Indicators. As headline indicators they cover key impacts and outcomes that reflect the priority areas. There are a further 48 indicators related to the priority areas. The indicators are to be reported annually.</p>	Establishes the UK Government sustainable development objectives which should be incorporated into the LTP, SA/SEA
Climate change – UK Programme (2000)	<p>As the key UK document on Climate Change it contains a very broad range of issues covering the UK’s strategy for climate change, actions to reduce emissions and adaptation to climate change. The UK’s legally binding target under the Kyoto Protocol to reduce its greenhouse gas emissions to 12.5% below 1990 levels by 2008-2012 and its domestic goal of a 20% reduction in carbon dioxide emissions below 1990 levels by 2010.</p> <p>Emissions reductions are focussed in the following sectors:</p> <ul style="list-style-type: none"> • Energy supply; • Business; • Transport; • Domestic; • Agriculture, forestry and land use; and • Public sector. 	Transport is a significant contributor to climate change. The LTP, SA/SEA should aim to improve air quality and help reduce climate change through encouraging sustainable modes of transport and reduce reliance on the car
Choosing Health: Making Healthy Choices Easier – The Health White Paper – Department of Health (2004)	<p>Choosing Health sets out a starting point for national renewal of practical and acceptable action to make a difference to the health of people in England. The aim is for everyone to achieve greater health and mental wellbeing by making healthier choices. That means ensuring that those people in disadvantaged areas and groups have the opportunity to live healthier lives.</p> <p>The environment we live in, our social networks, our sense of security, socio-economic circumstances, facilities and resources in our local neighbourhood can affect individual health. There are unacceptable differences in people’s experience of health between different areas and between different groups of people within the same area. Action by local authorities working with local communities, businesses and voluntary groups to tackle local health issues makes a difference to the opportunities for both adults and children to choose healthier lifestyles.</p> <p>The commitments include that there will be new opportunities for people who want to be more active</p>	The LTP, SA/SEA should aim to improve health through use of active modes of transport and improvements to public transport to facilitate modal shift.

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
Ports: Draft National Policy Statement for England & Wales (2009)	<p>through cycling, walking, and easier access to sports facilities.</p> <p>The draft National Policy Statement for ports sets out the broad need for ports capacity looking ahead to 2030 and beyond, taking account in particular of our forecasts of port freight demand and the regional and local economic benefits of port activity. It also restates the Government's long-standing policy that this need can be best be met by an efficient and competitive ports industry operating in a free-market environment. It further sets out, in the context of the Government's overall objectives for sustainable development, including mitigating and adapting to climate change and the achievement of good design, how the various potential adverse impacts of port development should be addressed by applicants with a view to avoiding, mitigating and where necessary compensating for such impacts. It notes how ports can support the development of low carbon energy sources and a low carbon economy.</p>	The LTP should aim to encourage port activity where it will bring about local and regional economic benefits.
The UK Government Low Carbon Transition Plan (2009)	The UK Low Carbon Transition Plan indicates how the UK will meet the 34 percent cut in emissions on 1990 levels by 2020, set out in the budget. It aims to transform the country into a cleaner, greener and more prosperous place to live in at the heart of our economic plans for 'building Britain's future' and ensuring the UK is ready to take advantage of the opportunities ahead.	The LTP should include policies that aim to reduce CO ₂ emissions and encourage forms of transport that do not emit CO ₂
Planning for a Sustainable Future (2007)	<p>The Planning White Paper sets out detailed proposals for reform of the planning system, building on Kate Barker's recommendations for improving the speed, responsiveness and efficiency in land use planning, and taking forward Kate Barker's and Rod Eddington's proposals for reform of major infrastructure planning.</p> <p>It proposes reforms on how decisions should be taken on nationally significant infrastructure projects - including energy, waste, waste-water and transport - responding to the challenges of economic globalisation and climate change.</p> <p>It also proposes further reforms to the Town and Country Planning system, building on the recent improvements to make it more efficient and more responsive.</p>	The LTP and SA/SEA should encourage the sustainable use of resources, energy efficiency and protect and enhance biodiversity
Land Use & Transport: Settlement Patterns and Demand for Travel (2009)	This background technical report on 'Land Use and Transport - Settlement Patterns and the Demand for Travel' considers the relationship between urban structure and travel.	The LTP and SA/SEA should aim to link urban development and transport infrastructure
Tackling Health Inequalities: A programme for action 2003	This sets out plans to tackle health inequalities over the next three years. It establishes the foundations required to achieve the challenging national target for 2010 to reduce the gap in infant mortality across social groups, and raise life expectancy in the most disadvantaged areas faster than elsewhere.	The LTP, SA/SEA should aim to tackle health inequalities in the area through providing good public transport access to healthcare facilities
Sustainable Development: Environmental Strategy for the National Health Service (July 2005)	This document supersedes 'New environmental strategy for the NHS'. This Strategy explains how the NHS can achieve significant benefits, including cost savings and improving quality, by adopting an approach based on the sound principles of sustainable development, focusing on environmental issues, economic considerations and social impacts.	The LTP, SA/SEA should support the objectives and aims of the Health Service
Energy White Paper: Our Energy Future – creating a low carbon economy (Feb 2003)	<p>White Paper which includes the following major objectives:</p> <ul style="list-style-type: none"> • Cutting carbon dioxide emissions by 60% by 2050 • Maintain the reliability of supplies • Ensure that every home is adequately and affordably heated. 	Carbon Dioxide (CO ₂) is one emission contributing to greenhouse gases emitted from vehicle exhausts. The LTP and SA/SEA should contain objectives for reducing CO ₂ emissions
Walking and Cycling: An Action Plan (DFT, June 2004)	The action plan sets out measures from across government to increase levels of active travel by creating places to walk and cycle in and influencing travel behaviour through training, education, marketing and promotion.	The LTP, SA/SEA should encourage use of cycling and walking through improvements to the cycle and footpath networks

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
National Cycling Strategy (September 1996) and Modified (DFT, October 2004)	Guidance for developing cycling as a key mode of transport at local level for all types of Journeys. Target to double cycling by 2002 and again by 2012 from the 1995 base.	The LTP, SA/SEA should encourage cycling
Encouraging Walking: Advice to Local Authorities (DETR 2000)	<p>Government proposals to make walking easier, safer and more pleasant. There are four reasons for this:</p> <ul style="list-style-type: none"> • Walking is good for people. Getting out for a walk occasionally is better for most people than sitting in an armchair all the time. • Walking is good for communities. Streets are safer with people in them. • Walking is an essential part of most public transport journeys, and of some journeys mainly by car. • Walking accounts for more than 25% of all journeys, and for some 80% of journeys less than a mile. Anything that makes those journeys easier, more pleasant, and safer is benefiting a lot of people. <p>The document is a working guide for the people who will put policy into action. It is based on the work of an advisory group drawn together from a wide range of organisations with interests in the issues to help improve the quality of peoples lives through walking.</p>	The LTP, SA/SEA should encouraging walking and improving safety and security.
Power of Place (2000)	<p>English Heritage was asked by Government in February 2000 to co-ordinate a wide-ranging review of all policies relating to the historic environment. A steering Group, chaired by English Heritage Chairman Sir Neil Cossons, oversaw the work of the Review. Research was commissioned from MORI to accompany the report. Power of Place was submitted to the Government and published in December 2000.</p> <p>Power of Place is about the future of England’s historic environment, its role in people’s lives, and its contribution to the cultural and economic well-being of the nation. It demonstrates that with, proper understanding and sensitive and open management, there can be desirable change without loosing the places we value.</p>	Transport and new development schemes affects the historic environment in several ways including the ambience of the historical structures and features. The LTP and SA/SEA should ensure heritage assets are protected.
Transport 10 Year Plan (2000)	<p>Government strategy to reduce pollution and congestion levels by improvements to existing transport infrastructure through integrated transport initiatives, development of new projects and public and private partnerships.</p> <p>Targets in England of relevance to this SA included increasing bus passenger journeys by 10%, the further introduction of park and ride schemes, bus priority schemes, the provision of integrated transport information and the introduction of Home Zones in housing areas.</p>	The LTP and SA/SEA should aim to ensure reliability both for road and public transport user groups and consider land use opportunities to assist in the integration of transport and policies that seek to minimise the use of the private car.
Government Transport White Paper: The Future of Transport (2004)	<p>The Future of Transport White Paper looks at the factors that will shape travel and transport over the next thirty years and sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment. The White Paper states that a transport network that can meet the challenges of a growing economy and the increasing demand for travel is required, which also achieves the Government’s environmental objectives. This means coherent transport networks with:</p> <ul style="list-style-type: none"> • the road network providing a more reliable and freer-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel; • the rail network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas; • bus services that are reliable, flexible, convenient and tailored to local needs; • making walking and cycling a real alternative for local trips; and 	The LTP and SA/SEA should aim to promote reliable and efficient public transport, encourage walking and cycling for local trips, reliable road transport network and recognise the need to improve international and domestic links from ports and airports.

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
Delivering a Sustainable Transport System - Department for Transport (2008)	<p>ports and airports providing improved international and domestic links.</p> <p>The Goals are:</p> <ul style="list-style-type: none"> to support national economic competitiveness and growth, by delivering reliable and efficient transport networks; to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change; to contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health; to promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and to improve quality of life for transport users and non-transport users, and to promote a healthy natural environment. 	The LTP and SA/SEA should encourage the sustainable use of resources and energy efficiency in new and existing transport infrastructure. Sustainable methods of transport aimed at cutting CO ₂ and improving quality of life should be promoted.
LTP and ROWIP Integration – Good Practice Note (2009)	<p>This document was developed in collaboration with DEFRA, Department for Transport and Natural England.</p> <p>The publication of the Department for Transport's Local Transport Plan (LTP) 2009 guidance offers an opportunity to local authority transport planning and rights of way officers to optimise the part that rights of way can play in the wider transport system. Linking statutory rights of way improvement plans to local transport plans will promote a shift to active travel, a more interesting and connected transport network and help lever funding for implementation schemes that meet several joint objectives. This good practice note gives advice on how to achieve these outcomes and make efficient use of funding through joined up working.</p>	The LTP, SA/SEA should encourage integration of the transport system with public rights of way.
Guidance on Local Transport Plans and the Natural Environment (2009)	<p>The purpose of this guidance is to provide advice to local transport authorities on how they might achieve prioritisation and protection of the natural environment in the development and implementation of their Local Transport Plans (LTPs). It is also intended to provide an early and clear indication of what Natural England will be looking for when responding to LTP consultations.</p>	The LTP and SA/SEA should aim to take into consideration the guidance from Natural England.
UK Biodiversity Indicators in Your Pocket (2009)	<p>The UK Government has committed to two important international targets to protect biodiversity:</p> <ul style="list-style-type: none"> In 2001, European Union Heads of State or Government agreed that biodiversity decline should be halted with the aim of reaching this objective by 2010 In 2002, Heads of State at the United Nations World Summit on Sustainable Development committed themselves to achieve, by 2010, a significant reduction of the current rate of biodiversity loss at the global, regional and national level, as a contribution to poverty alleviation and to the benefit of all life on Earth <p>A suite of biodiversity indicators for the UK was first published in June 2007. The latest indicators were published in 2009, these indicators show changes in aspects of biodiversity such as the population size of important species or the area of land managed for wildlife. They provide part of the evidence to assess whether the targets set out above have been achieved.</p>	The LTP and SA/SEA should aim to consider the impacts and opportunities for biodiversity
Climate Change and Biodiversity Adaptation: The Role of the Spatial Planning System (2009)	<p>The purpose of the report is to help identify the role the planning system could play in assisting biodiversity adaptation to climate change. The key points addressed in the report are as follows:</p> <ul style="list-style-type: none"> The context for Natural England's engagement with Climate Change, including the likely impacts on biodiversity and the barriers to adaptation; and The opportunities for facilitating biodiversity adaptation through spatial planning and development control, including regional and local plans and Sustainability Appraisal 	The LTP and SA/SEA should aim to consider climate change and biodiversity adaptation

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
	The guidance uses the 12 interdependent guiding principles for effective biodiversity adaptation developed by Defra and the UK Biodiversity Partnership (2007) as a basis for identifying opportunities within the planning system.	
Biodiversity by Design (2004)	<p>The purpose of the guide is to provide guidance on how to maximise the opportunities for biodiversity in the planning and design of sustainable communities. The guide includes best practise tools and techniques which can be tailored according to the scale of the development opportunity. The guide includes, for example:</p> <ul style="list-style-type: none"> • Core design principles that form the basis of “biodiversity by design”; • Tools and techniques for analyzing a site and context; • How to master plan the green infrastructure for a sustainable community; and • Long term management and stewardship of green infrastructure. 	The LTP and SA/SEA should aim to consider biodiversity and where possible, maximise the opportunities for biodiversity enhancement.
Open Space Strategies – Best Practise Guidance (2009)	This document offers clear, practical guidance to local authorities and their stakeholders on how to prepare an open space strategy. Furthermore, the document gives guidance on delivering, monitoring and reviewing an open space strategy.	The LTP and SA/SEA should consider opportunities to maximise open space.
NE176 – Natural England’s Green Infrastructure Guidance (2009)	<p>This guidance provides a comprehensive overview of the concept of “green infrastructure” and signposts to other relevant information such as Natural England’s green infrastructure definition, policy statement and track record in driving delivery. It also maps out wider policy priorities and drivers for green infrastructure. The guidance will help to:</p> <ul style="list-style-type: none"> • Facilitate a co-ordinated and consistent approach to green infrastructure strategies; • Support colleagues and guide external partners in the effective delivery of sustainable green infrastructure; • Promote the contribution of green infrastructure to ‘place-making’, in addition to other government agendas and links to spatial planning; • Inspire through best practice examples and case studies of green infrastructure planning and delivery; and • Demonstrate that green infrastructure adds hugely to the value of plans and projects. 	The LTP and SA/SEA should aim to consider an appropriate level of green infrastructure
By All Responsible Means: Inclusive Access to the Outdoors for Disabled People – 2003 (the Countryside Agency)	The guide is designed to help countryside and urban green space managers and landowners improve accessibility of their sites, routes and facilities. Primarily, the guide focuses on work with and for disabled people, however improvements will benefit all visitors.	The LTP and SA/SEA should ensure that accessibility for disabled people is fully considered.
The Countryside In and Around Towns - a vision for Connecting Town and Country in Pursuit of Sustainable Development (2005)	<p>This document presents a new vision for the countryside in and around England’s towns and cities. The vision, based on the idea of Sustainable Development, highlights the need for society to live within its means, to use resources efficiently and effectively and responsibly, and to ensure that urban areas evolve in harmony with the environment that surrounds them. The vision is the result of widespread consultation with organisations and individuals across England. The vision presents ten key functions for the countryside in and around towns</p>	The LTP and SA/SEA should consider how to maximise opportunities for sustainable development.
Transport in Tomorrows Countryside 2003 (The Countryside Agency)	<p>This document sets out the Countryside Agency’s vision of how transport should serve rural communities and those visiting rural areas. The document sets out our ten principles for tackling issues relating to transport in rural areas. These include:</p> <ul style="list-style-type: none"> • Transport policy should seek to make services and facilities more accessible and easier to reach, rather than simply increasing the amount and speed of travel. • Services and transport should be linked together in a way that enhances quality of life and the economy 	The LTP and SA/SEA should aim to provide an affordable, reliable and safe transport infrastructure in the countryside.

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
	<p>in rural areas.</p> <ul style="list-style-type: none"> • Roads, railways and associated construction should fit in with the character of the countryside and improve the quality of life for all. • 4Using public transport should not cost more than travelling by car, and government funding should favour non-car transport, supported by longer term funding to enable new transport provision to work over time. • Alternatives to car and lorry travel should be found, in order to reduce the rate of traffic growth in the countryside. • As rail is less damaging to the environment than road and air travel, its use should be encouraged for long distance travel. • People should feel safe and secure when travelling in rural areas. • More decisions affecting travel should be made locally. • Good connections between different forms of transport should be available, so that people can use a combination of services with ease. • Walkers, public transport users, cyclists and horse riders should be able to move around safely and freely, and be able to access services and the countryside easily. 	
Towards a Sustainable Transport System (2008)	<p>The document has three aims:</p> <ul style="list-style-type: none"> • Firstly, to describes the Governments response to the recommendations in the Eddington study regarding improvements in transports contribution to economic growth and productivity, and describe how transport will play a big part in delivering reductions in carbon emissions recommended in the Stern Review; • Secondly, to set out the Department for Transports policy and investment plans (2013-14); and • Finally, to propose a new approach to longer term transport strategy & explains how key stakeholders will be involved as the process I developed and implemented. 	The LTP and SA/SEA should consider the aims and objectives documented in “Towards a Sustainable Transport System”.
Active Travel Strategy (2010)	The Active Travel Strategy is the Governments strategy for getting more people walking and cycling more often. Thus, the report highlights the desire to place walking and cycling at the heart of local transport and health strategies and plans.	The LTP and SA/SEA should aim to promote active travelling modes such as walking and cycling.
Planning for Sustainable Travel (2009)	The plan-4-sustainable-travel website and related work (Summary Guide) gives expert advice on planning for a more effective location and form of development which can help achieve sustainable travel. Primarily, the guide helps practitioners more effectively use spatial planning tools in enabling greater sustainability in travel.	The LTP and SA/SEA should aim to consider sustainability and opportunities for sustainable travel.
Delivering Low Carbon Travel: An Essential Guide for Local Authorities (2009)	<p>Sustainable low carbon travel is part of the solution to reduce carbon emissions. However, if planned correctly sustainable low carbon travel can provide more than simply a reduction in CO₂ reductions, it can deliver tangible local benefits around health, air quality, access to education, housing, planning and social inclusion. Thus, this document provides examples of sustainable travel initiatives which have the potential to add real value to the next round of Local Transport Plans. The initiatives include:</p> <ul style="list-style-type: none"> • Active Travel Choices: Walking and Cycling • Promoting Public Transport • Sustainable Vehicle Use: Low Carbon Vehicle Use 	The LTP and SA/SEA should aim to consider sustainable low carbon travel options.
Strategic Environmental Assessment,	This document provides information regarding consultation with English Heritage at the various stages of	The LTP and SA/SEA should aim to

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
Sustainability Appraisal and the Historic Environment	an SA/SEA (screening, scoping, reporting and decision to act). Furthermore, the document provides information and advice on the following: <ul style="list-style-type: none"> Local historic environment issues and priorities; How a policy or proposal can be tailored to avoid / minimise potential adverse impacts on the historic environment The nature and design of any required mitigation measures; and Opportunities for securing wider benefits for the future conservation and management of historic assets 	consider the impacts and opportunities in relation to the historic environment. This is because the historic environment can be affected by transport in a number of ways, including inappropriate street furniture, road signs and paving, vibration from traffic and visual intrusion.
Biodiversity: The UK Action Plan (1994)	This document represents the first United Kingdom biodiversity action plan. It was produced to demonstrate UK commitment to the Convention on Biodiversity at Rio de Janeiro. The first section describes the UK's biological resource and its importance in relation to Europe and the rest of the world. The second section describes the UK's strategy and programmes, and examines threats, problems, and opportunities. The final section draws the components of the action plan together, and provides a forward work programme.	The LTP and SA/SEA should consider biodiversity in terms of whole ecosystems rather than 'islands' of protected sites. It should aim to protect and enhance biodiversity and geo-diversity.
UK Government Rural Strategy (2004)	The Rural Strategy 2004 builds on the findings of the Review of Rural White Paper (published in January 2004) and in particular that: <ul style="list-style-type: none"> three years of experience in delivery have demonstrated the need for new methodologies to be put in place to quantify targets and for new approaches to shared responsibility for meeting them, with clear accountabilities; and the main challenges include: clarifying objectives, achieving greater prioritisation and targeting need; improving governance and delivery arrangements; and continuing to develop a solid evidence base and evaluation framework. The Strategy sets out the Government's policy response in the light of the trends previously identified and provides the policy framework, tools and evidence base to help Government Departments, regional and local partners work collaboratively.	The LTP and SA/SEA should aim to support and deliver the Government's policies set out in the Strategy with regards to social and economic regeneration, social justice for all and enhancement of the value of our countryside.
Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007)	The aim of the Strategy is to set out air quality objectives and policy options to further improve air quality in the UK from now and into the long term. As well as providing direct benefits to public health, these options are intended to provide important benefits to quality of life and help to protect the environment. sets out a way forward for work and planning on air quality issues, details objectives to be achieved, and proposes measures to be considered further to help reach them.	Transport can affect air quality. The LTP, SA/SEA should aim to encourage forms of transport that do not contribute to local air pollution such as cycling and walking
Making the Connections (2003)	The report examines the links between social exclusion, transport and the location of services. It is particularly focused on access to those opportunities that have the most impact on life-chances, such as work, learning and healthcare. The report also sets out a range of policies across Government designed to address barriers to accessibility and the unequal impacts of traffic.	The LTP, SA/SEA should aim to increase accessibility.
Sustainable Communities Plan - Sustainable Communities: Building for the future (2003)	The Plan is a programme of action to tackle issues in UK communities. The Plan identifies some of the key requirements of sustainable communities, these include: <ul style="list-style-type: none"> a flourishing local economy to provide jobs and wealth; strong leadership to respond positively to change; effective engagement and participation by local people, groups and businesses, especially in the planning, design and long term stewardship of their community, and an active voluntary and community sector; a safe and healthy local environment with well-designed public and green space; 	The LTP and SA/SEA should encourage sustainable, vibrant and safe communities

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
	<ul style="list-style-type: none"> • sufficient size, scale and density, and the right layout to support basic amenities in the neighbourhood and minimise use of resources (including land); • good public transport and other transport infrastructure both within the community and linking it to urban, rural and regional centres; • buildings – both individually and collectively – that can meet different needs over time, and that minimise the use of resources; • a well-integrated mix of decent homes of different types and tenures to support a range of household sizes, ages and incomes; • good quality local public services, including education and training opportunities, health care and community facilities, especially for leisure; • a diverse, vibrant and creative local culture, encouraging pride in the community and cohesion within it; • a "sense of place"; and • the right links with the wider regional, national and international community. 	
<p>Urban White Paper: Our Towns & Cities: The Future (2000)</p>	<p>The vision is of towns, cities and suburbs which offer a high quality of life and opportunity for all. The Government wants to see:</p> <ul style="list-style-type: none"> • people shaping the future of their community, supported by strong and truly representative local leaders; • people living in attractive, well-kept towns and cities which use space and buildings well; • good design and planning which makes it practical to live in a more environmentally sustainable way, with less noise, pollution and traffic congestion; • towns and cities able to create and share prosperity investing to help all their citizens reach their full potential; and • good quality services – health, education, housing, transport, finance, shopping, leisure and protection from crime – that meet the needs of people and businesses wherever they are. 	<p>The LTP and SA/SEA should include objectives that provide an affordable, reliable and safe transport infrastructure in towns and cities.</p>
<p>Rural White Paper: Our Countryside: The Future (2000)</p>	<p>The aim is to sustain and enhance the distinctive environment, economy and social fabric of the English countryside for the benefit of all. The vision is of:</p> <ul style="list-style-type: none"> • a living countryside, with thriving rural communities and access to high quality public services; • a working countryside, with a diverse economy giving high and stable levels of employment; • a protected countryside in which the environment is sustained and enhanced, and which all can enjoy; • a vibrant countryside which can shape its own future and with its voice heard by Government at all levels. <p>The White Paper includes five objectives as follows:</p> <ul style="list-style-type: none"> • Objective 1 - To facilitate the development of dynamic, competitive and sustainable economies in the countryside, tackling poverty in rural areas; • Objective 2 - To maintain and stimulate communities, and secure access to services which is equitable in all the circumstances, for those who live or work in the countryside; • Objective 3 - To conserve and enhance rural landscapes and the diversity and abundance of wildlife (including the habitats on which it depends); • Objective 4 - To increase opportunities for people to get enjoyment from the countryside. To open up public access to mountain, moor, heath and down and registered common land by the end of 2005; and • Objective 5 - To promote government responsiveness to rural communities through better working together between central departments, local government, and government agencies and better co-operation with non-government bodies. 	<p>The LTP and SA/SEA should include objectives that provide an affordable, reliable and safe transport infrastructure in the countryside.</p>

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
Landscape Indicators for Strategic Environmental Assessment of LTPs – issues to consider (2005) (Countryside Agency)	This document discusses the development and application of landscape indicators in SEAs of Local Transport Plans (LTPs). It summarises the underlying requirements and considers baseline information that is likely to be available to most local authorities. The practical difficulties of quantifying the nature and magnitude of landscape changes are acknowledged and the most promising areas of investigation are highlighted. The document stresses that for most authorities it will be necessary to develop individual and locally relevant indicators in the absence of national standards.	The LTP and SA/SEA should aim to take into consideration the impacts and opportunities in terms of landscape.
Treatment of Landscape, Biodiversity, Access & Recreation in Sixteen Provisional Local Transport Plans (2005) (Countryside Agency)	This report presents the findings of an evaluation of LTPs in their provisional form and an assessment on how landscape, biodiversity, access and recreation issues have been treated. The evaluation enabled the Countryside Agency and Natural England to highlight to the Department for Transport (DfT) good practice, identify weaknesses in the provisional LTPs and influence the way these issues are dealt with in the final LTPs. This report was commissioned by the Countryside Agency’s Landscape, Access and Recreation division and Natural England (was English Nature).	The LTP and SA/SEA should aim to consider landscape, biodiversity, access and recreation
Heritage White Paper: Heritage Protection for the 21st Century (Consultation) (2007)	The three core principles of the White Paper are: <ul style="list-style-type: none"> • developing a unified approach to the historic environment; • maximising opportunities for inclusion and involvement; and • supporting sustainable communities by putting the historic environment at the heart of an effective planning system. 	The historic environment can be affected by transport in a number of ways, including inappropriate street furniture, road signs and paving, vibration from traffic and visual intrusion. The LTP and SA/SEA should aim to conserve the historic environment in relation to transport impacts.
The Historic Environment: A force for our future (2001)	This document details the programme of action in support of the Government’s vision for managing the historic environment. It is a programme which the Government itself will lead, but its implementation will depend on the partnership and support of others, both individuals and organisations. It will involve making good use of all the available tools: legislation; funding; policy guidance; restructuring; and partnership working.	The LTP and SA/SEA should include aim to protect and where possible enhance built heritage and cultural assets.
Waste Strategy for England (2007)	This latest Waste Strategy builds on the Waste Strategy 2000. The Government’s key objectives are to: <ul style="list-style-type: none"> • decouple waste growth (in all sectors) from economic growth and put more emphasis on waste prevention and re-use; • meet and exceed the Landfill Directive diversion targets for biodegradable municipal waste in 2010, 2013 and 2020; • increase diversion from landfill of non-municipal waste and secure better integration of treatment for municipal and non-municipal waste; • secure the investment in infrastructure needed to divert waste from landfill and for the management of hazardous waste; and • get the most environmental benefit from that investment, through increased recycling 	The SA/SEA should include objectives for sustainable waste management. Transport infrastructure will require excavation of materials and where possible this should be reused or recycled.
Low Carbon Transport: A Greener Future (DfT, 2009)	This strategy sets out how the Government intend to reduce greenhouse gas emissions from transport. It also shows how transport will make a major contribution to UK efforts to reduce CO ₂ emissions by 2022 and 2050 in line with the Climate Change Act 2008. The strategy recognises that decarbonising transport is an essential part of building a low carbon future for Britain. The strategy is based on the following themes: <ul style="list-style-type: none"> • supporting a shift to new technologies and fuels; 	The LTP and SA/SEA should encourage the use of low carbon transport and ensure the infrastructure is in place to achieve this.

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
	<ul style="list-style-type: none"> • promoting lower carbon transport choices; • using market-based measures to encourage a shift to lower carbon transport. 	
<p>Minerals Planning Statement 1 (2006)</p>	<p>MPS1 is the overarching planning policy document for all minerals in England. MPS1 includes a number of objectives, of particular relevance is the following "...to promote the sustainable transport of minerals by rail, sea or inland waterways."</p> <p>The objectives for bulk transportation are to:</p> <ul style="list-style-type: none"> • seek to promote and enable the bulk movement of minerals by rail, sea or inland waterways to reduce the environmental impact of their transportation; • promote facilities at ports and rail links that have good communications inland, so that bulk minerals can be landed by sea and distributed from ports, as far as is practicable, by rail or water; • safeguard and promote rail links to quarries where there is potential to move minerals by rail. 	<p>The LTP and SA/SEA should encourage sustainable movement of minerals and encourage the use of rail, sea and inland waterways.</p>
<p>Draft Planning Policy Statement: Planning for a Natural and Healthy Environment (March 2010)</p>	<p>This consultation seeks views on the proposed <i>Planning Policy Statement: Planning for a Natural and Healthy Environment</i>, which sets out streamlined and consolidated planning policy relating to:</p> <ul style="list-style-type: none"> • biodiversity and geological conservation (currently set out in Planning Policy Statement 9: Biodiversity and Geological Conservation (PPS9)) • landscape protection, soil and agricultural land quality, and forestry (currently set out in paragraphs 21-23, 28-29 and 33 of Planning Policy Statement 7: Sustainable Development in Rural Areas (PPS7)) • coastal access, heritage coast and the undeveloped coast (currently set out in paragraphs 2.9, 2.10 and 3.9 of Planning Policy Guidance 20: Coastal Planning (PPG20)) • open space, sport, recreation and play (currently set out in Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (PPG17)) 	<p>The LTP and SA/SEA should seek to following principles set out in the PPS</p>
<p>Planning Policy Statement 1 (PPS1): Delivering Sustainable Development (2005)</p>	<p>PPS1 outlines the general principles under which the planning system operates following the introduction of the Planning and Compulsory Purchase Act 2004. It sets out an overview and general statement on the objectives of the planning system. PPS1 requires planning to facilitate and promote sustainable and inclusive patterns of urban and rural development by:</p> <ul style="list-style-type: none"> • making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life; • contributing to sustainable economic development; • protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities; • ensuring high quality development through good and inclusive design, and the efficient use of resources; and • ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community. <p>PPS1 sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system. In preparing development plans, planning authorities should seek to provide improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation, by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car; and reduce the need to travel and encourage accessible public transport provision to secure more sustainable patterns of</p>	<p>The LTP and SA/SEA should seek to achieve economic, social and environmental sustainability, as well as inclusive access for all and high quality design</p>

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
	transport development. Development plans should also reduce the need to travel and encourage accessible public transport provision to secure more sustainable patterns of transport development. Planning should actively manage patterns of urban growth to make the fullest use of public transport and focus development in existing centres and near to major public transport interchanges.	
Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1 (2007)	The key objectives of all spatial plans must be to deliver the Government’s Climate Change Programme and energy policies, and in doing so contribute to global sustainability. Also to deliver patterns of urban growth that help secure the fullest possible use of sustainable transport for moving freight, public transport, cycling and walking; and, overall, reduce the need to travel, especially by car; and securing new development and shaping places that minimise vulnerability, and provide resilience to climate change and in ways that are consistent with social cohesion and inclusion.	The LTP, SA/SEA should consider climate change mitigation (reducing greenhouse gases) and climate change adaptation
Planning Policy Guidance Note 2 (PPG2): Green Belts (1995)	The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the most important attribute of Green Belts is their openness. PPG2 states that there are five purposes of including land in Green Belts, as follows: <ul style="list-style-type: none"> • to check the unrestricted sprawl of large built-up areas; • to prevent neighbouring towns from merging into one another; • to assist in safeguarding the countryside from encroachment; • to preserve the setting and special character of historic towns; and • to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. Paragraph 1.6 of PPG2 advises that once Green Belts have been defined, the use of land in them has a positive role to play in fulfilling the following objectives: <ul style="list-style-type: none"> • to provide opportunities for access to the open countryside for the urban population; • to provide opportunities for outdoor sport and outdoor recreation near urban areas; • to retain attractive landscapes, and enhance landscapes, near to where people live; • to improve damaged and derelict land around towns; • to secure nature conservation interest; and • to retain land in agricultural, forestry and related uses. PPG2 states that when any large-scale development or redevelopment of land occurs in the Green Belt (including road and other infrastructure developments or improvements), it should, so far as possible contribute to the achievement of the objectives for the use of land in Green Belts. PPG2 also acknowledges that the countryside immediately around urban areas will often be the preferred location for Park & Ride schemes. Government’s commitment to maintaining the openness of the Green Belt means that when seeking to locate P&R development, non-Green Belt alternatives should be investigated first. However, there may be cases where a Green Belt location is the most sustainable of the available options. PPG2 sets out a number of circumstances when P&R development is not inappropriate in Green Belts.	The LTP and SA/SEA should aim to protect the character if the landscape including protection of Green Belts
Planning Policy Statement 3 (PPS3): Housing (2006)	In support of its objective of creating mixed and sustainable communities, the Government’s policy is to ensure that housing is developed in suitable locations which offer a range of community facilities and with good access to jobs, key services and infrastructure. At the regional level, PPS3 states that the Regional Spatial Strategy should identify broad strategic locations for new housing developments so that the need and demand for housing can be addressed in a	The LTP and SA/SEA should consider transport infrastructure in relation to new housing developments to ensure accessibility

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
	<p>way that reflects sustainable development principles. Regional Planning Bodies should, working with stakeholders, set out the criteria to be used for selecting suitable broad locations for new housing, taking into account:</p> <ul style="list-style-type: none"> • Evidence of current and future levels of need and demand for housing, at the local, sub-regional, regional and national level, as well as the availability of suitable land; • The contribution to be made to cutting carbon emissions from focusing new development in locations with good public transport accessibility and/or by means other than the private car and where it can readily and viably draw its energy supply from decentralised energy supply systems based on renewable and low-carbon forms of energy supply, or where there is clear potential for this to be realised. 	
<p>Planning Policy Statement 4 (PPS4): Planning for Sustainable Economic Growth (2009)</p>	<p>PPS4 sets out sets out planning policies for economic development. Policy EC2 of PPS4 relates to planning for sustainable growth and states that regional planning bodies and local planning authorities should ensure that their development plan plans for the delivery of the sustainable transport and other infrastructure needed to support their planned economic development and, where necessary, provides advice on phasing and programming of development.</p>	<p>The LTP and SA/SEA should consider economic growth and transport infrastructure to achieve this</p>
<p>Planning Policy Statement 5 (PPS5): Planning for the Historic Environment (March 2010)</p>	<p>Planning Policy Statement 5: Planning for the Historic Environment (PPS5) sets out the Government's planning policies on the conservation of the historic environment. This replaces Planning Policy Guidance 15: Planning and the Historic Environment (PPG15) published on 14 September 1994; and Planning Policy Guidance 16: Archaeology and Planning (PPG16) published on 21 November 1990.</p>	<p>The LTP and SA/SEA should protect the historic character of the area and heritage and archaeological assets</p>
<p>Planning Policy Statement 7 (PPS7): Sustainable Development in Rural Areas (2004)</p>	<p>PPS7 applies to rural areas, including country towns and villages and the wider, largely undeveloped countryside up to the fringes of larger urban areas. The Government has a number of objectives for rural areas as follows:</p> <ul style="list-style-type: none"> • to raise the quality of life and the environment in rural areas; • to promote more sustainable patterns of development; • promoting the development of the English regions by improving their economic performance so that all are able to reach their full potential; and • to promote sustainable, diverse and adaptable agriculture sectors. <p>PPS7 requires that decisions on development proposals are based on sustainable development principles, ensuring an integrated approach to the consideration of social inclusion, recognising the needs of everyone; effective protection and enhancement of the environment; prudent use of natural resources; and maintaining high and stable levels of economic growth and employment.</p>	<p>The LTP and SA/SEA should protect the character of the landscape in rural areas and increase public transport accessibility to rural communities</p>
<p>Planning Policy Statement 9 (PPS9): Biodiversity and Geological Conservation (2005) including Planning for Biodiversity and Geological Conservation: A Guide to Good Practice (2006) and Circular 06/05: Biodiversity and Geological Conservation - Statutory Obligations and Their Impact Within the Planning System (2005)</p>	<p>PPS9 confirms the importance that the planning system has in meeting the Government's international commitments and domestic policies for habitats, species and ecosystems. The aim of planning decisions should be to prevent harm to biodiversity and geological conservation interests and ensuring that developments take account of the role and value of biodiversity in supporting economic diversification and contributing to a high quality environment. Where granting planning permission would result in significant harm to those interests, local planning authorities will need to be satisfied that the development cannot reasonably be located on any alternative sites that would result in less or no harm. In the absence of any such alternatives, local planning authorities should ensure that, before planning permission is granted, adequate mitigation measures are put in place and where adequate mitigation is not possible, appropriate compensation measures should be sought.</p>	<p>The LTP and SA/SEA should aim to protect and enhance biodiversity and geo-diversity</p>

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
	<p>Circular 06/05 provides administrative guidance on the application of the law relating to planning and nature conservation as it applies in England.</p> <p>The Guide to Good Practise complements PPS9 and Circular 06/05 and provides good practice guidance on ways regional planning bodies and local planning authorities can help deliver the national policies in PPS9 and comply with legal requirements set out in Circular 06/05.</p>	
<p>PPS10: Planning for Sustainable Waste Management</p>	<p>The overall objective of Government policy on waste, as set out in the strategy for sustainable development, is to protect human health and the environment by producing less waste and by using it as a resource wherever possible. Through more sustainable waste management, moving the management of waste up the 'waste hierarchy' of reduction, reuse, recycling and composting, using waste as a source of energy, and only disposing as a last resort the Government aims to break the link between economic growth and the environmental impact of waste.</p>	<p>The SA/SEA should include objectives for sustainable waste management. Transport infrastructure will require excavation of materials and where possible this should be reused or recycled.</p>
<p>PPS12: Local Development Frameworks</p>	<p>The UK Government has four aims for sustainable development in its strategy 'A better quality of life: a strategy for sustainable development in the UK' (as set out in PPS12):</p> <ul style="list-style-type: none"> • Social progress which recognizes the needs of everyone; • Effective protection of the environment; • The prudent use of natural resources; • Maintenance of high and stable levels of economic growth and employment. <p>The PPS goes on to examine the aims of the new planning system, including:</p> <ul style="list-style-type: none"> • The system should be flexible to enable plans to respond quickly to change • The process should be front loaded to enable decisions to be made early in the process • Plan preparation should follow the above sustainable development principles and SA should be undertaken <p>Plans should be based upon a robust evidence base. No precise targets or indicators established</p>	<p>The LTP should take into consideration guidance in PPS12</p>
<p>Planning Policy Guidance 13 (PPG13): Transport (2001)</p>	<p>The objectives of PPG13 are to integrate planning and transport at the national, regional, strategic and local level to promote more sustainable transport choices for both people and for moving freight; to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and to reduce the need to travel, especially by car. PPG 13 states that in appropriate circumstances, park and ride schemes can help promote more sustainable travel patterns, both at local and strategic levels, and improve the accessibility and attractiveness of town centres. The guidance suggests that well designed and well conceived schemes should be given favourable treatment through the planning system. PPG13 advises that such proposals need to be developed as an integral part of the planning and transport strategy for the area. Where developments will have significant transport implications, Transport Assessments should be prepared and submitted alongside the relevant planning applications for development.</p>	<p>The LTP and SA/SEA should aim to ensure the transport network is accessible for all, safe, reliable and efficient, and help reduce transport emissions</p>
<p>Planning Policy Guidance 17 (PPG17): Planning for Open Space, Sport and Recreation (2002)</p>	<p>PPG17 considers the importance of open spaces, sport and recreation in underpinning people's quality of life. Well designed and implemented planning policies for open space, sport and recreation are therefore fundamental to delivering broader Government objectives which include supporting an urban renaissance, supporting a rural renewal, promotion of social inclusion and community cohesion, health and well being, and promoting more sustainable development. It also states that local authorities should:</p>	<p>The LTP, SA/SEA should aim to protect areas of open space and make them more accessible</p>

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
	<ul style="list-style-type: none"> • avoid any erosion of recreational function and maintain or enhance the character of open spaces; • ensure that open spaces do not suffer from increased overlooking, traffic flows or other encroachment; • protect and enhance those parts of the rights of way network that might benefit open space; and • consider the impact of any development on biodiversity and nature conservation. <p>PPG17 seeks to protect the recreational quality of open spaces and ensure that this is not eroded by insensitive development or incremental loss of the site. PPG17 asserts that local authorities should avoid any erosion of recreational function and maintain or enhance the character of open spaces; ensure that open spaces do not suffer from increased overlooking, traffic flows or other encroachment; protect and enhance those parts of the rights of way network that might benefit open space; and consider the impact of any development on biodiversity and nature conservation.</p>	
Planning Policy Guidance 20 (PPG20): Coastal Planning (1992)	This guidance sets out the planning policy for the coastal areas of England and Wales. It sets the general context for policy and identifies planning policies for the coast and policies for development that require a coastal location.	The LTP and SA/SEA should consider effects of development and transport projects in coastal locations
PPS22: Renewable Energy	PPS 22 states that planning authorities should encourage the use of renewable energy sources in new development through the development of appropriate policy mechanisms which set targets and explore technology options. No precise targets or indicators established.	The LTP and SA/SEA should aim to encourage energy efficiency and the use of renewable energy sources in transport developments
Planning Policy Statement 23 (PPS23): Planning and Pollution Control (2004)	PPS23 outlines the importance of planning in determining the location of any given development and the subsequent pollutant sources which may be present or generated and that may pose a risk to human health or the environment. PPS 23 advises that any consideration of the quality of land, air or water and potential impacts arising from development, possibly leading to impacts on health, is capable of being a material planning consideration, in so far as it arises or may arise from or may affect any land use.	The LTP, SA/SEA should consider pollution control in terms of land air and water pollution which could lead to human health effects. Where transport infrastructure is to be developed on contaminated land remediation should be implemented.
Planning Policy Guidance Note 24 (PPG24): Planning and Noise (1994)	PPG24 outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which generate noise. It explains the concept of noise exposure categories for residential development and recommends appropriate levels for exposure to different sources of noise. PPG24 considers that much of the development which is necessary for the creation of jobs and the construction and improvement of essential infrastructure will generate noise.	Transport is one of the main sources of noise pollution. The LTP, SA/SEA and HIA should consider the effects of transport related noise and communities and aim to reduce this
Planning Policy Statement 25 (PPS25):Development and Flood Risk (2006)	PPS25 states that the aims of planning policy on development and flood risk are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding and to direct development away from areas at highest risk. Where new development is, exceptionally, necessary in such areas, this policy aims to make it safe without increasing flood risk elsewhere and where possible, reducing flood risk overall. PPS25 sets out a number of responsibilities for developers, which include demonstrating consistency with PPS25 and local development plan policies and providing a flood risk assessment to demonstrate whether development is likely to be affected by current or future flooding from any source; satisfying the local planning authority that the development is safe; demonstrating whether it will increase flooding elsewhere; and the measures proposed to deal with such effects and risks.	The LTP and SA/SEA should flood risk
Regional		

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
Moving forward – The Northern Way (2004)	<p>The Action Plan – Progress Report sets out the key milestones and activities for all the proposals outlined in Moving Forward: the Northern Way.</p> <p>The Plan sets out ten investment priorities, of which Number eight is about transport: 'invest in creating better integrated public transport services within and between our city regions; these are key to efficient labour markets and to enable those living in deprived communities to access jobs elsewhere. Bus services will be the dominant mode of travel but it will be essential to extend and upgrade light rail systems.'</p> <p>The plan also sets out four strategic themes for Merseyside:</p> <ul style="list-style-type: none"> • a premier destination city region; • a connected city region; • a creative and competitive city region; • a city region of sustainable communities. 	The Northern Way encourages investment in better integrated public transport services enabling deprived communities to access jobs and services. The LTP and SA/SEA should help promote this aim.
Regional Sustainable Development Framework – Action for Sustainability	Action for Sustainability is the North West Sustainable Development Framework. It sets out priorities and long-term goals for sustainable development for the Region. The goal for transport states: 'Sustainable transport and access, reducing the need to travel and allowing access for all to places, goods and services'	The LTP and SA/SEA to include objectives on sustainable transport and accessibility.
North West Sustainable Development Integrated Appraisal Toolkit (June 2009)	The Integrated Appraisal Toolkit was developed by the North West Assembly based on AfS to provide organisations with a consistent approach to sustainability appraisal.	The SA/SEA should consider the questions outlined in the toolkit
North West of England Plan Regional Spatial Strategy to 2021 (September 2008)	The Regional Spatial Strategy (RSS) for North West England provides a framework for development and investment in the region over the next fifteen to twenty years. It establishes a broad vision for the region and its sub-regions, priorities for growth and regeneration, and policies to achieve sustainable development across a wide range of topics – from jobs, housing and transport to climate change, waste and energy.	The LTP, SA/SEA should consider economic development, social development and environmental protection
RS2010: Regional Strategy for England's Northwest (2009)	<p>The Northwest Regional Economic Strategy, the Regional Spatial Strategy and the Regional Housing Strategy will be combined in the new single Regional Strategy, known as RS2010. The NWDA has joint responsibility with 4NW in preparing the single Regional Strategy for the Northwest.</p> <p>The aim is to develop a strategy that will bring together environmental, social and economic priorities and reflect the Northwest's long-term commitment to sustainable growth. RS2010 will enable the region to carry out a more in-depth review of future priorities during 2009.</p> <p>The Principles and Issues paper outlines some of the major underlying considerations for the Regional Strategy. It also suggests major issues to be considered in developing the strategy, drawing on an independent assessment of the issues and challenges facing the region from the evidence base to date and national/regional policy context.</p>	The LTP, SA/SEA should consider economic development, social development and environmental protection
Wild about the North West: A Biodiversity Audit of North West England (1999)	<p>The Audit identifies priority habitats and species of conservation importance at a regional level, it also informs the production of Local Biodiversity Action Plans, and provides a basis for targeting the allocation of resources as well as strategic regional planning and economic initiatives.</p> <p>The audit identifies priority and important areas in Merseyside such as the sand dune coast and estuaries which are internationally important for their habitats and species, some of the industrial "wasteland", of which there is plenty, also supports very interesting and uncommon plant and animal communities. Other natural habitats of importance include the saltmarshes, mosslands, heathlands and wooded cloughs, with farming having created woods, pasture, hay meadows and ponds.</p>	LTP and SA/SEA to include objective for protecting biodiversity and geo-diversity from transport development

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
North West Cultural Strategy (2002)	<p>The Strategy sets out the overall context for the region including its cultural strengths and assets and what the NWCC believes can and should be done together with its partners to develop and improve the cultural opportunities and add significantly to the well-being of the north west.</p> <p>One of the aims of the strategy is that: Culture and creativity are central to economic prosperity and growth and we aim to:</p> <ul style="list-style-type: none"> • Develop a sustainable cultural economy and build on the existing clusters of businesses in all parts of the region; • Ensure that more of the region's citizens gain and sustain employment in the cultural industries through promotion and export, and the exchange of ideas, skills and products; • Promote the benefits of culture and creative innovation to businesses and visitors including the attraction of inward investment. 	The LTP and SA/SEA should aim to increase accessibility to cultural assets through sustainable transport modes
Investment for Health – A plan for North West England (2003)	The potential to improve health is important in the North West, given its relatively poor health and projected demographic changes. Policies are required which improve the health of older people, those of working age, children and young people.	The LTP, SA/SEA should consider the health of the population and encourage active lifestyles, reduced road traffic accidents and access to healthcare facilities
North West Regional Development Agency – Regional Funding Advice (2009)	This RFA advice sets out the region's priorities for addressing the challenges under each of the funding areas as requested by the Government.	The LTP and SA/SEA should consider these emerging regional priorities.
North West Economic Strategy (2006)	The vision for the regions set out in the RES is 'A dynamic, sustainable international economy which competes on the basis of knowledge, advanced technology and an excellent quality of life for all'. The RES out priorities for economic growth, culture, environment, community and transport. One of the aims for transport is to reduce levels of congestion by increasing use of public transport and reducing peak traffic volumes	The SA/SEA should reflect the priorities of the RES and include objectives for economic growth, culture, environment, community and transport. The LTP should contribute towards the aim for transport
North West Regional Housing Strategy (2009)	The regional housing strategy aims ensure housing strategies are aligned with sub-regional economic and transport strategies ensure that developments are located so that the best use is made of existing or planned transport infrastructure, particularly that which allows for travel by public transport or other sustainable modes such as walking and cycling	The LTP, SA/SEA should promote objectives that make use of existing or planned transport infrastructure, particularly that which allows for travel by public transport or other sustainable modes such as walking and cycling
Regional Waste Strategy for the North West (2004)	This Strategy recommends wholesale changes to the way in which the region regards waste and how it is managed. The first message this Strategy must deliver is that there is now an urgent need to reconsider how the region views waste and how new methods of waste management can be put in place, including new collection and treatment regimes, reprocessing infrastructure and new built developments.	The LTP and SA/SEA should consider sustainable waste practices for construction and maintenance of transport infrastructure
North West Sustainable Energy Strategy (July 2006)	The strategy identifies key target groups whose actions can help address the energy challenge and sets out a framework within which both the public and private sectors can respond.	The LTP and SA/SEA should encourage energy efficiency and use of renewable energy
North West Regional Freight Strategy (November 2003)	The Strategy sets the strategic context within which the next round of Local Transport Plans are to be developed, the Regional Freight Strategy provides a framework and guidance to assist local authorities in the North West to achieve the status of a 'good' Local Transport Plan with respect to freight.	Objectives should reflect the need for an integrated approach towards the movement of freights and the use of

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
	<p>The aims and objectives of the Regional Freight Strategy are to:</p> <ul style="list-style-type: none"> • Assist the promotion of sustainable economic growth by: <ul style="list-style-type: none"> – maximising the efficient use of existing transport infrastructure and services; – implementing selective enhancements where necessary; – minimising the environmental and social impacts of freight transport; – taking full account of the inter-relationship of land-use planning and freight transport; and – ensuring that all decisions are taken within the context of an integrated transport and land-use strategy. • To underpin the competitiveness of indigenous business, attract and retain inward investment and reduce the threat of peripherality in Europe by improving accessibility to, from and within the North West for those who use or operate freight transport. • To provide a vibrant, efficient and safe freight industry in the North West by developing and maintaining a range of high quality transport networks and services. • To involve both private and public sector interests by encouraging partnership working to facilitate a better understanding amongst stakeholders of the needs of modern supply chains. 	<p>methods of freight movement that reduce the associated environmental and social impacts</p>
<p>Operation North West England Programme under the Regional competitiveness and employment objective 2007-2013 (2007)</p>	<p>The programme - outside of the least developed regions - is aimed at strengthening the North West regional competitiveness and attractiveness by:</p> <ul style="list-style-type: none"> • promoting innovation and knowledge transfer • stimulating enterprise and supporting successful business • ensuring sustainable development, production and consumption • building sustainable communities. <p>As part of this programme aims to promote clean public transport within towns in the North West</p>	<p>LTP and SA/SEA to promote sustainable clean public transport and increase access to employment areas</p>
<p>North West Climate Change Action Plan 2010-2012</p>	<p>The NW Climate Change Action Plan aims to stimulate and measure the progress of England's Northwest towards a low-carbon economy, preparing it for the challenges of a changing climate and expected future energy demands, whilst protecting and enhancing quality of life and preserving the Northwest's rich environment.</p> <p>The Action Plans encourages a low carbon transport system, use of innovative technologies and sustainable fuels, infrastructure for ultra low carbon vehicles and to adapt to climate change. It also encourages walking, cycling and public transport use supported by land use planning, improved local services and increased use of digital connectivity which reduce the need for travel.</p>	<p>Transport contributes to climate change through vehicle emissions. The LTP and SA/SEA should aim to reduce reliance on the private car by improving public transport and facilitating modal shift</p>
<p>North West Strategic Health Authority Annual Report 2008/09</p>	<p>The North West Strategic Health Authority vision for the North West is: 'To ensure the NHS delivers the best possible health and the highest quality health care for the people of the North West – by operating as a world-class health system'.</p> <p>The aims to achieve this include:</p> <ul style="list-style-type: none"> • improve health and wellbeing for all of the North West population; • optimise the delivery of quality health care in the most appropriate setting; 	<p>The LTP, SA/SA should support the aims of the North West Strategic Health Authority</p>

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
Strategy for Tourism in England's North West 2003-2010 (2007)	<ul style="list-style-type: none"> • be recognised as a leading health system. <p>The tourism vision for England's Northwest is that within ten years, it offers our visitors real excellence and superb experiences, wherever they go, and has a thriving visitor economy that is second to none. There are six strategic aims including: enhanced communication with the region's visitors; an improved infrastructure for the visitor economy; and for all activity related to tourism and the visitor economy to be based on the principles of sustainable development.</p>	The LTP and SA/SEA should aim to ensure that tourism assets are not adversely affected by transport infrastructure or congestion effects, and that they are accessible by public transport
Water for Life and Livelihoods: River Basin Management Plan North West River Basin District (2009)	The River Basin Management Plan is about the pressures facing the water environment in the North West district river basin, and the actions that will address them. The Plan focuses on the protection, improvement and sustainable use of the water environment. It has been prepared in consultation with a wide range of organisations and individuals and is the first of a series of six-year planning cycles.	The LTP and SA/SEA should aim to consider the impacts and opportunities on water resources and their management.
North West Green Infrastructure Guide (2007)	<p>The Guide has been developed to support the Green Infrastructure Policy in the North West Regional Spatial Strategy (RSS) by</p> <ul style="list-style-type: none"> • Providing detailed information on the concept of Green Infrastructure which appears in the RSS; and • Provides initial guidance on producing a Green Infrastructure Plan. 	The LTP and SA/SEA should aim to consider an appropriate level of green infrastructure
North West Biodiversity Forum	The North West has regional habitat targets which are the regional contribution to UK Biodiversity targets and the England Biodiversity Strategy. The Strategy emphasizes the need for large scale habitat restoration and better engagement with regional bodies to deliver the targets.	The LTP and SA/SEA should aim to minimise the impact of development on local biodiversity
CCP536 - Countryside Character Volume 2: North West	The document presents landscape descriptions and maps which set out the qualities of the countryside in the North West. The aim is to protect the countryside and ensure that it can be used and enjoyed by future generations.	THE LTP and SA/SEA should aim to consider the impacts and opportunities on the landscape.
North West Regional Landscape Character Framework	The North West Landscape Character Framework brings together information about geology, landform, biodiversity, history and land use to provide an integrated geographic framework for the North West. The Framework maps and describes diverse landscapes at a regional scale.	THE LTP and SA/SEA should aim to consider the impacts and opportunities on the landscape including, geology, landform, biodiversity, history and land use.
Local		
Merseyside Second Local Transport Plan (2006)	Sets out a 10 year strategy and a 5 year plan to help solve some of the social, economic and environmental problems in Merseyside by making the transport system better for the people in Merseyside	The LTP, SA/SEA should build on the aims and policies set out in the LTP2
The Liverpool City Region – Transforming Our Economy: The Strategic Proposals	The Economic City Strategy and Action Plan present a strategic and action framework for further development. It sets out an initial analysis of the city region and also comprises of the more detailed action priorities. The main report is underpinned by a preliminary assessment of the economic prospects for the city region (Appendix 2 of the report) and by a separate economic baseline report.	The LTP, SA/SEA should aim to support the economy of the region and address the detailed action priorities where appropriate.

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
Liverpool City Council Air Quality Action Plan (June 2007) and update (2009)	<p>Liverpool City Council requires an Air Quality Action Plan because it is forecast that annual average concentrations of nitrogen dioxide (NO₂) in two areas of the City will exceed the national target for 2005. In accordance with legislation, two Air Quality Management Areas (AQMAs) have been declared:</p> <ul style="list-style-type: none"> • AQMA1 - Liverpool City centre • AQMA2 - Liverpool M62/ Rocket Junction area <p>Objectives for the AQAP include: To pursue the air quality objectives laid down in the National Air Quality Strategy, whilst</p> <ul style="list-style-type: none"> • improving the quality of life and health of the residents and workers in Liverpool; • acting in a cost-effective manner, through careful selection of options; • integrating our work with other Council Strategies and the activities of Council Departments; particularly LTP2, regional bodies, outside Agencies and other interested parties; • taking account of the needs and views of local people; and • acting, where possible, to stimulate local employment and the local economy. 	<p>Transport is the major contributor to the AQMAs in Liverpool. The LTP, SA/SEA and HIA should aim to encourage greater use and accessibility of public transport, walking and cycling which may help reduce reliance on the car and in turn reduce emission associated with car travel.</p>
Liverpool 2024: A Thriving International City – Sustainable Community Strategy	<p>Liverpool’s Sustainable Community Strategy, together with the city’s Local Area Agreement seeks to help promote Liverpool as a thriving international city. The document was produced by Liverpool’s local strategic partnership, Liverpool First and outline’s the partnerships shared vision and a roadmap for delivery. The vision aims to shape Liverpool into a city that is:</p> <ul style="list-style-type: none"> • Competitive; • Connected • Distinctive; • Thriving; and • Healthy. <p>These are the five strategic drivers that underpin the partnership’s ambitions between now and 2025.</p>	<p>The LTP, SA/SEA should aim to consider the five strategic drivers of the strategy in order to help reinstate Liverpool as a thriving international city.</p>
Knowsley UDP (2006)	<p>Policy T6 on ensuring choice of travel to serve new developments aims to ensure good choice of mode of travel for all development proposals with an emphasis on walking, cycling and public transport. Policy T8 on Transport Assessments (TA) requires that a TA is submitted for large-scale developments likely to substantially increase traffic generation. Policy T9 on Travel Plans requires the submission and implementation of travel plans for certain types of development.</p>	<p>The LTP should support the policies in the UDP by requiring transport assessments and travel plans for certain thresholds of development</p>
St Helens UDP (1998)	<p>Policy GEN9 on car parking and serving requires all new development to make appropriate level of on-site provision as well as accommodating the requirements of public transport, cyclists and pedestrians.</p>	<p>The LTP should support policies in the UDP by proving more stringent parking standards and facilities for cyclists and pedestrians</p>
Liverpool UDP (November 2002)	<p>Policy T15 on Transport Impact Assessment requires TIA to be carried out for new development that are over certain specified thresholds. The UDP also states that control of car parking is important to reduce reliance on the private car, and encourages improvements and expansion of public transport networks and facilities.</p>	<p>The LTP should support the policies in the UDP through requiring transport assessments for certain developments and controlling car parking.</p>
Sefton UDP (June 2006)	<p>Policy T1 describes the Council’s priorities for development of the transport network. The policy aims to improving strategic access to the Port of Liverpool and reducing the environmental impact of traffic on the</p>	<p>The LTP and SA/SEA should support the core transport priorities in the UDP.</p>

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
	<p>main Port access routes; implementing the Southport and Bootle Transport Strategies; developing Park and Ride facilities; implementing bus priority measures set out in the Local Transport Plan; implementing the cycle network and the programme for improving pedestrian access; relieving major environmental problems on the Switch Island to Thornton (A5207) route; safeguarding non-operational railway lines for which there is a potential freight or passenger use.</p> <p>It also states that all transport infrastructure will be designed and implemented in a manner which limits harm to the environment as much as possible.</p>	
Wirral UDP (February 2000)	Policy TRT1 looks at the provision for public transport services and facilities within new developments. Policy TRT3 requires that environmental impacts of transport proposals are considered. Policy TR12 requires that new developments provide differing levels of cycle parking facilities depending on the development type.	The LTP should support the UDP policies on transport through requiring new development to provide cycle facilities.
Wirral LDF Core Strategy Development Plan Document – Draft for consultation (2007)	The Local Development Framework (LDF) will be the key spatial plan for Wirral. The Core Strategy DPD will set out the Council's overall vision, objectives and spatial strategy for the Borough, for a period of up to ten years. It will also set the wider land use framework for private sector investment and the delivery of public services within the area. Wirral Council is currently consulting on the Spatial Options for the Core Strategy for the Borough during January and February 2010	The LTP, SA/SEA should support the forthcoming LDF policies on transport.
Liverpool LDF Core Strategy Development Plan Document – Draft for consultation (2010)	The Local Development Framework (LDF) will be the key spatial plan for Liverpool and the Core Strategy is the primary development plan document. It will establish a planning framework for the City comprising a long term spatial vision, strategic objectives and an overall delivery strategy, which will comprise strategic policies for delivering the objectives. The council are currently consulting on the Core Strategy between February and March 2010	The LTP, SA/SEA should support the forthcoming LDF policies on transport.
Sefton LDF Core Strategy Development Plan Document – Draft for consultation (2009)	The Local Development Framework (LDF) will be the key spatial plan for Sefton. The Core Strategy will set out our overall vision, objectives and spatial strategy for the Borough, over the next 15-20 years. It will also set the wider land use framework for private sector investment and the delivery of public services within the area. Final approval of the core strategy is currently anticipated in 2011.	The LTP, SA/SEA should support the forthcoming LDF policies on transport.
St. Helens LDF Core Strategy Development Plan Document – Draft for consultation (2009)	<p>The Local Development Framework (LDF) will be the key spatial plan for St Helens. The Core Strategy is the principal document in a framework of documents that will guide the Borough in its local development making decisions until 2025. It provides an overall strategy of where development should be located and how we meet the needs of the Borough. It also contains proposals for housing, economy and employment, community facilities, quality of life and accessibility are explained for an individual area and the Borough as a whole.</p> <p>The Council is currently considering all representations made during the last consultation exercise in 2009.</p>	The LTP, SA/SEA should support the forthcoming LDF policies on transport.
Knowsley LDF Core Strategy Development Plan Document – Draft for consultation (2009)	The Local Development Framework (LDF) will be the key spatial plan for Knowsley and the Core Strategy will set out a vision, key objectives and strategic planning policies for Knowsley. The council are currently at an early stage of developing this strategy.	The LTP, SA/SEA should support the forthcoming LDF policies on transport.
'Liverpool First' Liverpool Community Strategy 2005-2008	The vision for Liverpool is 'For Liverpool to become a premier European City. Achieved by building a more competitive economy, developing healthier, safer and more inclusive communities and enhancing	The LTP, SA/SEA should contribute to the transport priority through encouraging

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
	individual life chances.’ Liverpool’s key transport priorities are: improving road safety, access and air quality and reducing congestion.	sustainable transport options which will help reduce congestion and air pollution
Knowsley: The Borough of Choice - Sustainable Community Strategy 2008 – 2023 (2008)	The vision is: ‘Knowsley - the borough of choice’ The aim of the strategy is that by the year 2023, Knowsley will have: <ul style="list-style-type: none"> • attractive, sustainable neighbourhoods with a wide choice of housing and excellent community facilities; • vibrant and welcoming town centres; • residents and local communities who are able to make positive lifestyle choices; • high quality employment areas which help to drive economic growth in the Liverpool City Region; and • narrowed the gap in deprivation levels, both between different parts of the borough and between Knowsley and elsewhere. 	The LTP, SA/SEA should consider health, economy, community to reflect the objectives of the community strategy and encourage a sustainable, safe and vibrant community
‘A vision for Sefton’ Sefton Community Strategy 2006-2011	This is the third Community Strategy for Sefton. It has been drawn together by the Sefton Borough Partnership (the Local Strategic Partnership for Sefton) and reflects the shared vision and commitment of key partners who are committed to working together ‘to make Sefton a great place in which to live, work, learn, visit and do business’. The Strategy sets out priorities and targets which have been agreed to improve the quality of life for those residing and visiting Sefton and are presented as four main themes: <ul style="list-style-type: none"> • Children and Young People; • Safer and Stronger Communities; • Healthier Communities and Older People; • Economic Development and Sustainability. 	The LTP, SA/SEA should consider health, economy, community to reflect the objectives of the community strategy and encourage a sustainable, safe and vibrant community
St Helen’s Community Plan 2002-2012 (Revised 2009)	The vision for St Helens is to make St. Helens a modern, distinctive, economically prosperous and vibrant Borough. Key objectives of the Plan include: <ul style="list-style-type: none"> • A diverse, modern economy, offering a wide range of job opportunities. • Opportunity and success for all who live, study, train and work in the Borough, through high quality lifelong learning experiences and activities. • A healthy, safe, attractive and rich environment with a choice of good transport facilities for all. • A wide choice of quality homes for all our residents. • Reduced crime and fear of crime. • Improved health and well-being through flexible, responsive health and social care. • High quality opportunities and facilities for leisure and sport, with a vibrant cultural life. • Sustainable and stronger communities, narrowing inequalities with better opportunities for disadvantaged groups. 	The LTP, SA/SEA should consider health, economy, community to reflect the objectives of the community strategy and encourage a sustainable, safe and vibrant community
‘Getting Better Together’ Wirral	The vision for Wirral is to ‘Make Wirral a better place in which to live, work and invest’.	The LTP, SA/SEA should consider

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
Community Strategy 2003-2013 and Consultation Draft Wirral 2025: More Equal, More Prosperous (2009)	The aim for transport set out in the strategy states: we want our transport systems to be clean, reliable and integrated, and to offer a variety of sustainable transport choices to provide access to key opportunities and services.	health, economy, community to reflect the objectives of the community strategy and encourage a sustainable, safe and vibrant community
Liverpool City Region Development Programme Update (2006)	<p>The 2006 update to the Liverpool City Region (LCR) Development Programme has been compiled by the Sub Regional Partnership (SRP), guided by The Mersey Partnership</p> <p>It will form the key strategy statement, for submission to the Northern Way, on the future direction of the whole city region and a platform from which partners in the city region can:-</p> <ul style="list-style-type: none"> • Promote the city region and its assets • Provide focus for and help align the various strategies and funding streams • Help to stimulate private sector involvement and investment • Influence public investment planning and coordination • Establish collaborations across the City region • Identify and develop pan-northern opportunities 	The LTP and SA/SEA should complement the aims of the development programme
Merseyside Noise Study (2004)	<p>In April 2003, the Merseyside Transport, Health and Environment Forum, on behalf of the five Merseyside Local Authorities and Merseytravel, commissioned an investigations into environmental (or ambient) noise. The main purpose of the Merseyside Ambient Noise Study was to address the lack of good quality information about environmental noise and its effects on people's quality of life. Particular attention was paid to transport related noise. The Merseyside Noise Study was completed in June 2004 and the results were presented to a conference held in Liverpool on the 22nd June 2004.</p> <p>The results showed that transportation noise especially road traffic noise was the main source of residents noise exposure, and that 44% of residents were caused bother, annoyance or disturbance.</p>	The LTP, SA/SEA should consider noise effects on human health from transport and aim to reduce this
Code of Practice on Access and Mobility (2002)	The Code of Practice was originally compiled and produced by Merseytravel and the five Merseyside Authorities in February 1999. It was updated in 2001 and 2002 to take account of changes in legislation and good practice documentation. It offers guidance on best practice in designing environments not only to meet the needs of disabled people but also of those who may otherwise be restricted by the design of buildings, structures, highways or transportation.	The LTP should aim to increase the accessibility of new developments for cyclists, walkers and disabled people. The SA/SEA should include an objective on increasing accessibility.
Liverpool Superport (2008)	The strategy for developing SuperPort is based around the Vision to bring together and integrate the strengths of the Ports, Airports and Freight Community to create a 'SuperPort' for freight and passenger operations within the Liverpool City Region that will become a key driver of its economy. In doing so it aims to create the most effective and cost efficient environment for freight cargo logistics and passenger transit in the UK	The LTP should aim to encourage an integrated approach to freight transport
Liverpool City Region Multi Area Agreement (June 2009)	<p>This sets out the vision of Liverpool City Region to establish Liverpool's status as a thriving international City Region by 2030. Of particular importance to transport are the aims to</p> <ul style="list-style-type: none"> • Improve transport: will develop a City Region transport network that meets the needs of all stakeholders, and is recognised as setting a standard for others to follow. It will be a fully integrated, sustainable and safe transport network, which supports economic and social regeneration, ensures good access for all, and which is operated to the highest standards to protect the environment and ensure good quality of life. 	The LTP and SA/SEA should include objectives to provide safe and sustainable transport network, provide integrated freight infrastructure and cut carbon dioxide emissions.

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
	<ul style="list-style-type: none"> Maximise connectivity: Through the combination of our ports, airport and multi-modal freight and logistics infrastructure, will deliver Liverpool SuperPort and significantly improve our position as one of the UK's primary international gateways by 2030. Become a low carbon economy: will become energy self-sufficient and a net energy exporter by the year 2030, through a combination of greater energy efficiency and renewable supply. This will drive us to become the biggest low carbon goods and services City Region economy in the UK. 	
Liverpool City Region Housing Strategy (May 2007)	<p>The City Region Housing Strategy aims to secure balanced housing markets which will meet locally defined needs and provide a choice of housing and neighbourhoods that will underpin economic growth. Integral to this vision is a focus on growth of the City Region's economic assets and the ways in which the housing can reinforce their growth while at the same time redressing disparities in socio-economic conditions.</p> <p>To achieve this the strategy outlines the need to identify and create new elements of transport infrastructure in tandem with the housing needs of the area</p>	The LTP and SA/SEA should consider transport infrastructure in relation to new housing developments to ensure accessibility
Liverpool City-Region Economic Strategy & Action Plan 2005-2025	This economic strategy has been produced alongside work on the Regional Spatial and Housing Strategies, the Merseyside Local Transport Plan and the review of the North West Regional Economic Strategy. It sets out an initial analysis of the city region and presents a strategic and action framework for further development.	The LTP and SA/SEA should consider economic growth and transport infrastructure to achieve this
Economic Impact of EU and UK Climate Change Legislation on Liverpool and Liverpool City Region (June 2009)	The report warns that the Liverpool City Region economy faces major challenges from current and future climate change legislation and regulation that is needed to push the UK to become a low carbon economy	LTP and SA/SEA to encourage the use of public transport and provide objectives aimed at reducing carbon dioxide from transport.
Liverpool: Active City 2005-2010	The Liverpool Physical Activity Strategy aims to make physical activity an easier choice for people by providing a variety of activity opportunities that individuals can choose to suit themselves and their daily lifestyle. The strategy aims to promote activities such as walking and cycling.	LTP, SA/SEA should aim to promote activities such as walking and cycling to increase the health of individuals in the region.
NewHeartlands Housing Market Renewal Pathfinder	NewHeartlands is one of the Government's ten housing market renewal (HMR) pathfinders. This means they are charged with finding new ways to tackle the problems of low demand and housing market collapse in neighbourhoods across Merseyside.	The LTP and SA/SEA should consider transport infrastructure in relation to new housing developments to ensure accessibility
Sefton Physical Activity Strategy 2001 – 2011 (Review 2009)	Sefton produced a physical activity strategy covering the years 2002-2004, this document has reviewed and updated this strategy. The local context of the document has changed with the formation of the Sefton Public Health Partnership and the physical activity sub-group. The aim of the strategy is to provide a strategic overview and set the direction for funding physical activity from various funding organisations.	LTP, SA/SEA should aim to promote activities such as walking and cycling to increase the health of individuals in the region.
Heart of Merseyside Initiative	<p>Heart of Mersey [HoM] was first established as a Merseyside coronary heart disease [CHD] prevention programme in 2003. HoM became a registered charity in 2005 and broadened its remit to embrace the broader cardiovascular disease [CVD] agenda.</p> <p>Heart of Mersey aims to add value to local initiatives and programmes by working at local, regional, national and European levels to prevent CVD death in the population. Also, to alleviate the health inequalities associated with CVD through integrated, evidence-based interventions. The charity is concerned with the key risk factors associated with achieving these aims, including poor diet (excess dietary fat, salt and sugar), smoking (including secondhand smoke) and physical inactivity (environment).</p>	LTP, SA/SEA should aim to promote activities such as walking and cycling to increase the health of individuals in the region.
Wirral's Biodiversity Action Plan	The Biodiversity Action Plan outlines the work which is needed to protect and enhance natural habitats and	The LTP and SA/SEA should aim to

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
	rare species on Wirral.	protect and where possible enhance biodiversity and geo-diversity
North Merseyside Biodiversity Action Plan (BAP)	The North Merseyside Biodiversity Action Plan aims to help local people become more aware of the area's natural environment and the issues facing it. The North Merseyside BAP is not a single published document, but instead comprises a number of individual Species & Habitat Action Plans and a Business Plan. There are a total of 44 habitat and species action plans; each one describing the current status of the habitat or species, issues affecting its wellbeing, conservation objectives & targets and actions to meet them.	The LTP and SA/SEA should aim to protect and where possible enhance biodiversity and geo-diversity
Liverpool PCT	<p>Liverpool Primary Care Trust has announced ambitious plans for new and improved primary care facilities that will deliver enhanced services in an expansion of community-based healthcare in the seven years to 2014. "A New Health Service for Liverpool" sets out Liverpool PCT's commitment to:</p> <ul style="list-style-type: none"> • Provide more and better services in the community, so people only go to hospital when absolutely necessary • Major investment to improve existing health facilities and to build new centres • Improved access to healthcare, with extended opening hours and more patient-centred appointment systems • Services in locations that are accessible by public transport and core services within a 15 minute walk for everyone in the city • Investment in more community-based doctors, nurses and other health professionals joined-up health services, bringing together more professionals in one location <p>The PCT Strategic Plan 2006-2014 sets out a vision 'to achieve transformational improvements in health and in service provision and significant reductions in health inequalities'. Underpinning the vision are five key values:</p> <ul style="list-style-type: none"> • Services should be safe and based on recognised clinical standards • Services should be appropriate in terms of need and accessibility • Patients should be informed so that they can share in decisions about their treatment and can take responsibility for their health • Interventions should be equitable reflecting need and improving the health of our population • Services should be integrated with all providers planning and delivering services in cooperation with other parts of the health and social care system 	The LTP, SA/SEA should support the aims and priorities of the PCT, and help improve health by encouraging active lifestyles and improving cycling and walking facilities and routes
Sefton PCT	<p>The Revised Commissioning Strategic Plan 2008-2013 states that the PCTs missions is to:</p> <ul style="list-style-type: none"> • Improve health; and • Reduce inequalities in health <p>These two key strategic aims are sustained by three supporting strategic aims which are to:</p> <ul style="list-style-type: none"> • Ensure quality; • Provide value; • Involve local people. <p>The vision set out in the plan is: 'By 2014, working with our partners we shall have ensured that the people of Sefton can enjoy a healthier, better quality life that is longer than the national average. Health inequalities will have been significantly reduced. The people of Sefton will be fully involved in service development and will be assured that we are securing for them health care that represents safe, high quality effective care that is good value for money'.</p>	The LTP, SA/SEA should support the aims and priorities of the PCT, and help improve health by encouraging active lifestyles and improving cycling and walking facilities and routes
Knowsley PCT	The Knowsley Strategic Commissioning Plan 2008/13 states that the PCTs shared guiding principle is that	The LTP, SA/SEA should support the

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
	<p>in everything we do we should be Improving People’s Lives. The vision set out in the plan is: ‘The local communities we serve will be more informed and involved in decisions that affect them and experience better health and wellbeing and improved health and wellbeing services through:</p> <ul style="list-style-type: none"> • Prevention – outcomes with an increasing emphasis on proactive prevention rather than emergency / crisis services; • Empowerment and engagement – enabling people to take control of their own health, and to become involved in local decisions about health and wellbeing services; • Closer to home – providing services in the appropriate setting but closer to home and in neighbourhoods where possible; • Providing quality services – that are personalised and focussing on outcomes that deliver improved quality of life. 	<p>aims and priorities of the PCT, and help improve health by encouraging active lifestyles and improving cycling and walking facilities and routes</p>
Wirral PCT	<p>The Wirral Annual Report 2008/09 states that the PCT vision is: “Working Together for a Healthier Future”. Wirral PCT aim:</p> <ul style="list-style-type: none"> • To involve and empower people • To target inequalities through effective partnerships • To ensure excellence in our health services • To become a high performance, high reputation organisation. 	<p>The LTP, SA/SEA should support the aims and priorities of the PCT, and help improve health by encouraging active lifestyles and improving cycling and walking facilities and routes</p>
Halton and St. Helens PCT	<p>The Halton and St. Helens PCT Annual Report 2007/08 states that the PCTs mission is ‘Our contribution to the wellbeing of the people we serve in Halton and St Helens is to enable them to have the best possible health and health care’. Overarching objectives for the PCT include:</p> <ul style="list-style-type: none"> • To ensure the PCT delivers services as a patient-led organisation; • Work with the local community and strategic partners to improve health by ensuring clear and effective communication which creates efficient partnerships through integration, shared priorities and commissioning to tackle health inequalities. In addition, we will work as an active partner contributing to the continued viability of the local economy; • Focus on the strengthening of the organisation capabilities and capacity to develop. 	<p>The LTP, SA/SEA should support the aims and priorities of the PCT, and help improve health by encouraging active lifestyles and improving cycling and walking facilities and routes</p>
Knowsley Council and Sefton Council Strategic Flood Risk Assessment (2009)	<p>The Strategic Flood Risk Assessment (SFRA) has been prepared in accordance with government guidance in PPS25 “Planning and Flood Risk” (2006) and it’s associated Good Practice Guide. The main purpose of the SFRA is to provide a strategic overview of flood risk in Knowsley and Sefton, focusing on future development. The SFRA will help direct new development towards sites at the lowest risk of flooding</p>	<p>The LTP and SA/SEA should aim to consider minimising flood risk</p>
Liverpool City Council Strategic Flood Risk Assessment (2008)	<p>This SFRA has been carried out by Liverpool City Council Planning Policy Department in order to fulfil the requirement set out in PPS25. The SFRA is a tool which plays an important role in delivering sustainable development for the City of Liverpool, taking account of flood risk issues and climate change. The main objectives of the SFRA include (but are not limited to):</p> <ul style="list-style-type: none"> • Identifying land at risk of flooding in Liverpool; • Reduce risk and design mitigation measures; and • Provide a framework for developers for dealing with flood risk in development proposals 	<p>The LTP and SA/SEA should aim to consider minimising flood risk</p>
St. Helens Council Strategic Flood Risk Assessment (2009)	<p>The St. Helens SFRA document has been prepared in accordance with PPS25 to summarise the findings of the SFRA undertaken for St Helens Borough Council. The purpose of the document is to identify areas</p>	<p>The LTP and SA/SEA should aim to consider minimising flood risk</p>

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
The Knowsley Partnership: Local Area Agreement Pilot	susceptible to flooding, to avoid flood risk and if necessary highlight mitigation measures. The Local Area Agreements (LAA) aims are to tackle deprivation and disadvantage in the Borough of Knowsley. Furthermore the LAA seeks to improve efficiency, reduce bureaucracy and join up public services.	The LTP and SA/SEA should aim to consider opportunities for reducing deprivation and inequality and aid the integration of public services.
Sefton Local Area Agreement 2008 - 2011	As part of the Local Government and Public Involvement in Health Act, the Council now has a statutory duty to prepare a LAA. The model for LAAs involves all partners entering into a robust engagement process to ensure realistic and responsive partnership working and joint planning. The Council aims to ensure that all stakeholders have the opportunity to participate in and influence the determination and delivery of local priorities.	The LTP and SA/SEA should aim to promote sustainable development inline with the LAA
Liverpool Local Area Agreement 2008 - 2011	Liverpool's LAA is a three-year contract between government and local authorities, which state how key priorities of local people are delivered within their neighborhoods. Priorities include improved health and well being, improved connectivity and clean, safe and sustainable neighborhoods.	The LTP and SA/SEA should aim to promote sustainable development inline with the LAA
St. Helens Local Area Agreement 2008 – 2011	St.Helens LAA is now the agreed delivery vehicle for the St.Helens Sustainable Community Plan. The LAA aims to address the most critical actions and targets to improve liveability, achieve better health, and reduce worklessness.	The LTP and SA/SEA should aim to promote sustainable development inline with the LAA
Wirral's Partnership Agreement 2008/9 – 2010/11 (2008)	Wirral's LAA is a three-year agreement between the local area and central government. The LAA sets out how local priorities will be met by applying local solutions. Furthermore, the LAA contributes to national priorities set out by the government	The LTP and SA/SEA should aim to promote sustainable development inline with the LAA
The North Biodiversity Action Plan	The North Merseyside Biodiversity Action Plan aims to help local people become more aware of the area's natural environment and the issues facing it. The Plan is not a single published document, rather it comprises a number of individual Species and Habitat Action Plans.	The LTP and SA/SEA should aim to consider the impacts and opportunities for enhancement in terms of biodiversity
Liverpool World Heritage Site Management Plan and Supplementary Planning Document (SPD)	The SPD has been produced to provide detailed guidance for new development, regeneration and conservation in the Liverpool - Maritime Mercantile City World Heritage Site (WHS) and its Buffer Zone (the surrounding area and setting). The SPD supplements the 'saved' Unitary Development Plan (UDP) and sets out the management of the site and acts as a guide to future development in and around the site. It also embodies the principles in the existing WHS Management Plan.	The LTP and SA/SEA should aim to consider the impacts and opportunities on the Liverpool - Maritime Mercantile City World Heritage Site and its Buffer Zone.
Merseyside Local Geodiversity Action Plan	The Merseyside Local Geodiversity Action Plan aims to set out actions to conserve and enhance the geodiversity of the Merseyside Area	The LTP and SA/ SEA should aim to consider the impacts and opportunities on the geodiversity in the area.
UK Legislation		
The Transport Act 2008 (as amended by the Local Transport Act 2008)	The Local Transport Act is a key part of the Government's strategy to meet this commitment, empowering local authorities to take appropriate steps to meet local transport needs in the light of local circumstances. The Act will: <ul style="list-style-type: none"> • Give local authorities the right mix of powers to improve the quality of local bus services, as proposed in <i>Putting Passengers First</i> last December following an extensive bus policy review; • Allow for the creation of an influential new bus passenger champion to represent the interests of bus passengers; • Give local authorities the power to review and propose their own arrangements for local transport governance to support more coherent planning and delivery of local transport; 	The LTP should consider the Act in its preparation

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
	<ul style="list-style-type: none"> Update existing legal powers so that, where local areas wish to develop proposals for local road pricing schemes, they have the freedom and flexibility to do so in a way that best meets local needs - whilst ensuring schemes are consistent and interoperable. <p>The Act requires local transport authorities to have regard to Government guidance and policies on the environment when formulating LTPs and policies.</p>	
Wildlife & Countryside Act 1981	The key UK legislation is the Wildlife and Countryside Act 1981 (WCA 1981) which consolidates and amends existing national legislation to implement the EC Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora, 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. Of particular relevance to the proposed scheme are Schedule 1, which lists bird species afforded special protection and Schedules 5, which protect various mammal species including all bat species, from injury, killing or disturbance,	The LTP and SA/SEA should aim to protect habitats and species
Countryside & Rights of Way Act 2000	The Act provides for public access on foot to certain types of land, amends the law relating to public rights of way, increases protection for Sites of Special Scientific Interest (SSSI) and strengthens wildlife enforcement legislation, and provides for better management of Areas of Outstanding Natural Beauty (AONB). The Act is compliant with the provisions of the European Convention on Human Rights, requiring consultation where the rights of the individual may be affected by these measures.	The LTP and SA/SEA should aim to protect habitats and species and designated landscape areas
The Conservation (Habitats & c.) Regulations 1994 (Habitats Regulations)	The Conservation (Natural Habitats, and c.) Regulations 1994 (as amended): This regulation places a duty on planning authorities to meet the requirements of the Habitats Directive, and to provide protection for priority habitats and species listed in the Habitats Directive outside of protected areas	The LTP and SA/SEA should aim to protect habitats and species
Part IV Environment Act 1995	Part IV of the Environment Act 1995 requires the Secretary of State to publish a national Air Quality Strategy and established the system of local air quality management, for the designation of air quality management areas, which commenced in 1997.	Transport can affect air quality. The LTP, SA/SEA should aim to encourage forms of transport that do not contribute to local air pollution such as cycling and walking
Air Quality Standards Regulations 2007	Regulations implement Council Directive 96/62/EC on ambient air quality assessment and management and require the attainment of air quality standards in respect of the concentration of various pollutants in ambient air.	Transport can affect air quality. The LTP, SA/SEA should aim to encourage forms of transport that do not contribute to local air pollution such as cycling and walking
The Water Environment (Water Framework Directive)(England & Wales) Regulations 2003	The regulations aim to protect and enhance the quality of surface freshwater (including lakes, streams and rivers); groundwaters; groundwater dependant ecosystems; estuaries; and coastal waters out to one mile from low-water.	Surface water run-off from roads and hard surfaced areas can cumulatively pollute watercourses. The LTP and SA/SEA should consider the effects on groundwater, surface water and river water quality
Planning (Listed Buildings & Conservation Areas) Act 1990 and Regulations 2009.	The Planning (Listed Buildings and Conservation Areas) Act 1990 is an Act of Parliament of the United Kingdom that altered the laws on granting of planning permission for building works, notably including those of the listed building system in England and Wales. The Planning (Listed Buildings and Conservation Areas) (Amendment No. 2) (England) Regulations 2009 were made on 6 October 2009 and came into force on 2 November 2009. They amend The Planning (Listed Buildings and Conservation Areas) (England) Regulations 1990 as amended ('the 1990 Regulations'), by substituting Schedule 4 of the 1990 Regulations (notices that a building has become listed or that a building has ceased to be listed), to reflect the fact that English Heritage now compiles lists	The historic environment can be affected by transport in a number of ways, including inappropriate street furniture, road signs and paving, vibration from traffic and visual intrusion. The LTP and SA/SEA should aim to conserve the historic environment in relation to transport impacts.

Plan, Policy or Programme	Description	Implications for the LTP3 and SA/SEA
	of buildings of special architectural or historic interest and the Secretary of State (SoS) is responsible for approving them.	
The Air Quality Limit Values Regulations (2003)	In the UK, the presence of local air quality pollutants in ambient air is managed through legislation and Government policy. With respect to particulates (PM ₁₀ and PM _{2.5}), nitrogen oxides (NO _x) and nitrogen dioxide (NO ₂) a key tool in this management process is the establishment of air quality 'limit values' and 'objectives'. Air quality limit values and objectives specify the concentration of a pollutant, a time period over which that concentration is measured, and a date by which it should be achieved.	Transport can affect air quality. The LTP, SA/SEA should aim to encourage forms of transport that do not contribute to local air pollution such as cycling and walking
Ancient Monuments & Archaeological Areas Act 1979	Act provides the legal mechanism for nationally important archaeological sites to be statutorily protected as Scheduled Ancient Monuments.	The LTP and SA/SEA should aim to protect archaeological assets
Natural Environment and Rural Communities Act 2006	<p>The Natural Environment and Rural Communities Act is designed to help achieve a rich and diverse natural environment and thriving rural communities through modernised and simplified arrangements for delivering Government policy.</p> <p>In relation to biodiversity, Section 40 of the Natural Environment and Communities Act (NERC) 2006 and states that:</p> <p>"Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity".</p> <p>Biodiversity is a core component of sustainable development, underpinning economic development and prosperity, and has an important role to play in developing locally distinctive and sustainable communities. From 1 October 2006, all local authorities and other public authorities in England and Wales have a Duty to have regard to the conservation of biodiversity in exercising their functions. The Duty aims to raise the profile and visibility of biodiversity, to clarify existing commitments with regard to biodiversity and to make it a natural and integral part of policy and decision making.</p>	The LTP and SA/SEA should recognise the specific rural issues set out in the Act and aim to make public transport more accessible in rural locations

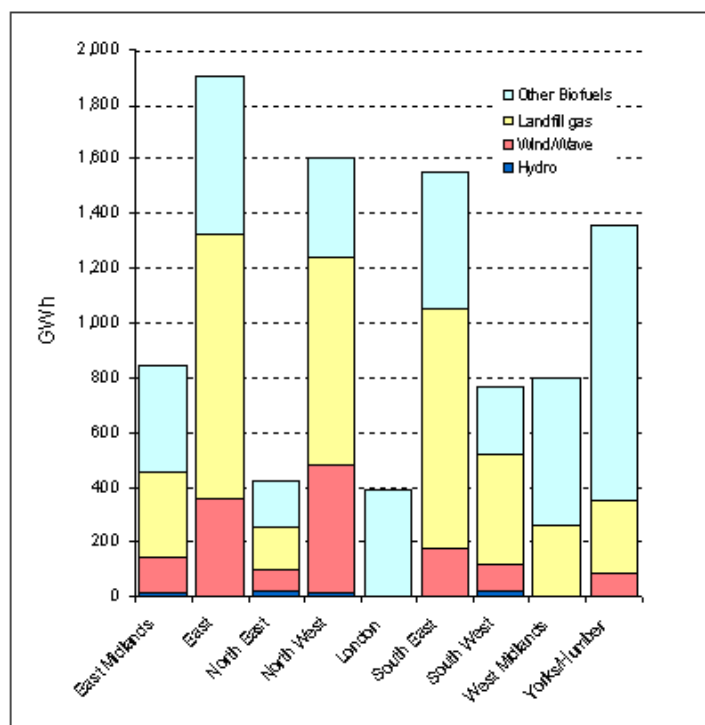
Appendix C. Baseline Conditions and Key Issues

SEA Objective 1 - To use energy, water and mineral resources prudently and efficiently, increase energy generated from renewable sources and reduce greenhouse gas emissions

Quantity of electricity generated from renewable sources

Total generation at the NW level is second only to the East Region. In the NW landfill gas represents the greatest proportion.

Figure C.1: Renewable Energy Generation by English Region, 2007



Source: Restats – Renewable Energy Statistics Database for the United Kingdom
www.restats.org.uk/generation-region.htm

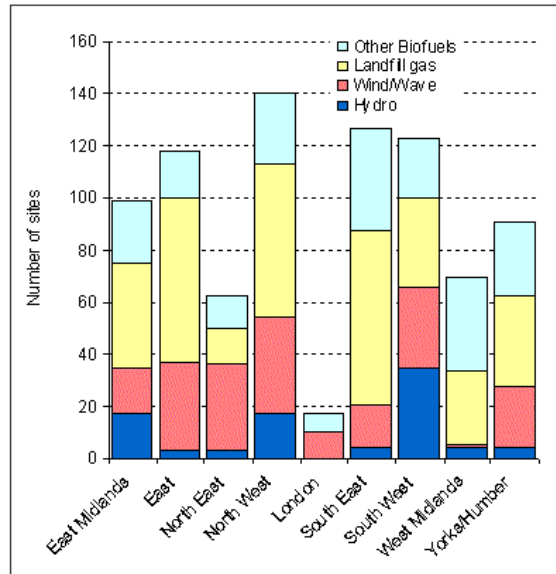
Proportion (%) of electricity generated from renewable sources UK

In 2007, renewable sources represented 5.0% of all electricity generated, increasing from 1.8% in 1990. Between 1990 and 2007, generation from non-hydro sources (wind, wave, solar and biofuels) increased from being 10% of all renewable electricity generated to over 75% (Source: DEFRA, Sustainable Development Indicators in your Pocket 2009, www.defra.gov.uk/sustainable/government/progress/documents/SDIYP2009_a9.pdf).

Number of existing renewable energy schemes (by type)

Since 2003 (and the 2005 LTP baseline) the number of sites in the NW has increased from under 100 to at least 140 in 2007.

Figure C.2: Number of Renewable Energy Sites by English Region, 2007

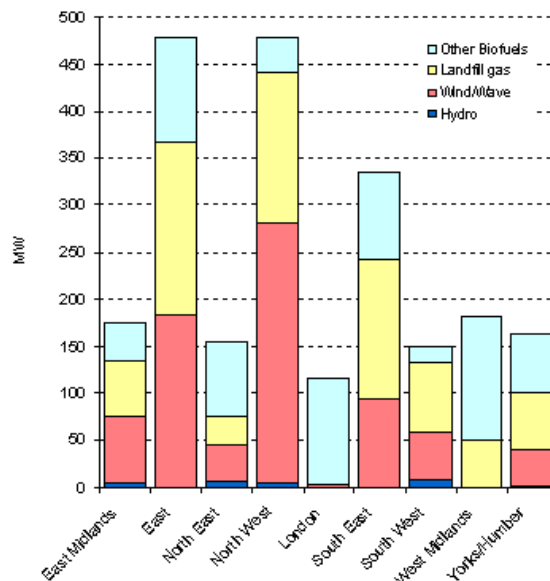


Source: Restats – Renewable Energy Statistics Database for the United Kingdom
www.restats.org.uk/sites-region.htm

Sefton and Wirral 2008 Annual Monitoring Reports (AMRs) make references to renewable energy schemes and sites but acknowledge that ‘current monitoring systems do not measure the total capacity of all schemes, something we hope to address in future AMRs’.

Renewable Energy Potential (by type)

Figure C.3: Capacity by English Region, 2007



Source: Restats – Renewable Energy Statistics Database for the United Kingdom, www.restats.org.uk/capacity-region.htm

Per Capita CO₂ Emissions from Transport

The major emissions of carbon dioxide arise from the combustion of fossil fuels in power generation, transport, domestic and industrial sectors.

It is evident that per capita CO₂ emissions from transport are highest in Knowsley (2.3t CO₂) and lowest in Sefton (1.1t CO₂) across Merseyside.

Table C.1: Per Capita CO₂ Emissions from Transport

Local Authority	Per capita CO ₂ emissions from transport (t)
Knowsley	2.3
Liverpool	1.4
St. Helens	2.0
Sefton	1.1
Wirral	1.4

Source: Merseytravel, 2010

Amount of secondary/recycled aggregates used

Government guidance contained in MPS1 (Minerals Policy Statement 1) provides for an increasing amount of aggregate supply to be met by secondary sources. Previous attempts at collecting information on the total sales and reserves of secondary aggregates have been difficult and have produced vague and unreliable results due to the poor response from operators. Returns received in the past have been crude estimates particularly with regard to construction and demolition wastes (www.communities.gov.uk/documents/planningandbuilding/pdf/nwannual2008.pdf).

Per capita reduction in CO₂ emissions in the Local Authority area

Table C.2: NI 186 – Percentage per capita reduction in CO₂ emissions

Place Survey Indicator	Authority				
	Liverpool	Sefton	Knowsley	St. Helens	Wirral
Per capita reduction in CO ₂ emissions (%) (NI 186)	0.6%	1.4%	8%	6.8%	2.4%

It is evident that per capita reduction in CO₂ emissions are greatest in Knowsley (8%) and least in Liverpool (0.6%).

Sustainability Issue

Transport and the demands it places on energy resources, as well as the pollutants the sector emits, are strongly linked to climate change. Global climate change is one of the most significant and complex cumulative effects arising from an accumulation of multiple actions, each of which is of limited impact but together will have serious effects.

Per capita emissions for transport are highest in Knowsley (2.3t CO₂) and lowest in Sefton (1.1t CO₂) across Merseyside.

Opportunity: Mitigation to climate change through:

- Reducing carbon emissions;
- Use of renewable energy to power road signs, lighting, traffic lights etc;
- Making the best use of existing transport infrastructure;
- Increase electric car network and charging points;
- Reducing the need to travel; and
- Shifting necessary travel to more sustainable modes (public rights of way and wider access network improvements) and behaviours, and locking in the benefits.

Constraint: Climate change is a global issue. Difficulty in achieving significant modal shift.

SEA Objective 2 - To minimise the production of waste and increase reuse, recycling and recovery ratesTotal annual volume of waste generated, Municipal waste arisings

Total Municipal Solid Waste (MSW) generated across Merseyside has decreased annually between 2006/07 (800,000+ tonnes per annum) and 2008/09 (last quarter estimated). The reduction in overall levels of MSW seems to be continuing with the comparison of first 3 quarter tonnages showing a 1.45% decrease from 06/07 to 07/08 and a 4.02% reduction from 07/08 to 08/09 (MWDA Performance Report, Quarter 3, September 2008 – December 2008).

Proportion of waste recycled/disposed by method of disposal

Table C.3: NI 192 - Percentage of household waste sent for reuse, recycling and composting

Name	2007/08	2008/09
Knowsley MD	18.40	25.05
Liverpool MD	22.12	26.39
St Helens MD	20.77	28.78
Sefton MD	30.23	37.66
Wirral MD	31.95	36.31

Source: <http://www.wastedataflow.co.uk/htm/datasets.aspx#England>, September 2009

2008/09 rates vary across Merseyside from 25.05% in Knowsley to 37.66% in Sefton. But clearly, over 60% of household waste currently either is not or cannot be reused, recycled and composted.

Sustainability Issue

Generally recycling rates in Merseyside are increasing. Transport can generate waste material through maintenance and construction or demolition of transport infrastructure.

Opportunity: Opportunity to use recycled material in transport infrastructure, and opportunity to re-use waste material in other developments.

Constraint: Cost of treating contaminated waste/soils for re-use. Availability of appropriate recycled material for purpose.

SEA Objective 3 - To reduce poverty and social deprivation and secure economic inclusion

Indices of deprivation ranking

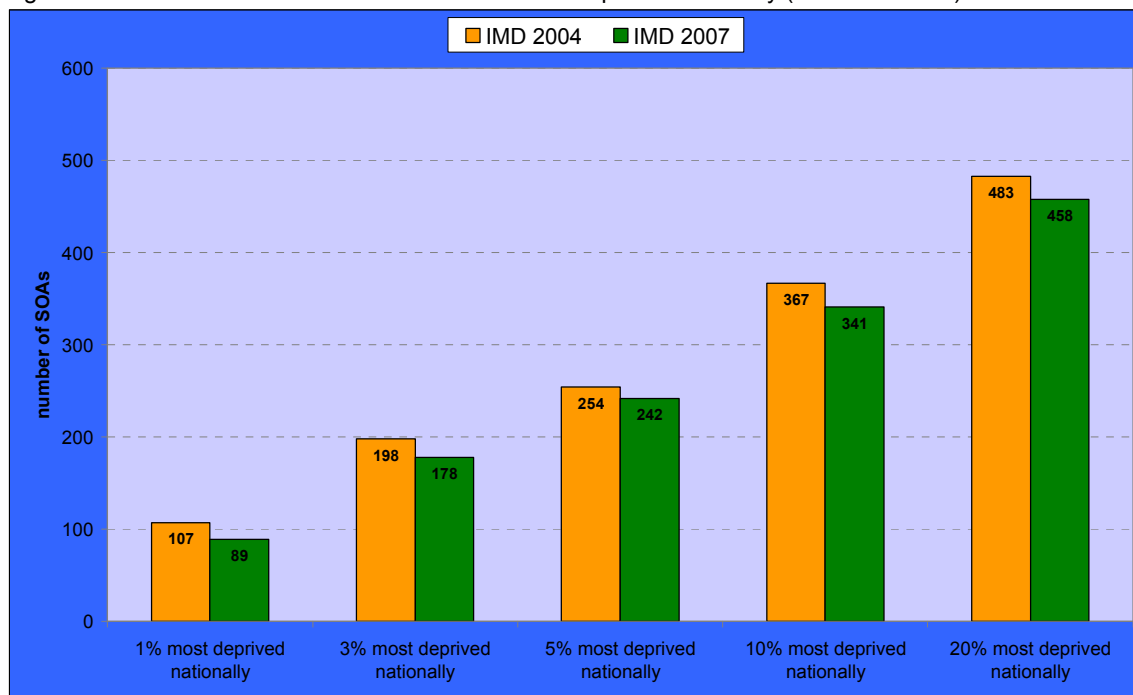
Merseyside has seen considerable improvements in the relative deprivation ranking when comparing the Index of Multiple Deprivation (IMD) 2004 and 2007:

- There are now fewer Merseyside Super Output Areas (SOAs) in the most deprived areas (up to 20%) nationally than previously;
- Within Merseyside, four of the five local authorities are less deprived overall, in 2007 than 2004, (when compared to the rest of the country), the exception being Liverpool which is still ranked as the most deprived district;
- All five of the Merseyside districts experienced more SOAs improving then declining.

However, the gap between the most and least deprived SOAs in Merseyside seems to be widening:

- Overall, the average rank of the 3% most deprived SOAs didn't change from 2004, whereas, the least deprived SOAs improved by over 470 ranks;
- This gap is increasing in five of the seven main deprivation domains;
- All five of the Merseyside districts demonstrated further polarisation between the most disadvantaged and their peers;
- The claim of increased polarisation is backed up further when investigating household incomes of the two groups, where earnings have increased by a fifth in the least deprived neighbourhoods and not changed in the most deprived, over the three years to 2007;
- The average household income in the wealthiest neighbourhoods in Merseyside is £42,200 compared to £14,200 in the most underprivileged.

Figure C.4: Number of LCR SOAs in the 20% Most Deprived Nationally (2004 and 2007)



Source: ID2007 and 2004 (CLG) and 'Polarisation in Deprived Neighbourhoods Across Liverpool City Region', MM MIS EDSE subscribers report.

Percentage of working age population unemployed

Table C.4: Working Age Unemployment Rates by Borough

District	Working Age Unemployment rate (Jan – Dec 2008)
Knowsley	8.5
Liverpool	6.9
St. Helens	8.5
Sefton	6.3
Wirral	8.2
NW	6.5
England	6.0

Source: www.nomisweb.co.uk (APS, Jan-Dec2008)

The table above shows the working age unemployment rate for January to December 2008. All Merseyside districts have an unemployment rate which is higher than the national average (6.0). Sefton is the only district which has an unemployment rate which is lower than the regional average.

Percentage of population (or numbers) receiving state benefits

Table C.5: Percentage of population receiving state benefits

District	2008 working age population	Working age client group –Out of work benefit claimants (Feb 2009)	Rate claiming out of work benefits (Feb 2009)
Knowsley	93,500	21,660	23.2
Liverpool	285,000	65,810	23.1
St. Helens	108,500	19,510	18.0
Sefton	161,800	25,550	15.8
Wirral	182,300	32,710	17.9
NW	4,238,400	646,890	15.3
England	31,937,600	3,790,570	11.9

Source: www.nomisweb.co.uk (DWP WACG)

The table above shows the volume and rate of out of work benefit claimants (working age) in February 2009 (with rates based on the 2008 working age population). All Merseyside districts have a claimant rate which exceeds the national and regional averages.

The effects of the 2008/09 recession will have an impact on both unemployment and state benefit claimant rates and should be taken into consideration when setting LTP3 targets.

Sustainability Issue

Merseyside has seen considerable improvements in the relative deprivation ranking when comparing the Index of Multiple Deprivation (IMD) 2004 and 2007. However, the gap between the most and least deprived SOAs in Merseyside seems to be widening.

Opportunity: Potential to improve accessibility of deprived areas to key centres, services, employment opportunities and goods. Potential to increase investment into the area through an improved, more efficient and more reliable transport network. The LTP3 could promote improved access to employment centres and educational facilities. Opportunity to link new employment development to existing or new transport infrastructure and particularly to locate such economic development close to existing urban population centres in order to reduce transport, especially that by private car.

Constraint: Congestion can reduce the efficiency and reliability of the transport network, hindering economic growth.

SEA Objective 4 - To protect, enhance and manage Merseyside's rich diversity of cultural, historical and built environment and archaeological assets

Merseyside Heritage Assets at Risk

These are proxy indicators from English Heritage, Heritage Counts 2008 – Merseyside Data.

Table C.6: Proxy indicators from English Heritage

Authority	Buildings (comprising grades I, II* and scheduled ancient monuments which are structures as opposed to earthworks)	Scheduled Monuments at high or medium risk (includes buildings and below ground remains)	Registered Parks and Gardens by size (hectares)
Knowsley	0	0	950.00
Liverpool	9	2	596.50
St Helens	1	1	147.00
Sefton	3	8	31.00
Wirral	3	5	202.50
Totals	16	16	1,927.00
Regional Totals	135	553	9,874.66

Source: Heritage Counts 2008 – Merseyside Data

Registered Battlefields at high or medium risk = none in LADs and Region. Local Authority maintains a 'Heritage Assets At Risk Register' = none in LADs, 1 across Region.

Listed Heritage Assets in Merseyside

These are proxy indicators from English Heritage, Heritage Counts 2008 – Merseyside Data.

Table C.7: Proxy indicators from English Heritage

	Listed Buildings				Scheduled Ancient Monuments	Parks & Gardens				WHS	Battlefields
	Gd I	Gd II*	Gd II	Total		I	II*	II	Total		
Knowsley	1	3	93	97	0	0	0	2	2	0	0
Liverpool	27	101	1,392	1,520	4	0	2	8	10	1*	0
St Helens	2	13	126	141	12	0	0	2	2	0	0
Sefton	1	19	540	560	13	0	1	4	5	0	0
Wirral	8	27	669	704	9	1	1	2	4	0	0
Total	39	163	2,820	3,022	38	1	4	18	23	1	0

*Liverpool World Heritage Site – Maritime Mercantile City (2004)

Number of listed buildings and percentage on English Heritage's Buildings at Risk Register - BAR

This information requires rationalisation with data published in AMRs. However the English Heritage data is published here for reference.

Table C.8: Number of Listed Buildings and percentage at risk by district

District	Number of Listed Buildings	Listed Buildings at risk	
		Number	%
Knowsley	101	0	0
Liverpool	1531	9	0.6
St. Helens	141	3	2.1

Sefton	539	1	0.2
Wirral	705	3	0.4
Merseyside	3,017	16	0.5

Source: English Heritage Buildings at risk register (2009), www.english-heritage.org.uk/server/show/nav.19075 and Heritage Gateway (Listed Buildings online) http://www.heritagegateway.org.uk/gateway/advanced_search.aspx

Number and total area of conservation areas

These are proxy indicators from English Heritage, Heritage Counts 2008 – Merseyside Data.

Table C.9: Conservation Area data by authority

Authority	Number of Conservation Areas	Number of Conservation Areas with an appraisal in the past 5 years	Number of Conservation Areas which have a management plan
Knowsley	15	15	0
Liverpool	35	8	1
St Helens	10	7	5
Sefton	25	10	2
Wirral	24	5	1
Totals	109	45	9
Regional Totals	859	309	164

Sustainability Issue

Sensitivities and due legal regard with respect to accessing and potentially harming cultural, historical, built environment and archaeological assets will continue to be applied.

Opportunity: Contributing to the social, cultural and economic life of the area by promoting improved public access to historic assets. Opportunity to enhance historic character by reinforcing the identity and character of an area e.g. by clearing street clutter, street maintenance, and improving street paving or furniture.

Constraint: Development can be restricted by heritage assets such as conservation areas, listed buildings, scheduled ancient monuments and archaeology as inappropriate development which affects their setting is usually not permitted under planning.

SEA Objective 5 - To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance

Number and total area of internationally and nationally designated nature conservation & geologically important sites and reported condition

Merseyside contains numerous nationally rare species, together with internationally and nationally important habitats, mainly found along the coasts and estuaries. SSSIs can span more than one district (e.g. the Mersey Estuary) and although there are none in, or spanning Knowsley there are 16 across Merseyside. Please note that Natural England updated their 'Nature on the Map' database service in 2009.

Table C.10: Number of SSSI's by District

District	SSSI name	Combined unit size (ha)
Knowsley	None	n/a
Liverpool	Mersey Estuary*	6,714.51
St Helens	Stanley Bank Meadow	14.50
Sefton	Hesketh Golf Links	14.88
	Mersey Narrows*	116.34
	Ribble Estuary	9,348.45
	Sefton Coast	4,634.05
Wirral	Dee Cliffs	15.23
	Dee Estuary	5,241.16
	Dibbinsdale	55.02
	Heswall Dales	29.65
	Meols Meadows	7.78
	New Ferry	73.43
	North Wirral Foreshore	1,962.08
	Red Rocks	11.44
	The Dungeon	1.09
Thurstaston Common	72.08	

Source: Natural England; *spans >1 district.

It should also be noted that Sefton Coast is a Special Area of Conservation (SAC). The Ribble and Alt Estuaries, Mersey Estuary and the Dee Estuary are also designated Special Protection Areas (SPA) and Ramsar sites.

Reported levels of damage to designated sites

Between 2007 and 2008 there was an increase in the proportion of Merseyside (to 92.50%) SSSIs which are either in favourable or unfavourable (but recovering) condition. The 2006 figure for Merseyside was 91.65%. By 1st September 2009, the Merseyside figure had reached 93.96% according to Natural England.

Number of Locally Designated Sites

Table C.11: Number of Locally Designated Sites

Authority	Number of Locally Designated Sites
Knowsley	64
Liverpool	25
St. Helens	77
Sefton	55
Wirral	76

Sources: Knowsley Borough Council, Liverpool City Council, St.Helens Council, Sefton Council and Wirral Metropolitan Borough Council

Progress against Biodiversity Action Plan targets

A review of the NMBAP's (North Merseyside BAP) targets and plans was commenced in 2008 and will help to decide whether additional habitats and species are priorities for action in North Merseyside. The progress of the review indicated that the majority of Habitat Action Plans had been published but some were either still to be drafted or were awaiting comments (e.g. Coastal Sand Dunes and Urban Green Infrastructure). Likewise most of the Species Action Plan Reviews, covering birds, mammals, invertebrates, coastal and other plants have also been published. Further information is available at the Merseyside Biodiversity website.

Sustainability Issue

Overall, Merseyside has a rich and diverse range of habitats and species, which are important to biodiversity and connections between habitats. The majority of SSSIs are favourable although some sites need better management. All sites and connections between them need to be conserved.

It is important for indirect pressures on biodiversity and habitats to be considered, such as fragmentation of habitats, impacts of recreational use and water usage and loss of non- designated wildlife and landscape areas.

Other key issues include:

- impacts on the natural environment from transport and associated infrastructure;
- poor access to the natural environment; and
- car based visitor pressure affecting protected landscapes and sites of biodiversity value.

Opportunity: Potential exists to integrate sites of nature conservation into the LTP3. However, their protection should be borne in mind in any integration. The LTP3 could also promote public access to nature conservation sites, where this does not conflict with the nature conservation interest of a site.

Opportunity to use transport infrastructure to provide wildlife corridors, through, for instances, native wildflower verge and embankment planting. Opportunities also exist for:

- conserving and enhancing biodiversity (habitats and species) and geo-diversity;
- maintaining and enhancing green infrastructure as part of the transport network for its wide ranging contribution to biodiversity; geo-diversity; accessible recreation and associated health benefits; adapting to climate change (e.g. carbon storage, drainage and water conservation);
- maintaining and improving the public rights of way and wider access network (through integration with and implementation of the Rights of Way Improvement Plan);
- more sustainable access in rural locations that provide benefits for residents as well as visitors; and
- protect sites becoming exemplars of sustainable transport.

Constraint: The LTP3 will be constrained by the existence of designated and non-designated nature conservation sites and the protection of these areas. Impact of implementing LTP3 measures on compensation designated habitat created in Merseyside.

SEA Objective 6 - To protect, enhance and manage the local character and accessibility of the landscape across the sub-region

Total area of publicly accessible open land/green space and Total area of publicly accessible urban green space

The definitions of green space and accessible landscape (including sports areas and parks) can vary and evidence submitted in Merseyside AMRs tends to be piecemeal. The following information derived from OS mapping and The Civic Trust is consistent across Merseyside.

Table C.12: Data surrounding open space

	Total Area (ha)	Total open spaces (ha)	% of district which is open space	Number of open space polygons	Green Flag (ha)	Green Flag (% of open space hectares)
Knowsley	8,647	2,054	23.8	215	66.0	3.2
Liverpool	11,184	2,287	20.4	323	321.6	14.1
St. Helens	13,638	1,271	9.3	326	79.0	6.2
Sefton	15,314	1,427	9.3	386	315.1	22.1
Wirral	15,705	829	5.3	271	216.5	26.1

Source: Open Space from OS mapping, May 2008. Green Flag status from The Civic Trust (Liverpool), Sept 2008.

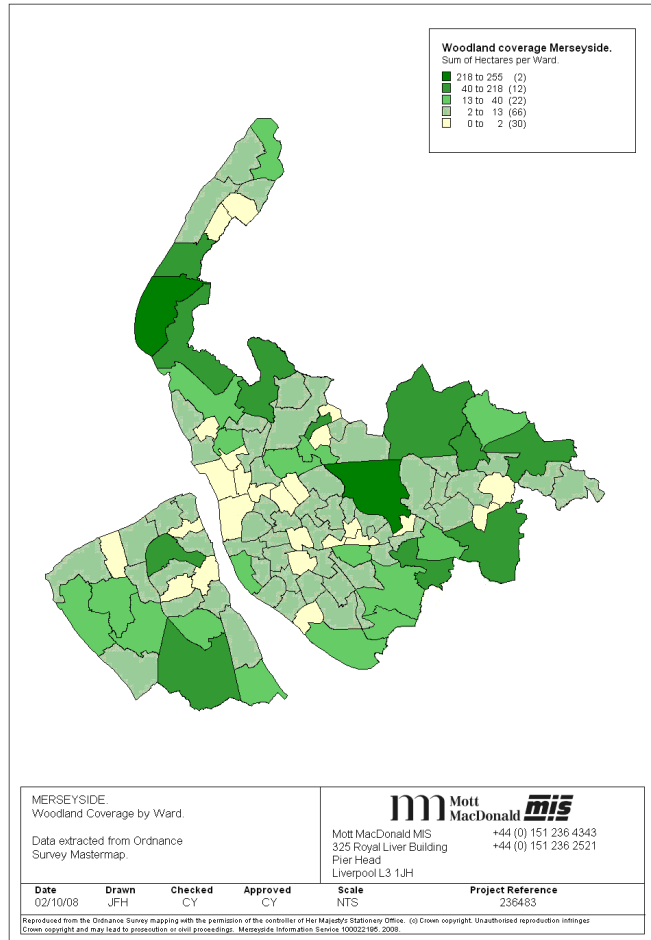
Extent of Green Belt and areas of designated landscape value/importance

Approximately 45% of the Merseyside land area is designated green belt. The Regional Strategy for the Northwest will bring together its spatial, economic, social and environmental strategies and build a new long term vision for the region. However, Regional Spatial Strategy (RSS) for the North West, Policy RDF5 (Green Belts) stated that 'overall the general extent of the Region's Green Belt will be maintained. There is no need for any exceptional substantial strategic change to Green Belt and its boundaries in the NW within Cheshire, Greater Manchester, Lancashire or Merseyside before 2011 and within Warrington before 2021'.

Total area of woodland/extent of tree cover

Data from OS Mastermap shows woodland coverage (hectares per ward) across Merseyside.

Figure C.5: Woodland coverage (hectares per ward) for Merseyside



Sustainability Issue

Merseyside has many important local landscapes and coastal landscape areas. Traffic infrastructure can affect the landscape through noise and visual intrusion.

Opportunity: Opportunities exist for:

- conserving and enhancing local landscape (and townscape) character and quality, and local distinctiveness (including reducing noise and light pollution;
- maintaining and enhancing green infrastructure as part of the transport network for its wide ranging contribution to biodiversity; geo-diversity; accessible recreation and associated health benefits; adapting to climate change (e.g. carbon storage, drainage and water conservation);
- maintaining and enhancing access to green and open spaces;
- maintaining and improving the public rights of way and wider access network (through integration with and implementation of the Rights of Way Improvement Plan);
- more sustainable access in rural locations that provide benefits for residents as well as visitors; and
- protected sites becoming exemplars of sustainable transport.

Constraint: Protecting the tranquillity and openness of the countryside.

SEA Objective 7 - To protect, improve and where necessary, restore the quality of inland, estuarine and coastal waters

Water quality (chemical & biological) classification of rivers, canals, estuaries and coastal waters, Bathing water quality

The introduction of the WFD is the most important new European water legislation for many years. A new approach to water management is promoted through river basin planning, and it will set the objectives for water protection for the future. It requires all inland and coastal water bodies to reach at least 'good' status by 2015 – subject to certain exemptions. The emphasis is on biological monitoring because this gives a broader assessment of the health of rivers.

There will be a transitional period of reporting water quality. When there is enough new data collected for the water framework directive, the old water quality indicators (General Quality Assessments - GQA) will be replaced with ones that use this new data. The current indicators for England and Wales will be produced for several more years, although in England they will be based on fewer monitoring sites. As a consequence of this, regional and local level results will no longer automatically be produced as part of the process, but in the longer term the Environment Agency will be better able to report on the water environment in river basin districts.

The Environment Agency submitted the River Basin Management Plans, which plan on how to protect and improve the watercourse, to the Secretary of State for the Department for Environment, Food and Rural Affairs and the Welsh Minister. These were completed in December 2009 and are available from: <http://www.environment-agency.gov.uk/research/planning/33106.aspx>

The latest 2007 River Grades (Biology) shown are therefore at regional and national level only. Consistent Merseyside district level GQA is only available for 2006 and earlier.

Table C.13: River Grades (Biology) data

		a	b	c	d	e	f	a and b	a and b
		Very good	Good	Fairly good	Fair	Poor	Bad	Good or better	% point change
England	2004	39.1	31.9	16.4	6.5	5.0	1.0	71.0	
	2005	38.0	33.4	15.9	6.8	4.8	1.0	71.4	
	2006	38.0	34.1	15.9	6.5	4.4	1.0	72.1	
	2007	39.6	32.8	15.7	6.6	4.4	1.1	72.3	1.3
NW	2004	21.6	36.1	20.3	10.1	10.3	1.6	57.6	
	2005	19.4	38.7	18.5	11.6	10.8	1.0	58.1	
	2006	20.5	39.7	17.6	11.1	9.5	1.6	60.2	
	2007	23.5	40.3	15.3	10.1	9.1	1.7	63.8	6.2

Source: Environment Agency, www.environment-agency.gov.uk/research/library/data/34391.aspx

Table C.14: Water Quality data

Beach Name	Number of samples	Water Quality Rating 2007			Water Quality Rating 2008			Overall Rating 2007	Overall Rating 2008
		Poor	Good	Excellent	Poor	Good	Excellent		
Sefton									
Ainsdale	20	0	9	11	1	7	12	Good	Good
Formby	20	0	5	15	0	5	15	Good	Good
Southport	20	0	8	12	0	9	11	Good	Good
Wirral									
Meols	20	0	1	19	0	1	19	Excellent	Excellent
Morton	20	0	2	18	0	2	18	Excellent	Excellent
New Brighton	20	0	1	19	0	2	18	Excellent	Excellent
West Kirby	20	0	3	17	0	5	15	Excellent	Good

Source: Environment Agency

Sustainability Issue

Road traffic management potentially has a significant role to play in water quality because of the amount of pollutants cumulatively entering the water system via surface discharges. However, the actual level of contribution is unknown.

Opportunity: Potential to improve and promote public access to the River Mersey and riverside routes. Opportunity to further improve existing ferry crossings and use of the River Mersey for transportation. Location of transport infrastructure to avoid flood risk areas.

Constraint: LTP3 constrained by the presence of nature conservation designations within and around the River Mersey. Existing developments on flood risk areas still need transportation links.

SEA Objective 8 - To protect, manage and, where necessary, improve local air qualityBackground pollutant concentrationsTable C.15: Summary of continuous PM₁₀ Monitoring Results

Site	Year	Annual Average uLCR-3	No. of Days >50uLCR-3	No. of Days >17hours Data
Liverpool Islington	2000	25	3	259
	2007	28	3	92
Liverpool Speke	2000	20	2	179
	2007	18	11	356
Wirral Tranmere	2000	22	9	223
	2007	17	5	356

Source: AEA July 2008.

Table C.16: Number of days of NO₂ above the hourly air quality standard (200 ug/m³) in Merseyside

Year	Nitrogen Dioxide
1997	0
1998	0
1999	1
2000	28
2001	25
2002	9
2003	12
2004	0
2005	0
2006	0
2007	0

Source: AEA July, 2008

Number of 'air pollution days'

Table C.17: Number of 'Air Pollution Days' in Merseyside (number of days in the MODERATE band or above)

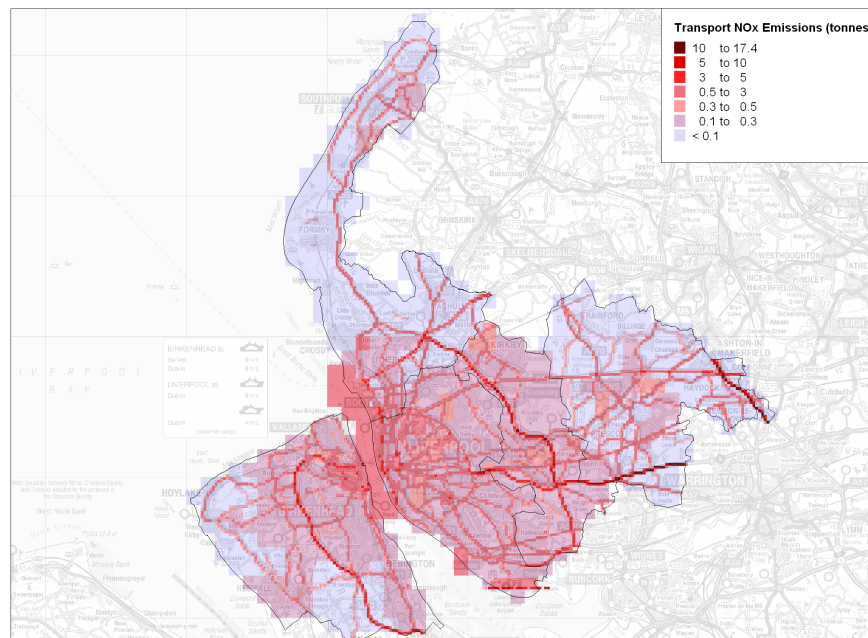
Pollutant	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Carbon Monoxide	0	0	0	0	0	0	0	0	0	0	0
Nitrogen Dioxide	0	0	0	6	7	2	1	0	0	0	0
Ozone	13	8	18	22	30	23	46	18	24	40	19
Particulates (PM10)	17	10	3	25	12	12	19	11	1	3	11
Sulphur Dioxide	9	2	3	2	0	2	0	0	0	0	0
Total	39	20	24	56	49	39	66	29	25	43	30

Source: AEA July, 2008

Annual quantity of emissions by sector

Air Quality information is further presented by the Merseyside Atmospheric Emissions Inventory with mapping of NO_x available at 200 metre grid resolution - emissions from transport.

Figure C.6: Transport NOx Emissions for Merseyside



Source: MAEI 2006 Results

Number and total area of Air Quality Management Areas and population living in AQMAs

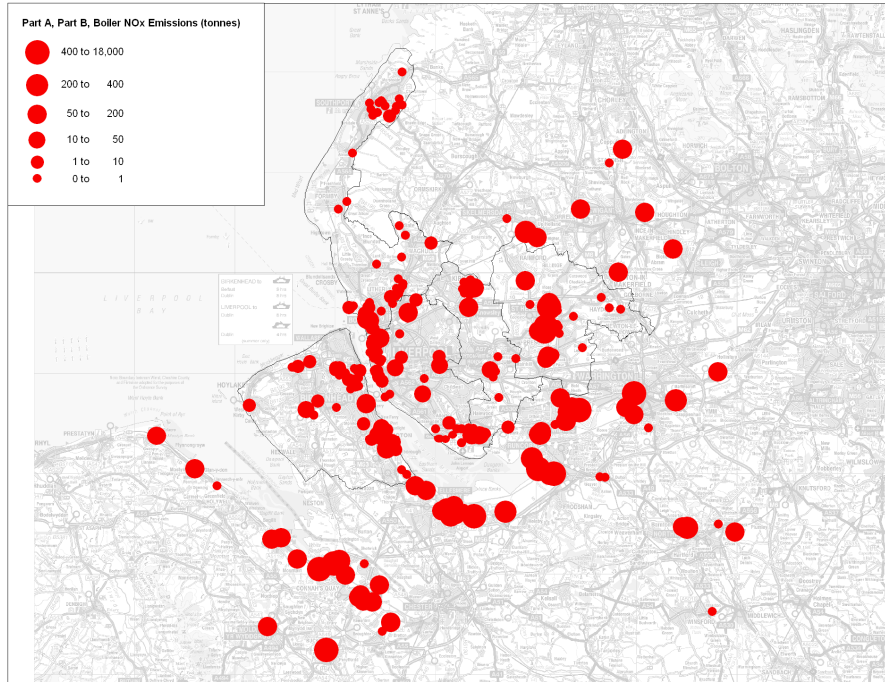
There are currently six AQMAs in Merseyside. There is a citywide AQMA for Liverpool designated for NO₂. There are two AQMAs in St. Helens designated for NO₂, at High Street Newton le Willows (A49) between the junctions of Ashton Road and Church Street; and the M6 for its entire length within the borough. There are three AQMAs in Sefton: 1) Crosby Road North (A565) between the junctions with South Road and College Road, designated for PM₁₀; 2) Princess Way (A5036) from Ewart Road flyover up to and including the roundabout and flyover at the junction with Crosby Road South (A565), designated for NO₂; 3) Junction of Millers Bridge (A5058) and Derby Road, designated for NO₂ and PM₁₀.

The population in each varies widely according to ONS 2006 population estimates ranging from over 430,000 in Liverpool to between 30 (Crosby Road North) and almost 500 (Princess Way) in the Sefton AQMAs.

Number of significant 'point sources' – Part A processes

Air Quality information is further presented by the Merseyside Atmospheric Emissions Inventory with mapping of PM₁₀ available at 200 metre grid resolution – industrial emissions from permitted processes and boilers.

Figure C.7: Number of Significant Point Sources (Part A Processes)

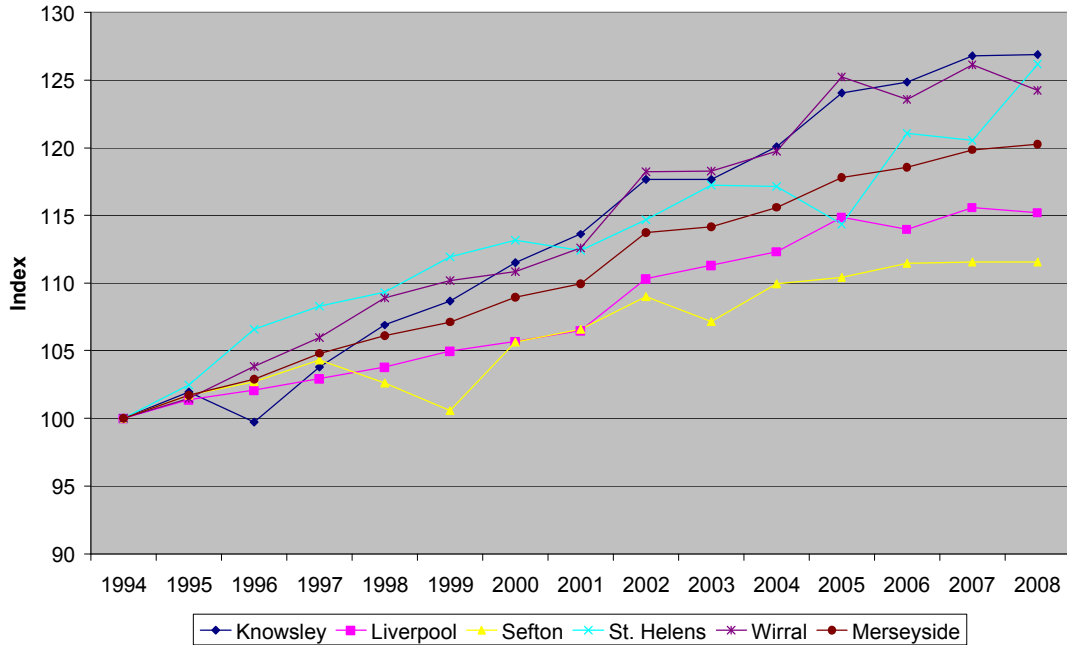


Source: MAEI 2006 Results

Traffic volumes (annual average daily and peak hour) on main roads

Estimated traffic flows for all Motor Vehicles have been increasing since 1994 but appear to be levelling off in most districts during the last two years.

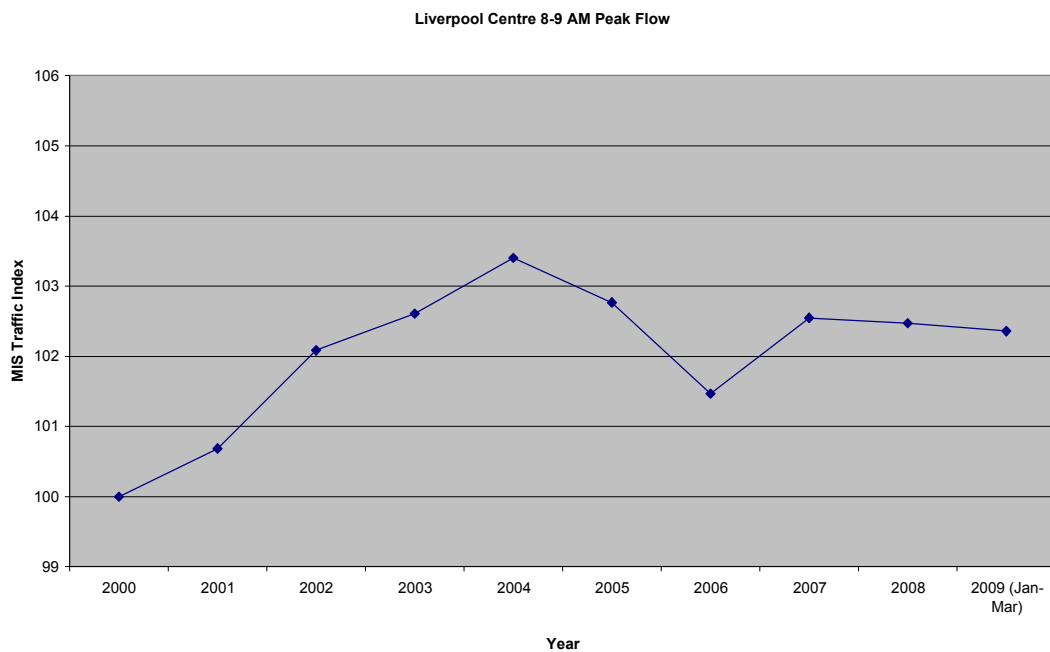
Figure C.8: Growth in Traffic volume all day across Merseyside Districts



Source: DfT Traffic Statistics for Local Authorities

The following graph shows peak traffic growth (derived from TiM, fig 4.67) for Liverpool City Centre as a proxy for Merseyside.

Figure C.9: Peak traffic growth



Sustainability Issue

Transport emissions are a major contributor to air pollution at both the national and the local level. There are currently six AQMAs in the Merseyside. The total number of 'air pollution days' in Merseyside has been tracked since 1997. The latest information shows there were 30 days in 2007 compared to 43 in 2006 and 25 in 2005. Estimated traffic flows for all Motor Vehicles have been increasing since 1994 but appear to be levelling off in most districts during the two years to 2008.

Opportunity: Potential to help reduce air pollution through promotion of sustainable transport modes, park and ride sites, and deterrents to using the private car.

Constraint: Difficulty in changing people's behaviour to use sustainable transport modes rather than the private car to create modal shift.

SEA Objective 9 - To protect, manage and, where necessary, improve local environmental quality

Number of people reporting disturbance due to environmental noise

The 2005 SEA baseline report included a table containing data on the number of people reporting disturbance due to environmental noise. The data within these tables originated from a one-off report compiled by Hepworth Acoustics in 2004 titled 'Ambient Noise on Merseyside'. There is no recent data to compare the baseline data with. In response to the lack of published data, noise disturbance data was requested from each of the Councils. The most commonly reported noise disturbance was noisy neighbours, 66.2% in Sefton and 82.7% in St. Helens. Data for other districts was not supplied.

Table C.18: Noise reporting in Sefton and St. Helens

Noise Category	Sefton		St. Helens	
	No.	%	No.	%
Road Traffic	14	1.3	7	0.9
Neighbours	696	66.2	629	82.7
Other people nearby	3	0.3	0	0
Aircraft/airport/airfields	0	0	0	0
Building, construction, demolition, renovation or road works	71	6.8	12	1.6
Trains or railway stations	2	0.2	0	0
Sports Events	6	0.6	0	0
Other entertainment or leisure	157	14.9	45	5.9
Community Buildings	5	0.5	3	0.4
Forestry, farming or agriculture	6	0.6	9	1.2
Factories or works	46	4.4	25	3.3
Other commercial premises	45	4.3	25	3.3
Sea, river or canal traffic	0	0	0	0
Miscellaneous	0	0	6	0.8
Total	1051		761	

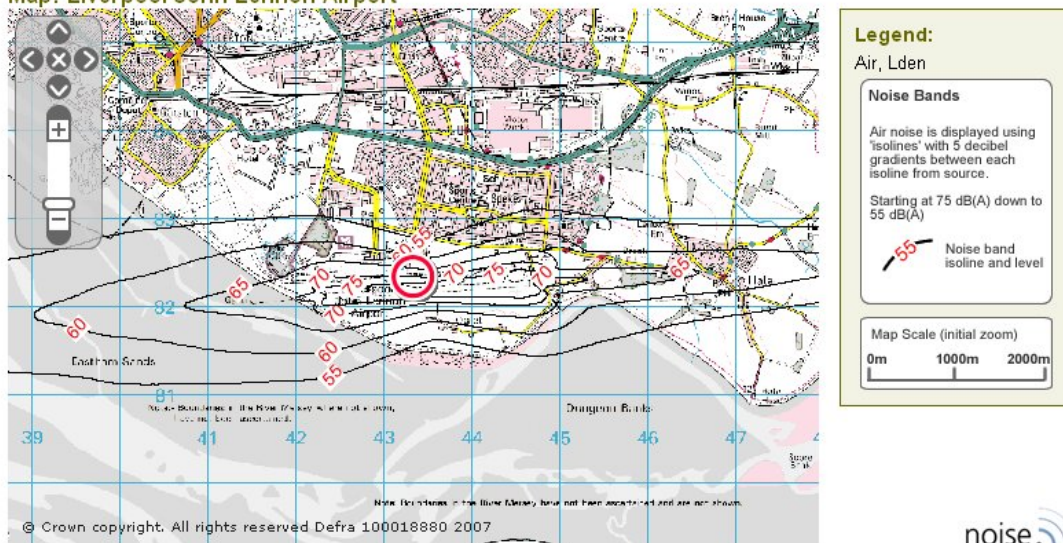
Source: "Ambient Noise on Merseyside" Hepworth Acoustics (2004)

Percentage of population exposed to noise levels above acceptable thresholds (to be derived from DEFRA noise mapping).

The following examples show the outputs available from <http://services.defra.gov.uk/wps/portal/noise>.

Figure C.10: Noise Mapping from Liverpool John Lennon Airport

Map: Liverpool John Lennon Airport



Source: <http://services.defra.gov.uk/wps/portal/noise>.

Figure C.11: Noise Mapping from Industry

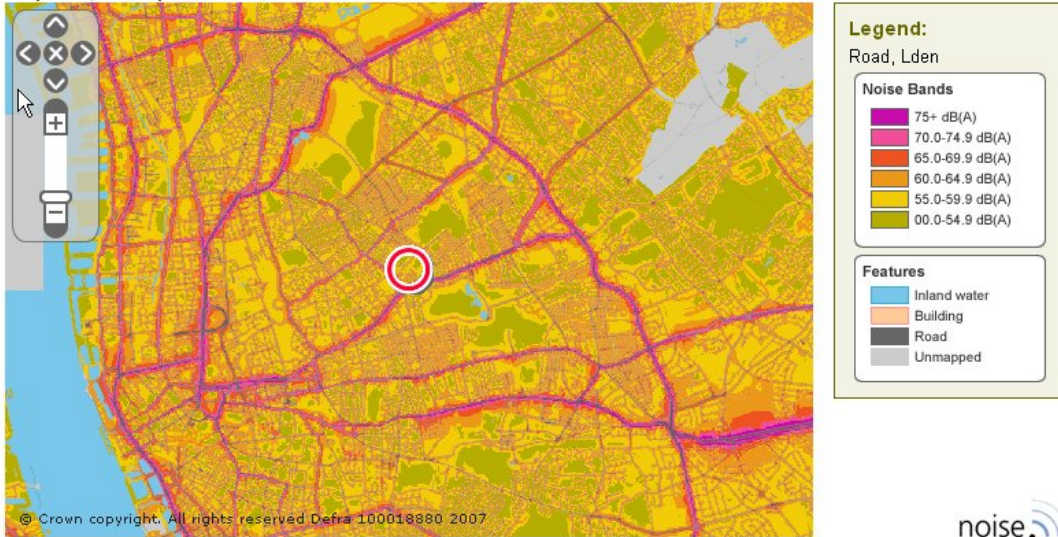
Map: L1, Liverpool and Birkenhead



Source: <http://services.defra.gov.uk/wps/portal/noise>.

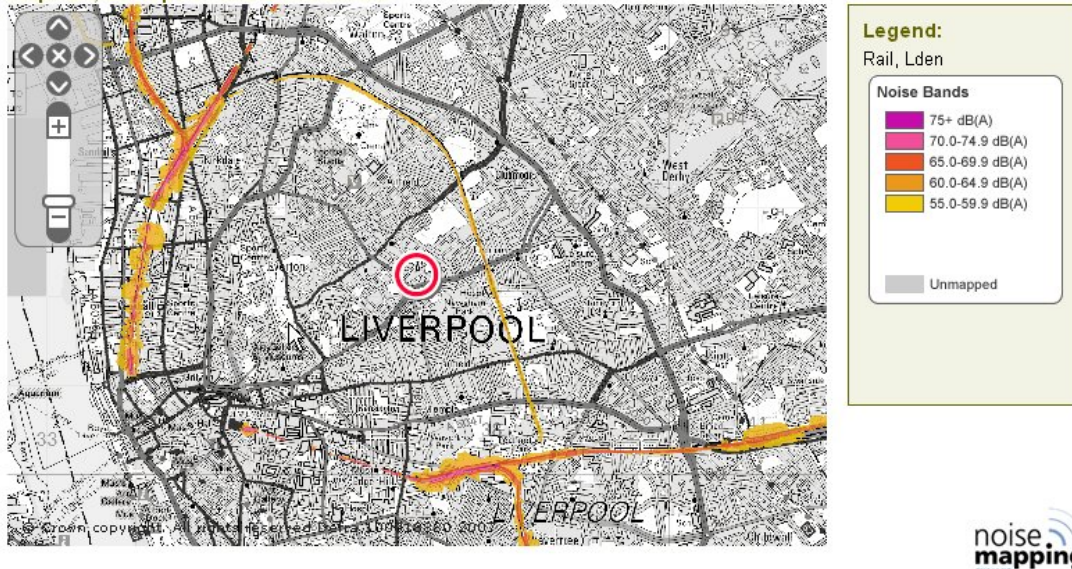
Figure C.12: Noise Mapping from Roads

Map: L1, Liverpool and Birkenhead



Source: <http://services.defra.gov.uk/wps/portal/noise>.

Figure C.13: Noise Mapping from Railways
 Map: L1, Liverpool and Birkenhead



Source: <http://services.defra.gov.uk/wps/portal/noise>.

Extent of (designated) tranquil areas

The Campaign to Protect Rural England (2007) has produced tranquillity maps at the Regional level showing areas shaded from most to least tranquil. They show the least tranquil places being those in or near metropolitan and other urban areas and/or along arterial highway routes.

% of people who agree that their local area is a place where people from different backgrounds get on well together

% of people who are satisfied with their local areas as a place to live

% people aged 65 and over who are satisfied with both home and neighbourhood

The following data and indicators are from the Place Survey Results (2008). Sefton received the highest percentage of people who agree that their local area is a place where people from different backgrounds get on well together at 80.9% and the highest percentage of people aged 65 and over who are satisfied with both home and their neighbourhood at 88.3%. Liverpool has the lowest percentages for these two national indicators and also for the percentage of people who are satisfied with their local area as a place to live.

Table C.19: Place Survey Results for NI 1, NI 5 and NI 138

Place Survey Indicators	Authority				
	Liverpool	Sefton	Knowsley	St. Helens	Wirral
% of people who agree that their local area is a place where people from different backgrounds get on well together (NI 1)	69.8	80.9	71.9	73.5	79.6
% of people who are satisfied with their local areas as a	71.3	79.3	72.2	74.2	82.2

place to live (NI 5)					
% people aged 65 and over who are satisfied with both home and neighbourhood (NI 138)	76.1	88.3	83.9	83.2	85.2

Source: Places Analysis Tool

Sustainability Issue

Transport is strongly linked to the local environmental quality by its impact on noise levels and traffic intrusion. According to the Hepworth report 'Ambient Noise on Merseyside', road traffic, followed by neighbours, aircraft/airports and construction/renovation noise featured in the top four sources of noise nuisance. However, neighbours and other entertainment/leisure are the main sources cited.

Opportunity: Opportunity to include innovative noise screening and barriers as part of transport infrastructure. Encourage use of quieter transport modes such as walking, cycling and electric vehicles. Locate strategic and primary road routes away from villages. Ensure HGV's use strategic road networks.

Constraint: Roads need to be located near to residential properties for access.

SEA Objective 10 - To improve health and reduce health inequalities

Coronary Heart Disease (CHD)

Hospital Episode Statistics (HES) and LCR Health Profiles (July 2008) data from the NW Public Health Observatory (NWPHO) present the latest situation on CHD. The data is indexed for comparison and it is evident that Knowsley is of greatest concern in terms of both measures. Sefton has the lowest incidences of CHD HES and early deaths in Merseyside although the latter statistic is combined with stroke. Sefton and Wirral are either on a par with regional rates (HES) or lower (early deaths).

Table C.20: Hospital Episode Statistics and Health Profiles data

District	CHD HES (2001/02 to 2005/06)	Early deaths: heart disease & stroke (Health Profiles 2008)
Knowsley	182.86	123.96
Liverpool	137.68	120.24
St. Helens	140.19	103.89
Sefton	115.92	88.57
Wirral	117.86	91.04
NW	115.91	102.2

Source: NWPHO

Model-Based Estimates of Current Smoking for LADs in England

LCR Health Profiles (July 2008) data from the (NWPHO) show a variety of smoking indicators; in pregnancy, in adults and deaths. Across the range of indicators Knowsley and Liverpool share most of the higher rates. This is also the case for St.Helens but only for 'smoking in pregnancy'. Sefton and Wirral tend to have the lowest rates in Merseyside which are also better than the NW regional rates. The 'adults who

smoke' results echo the Model-Based Estimates produced by the Information Centre for Health and Social Care, 2007 (National Centre for Social Research) based on Health Surveys for England 2003 to 2005.

Table C.21: Merseyside Health Profiles and smoking indicators

	Smoking in pregnancy	Adults who smoke	Deaths from smoking	Model based estimate %*
Knowsley	24.24	34.19	355.04	34.2
Liverpool	22.99	34.28	349.78	34.3
St. Helens	24.06	25.06	277.32	25.1
Sefton	18.79	23.71	248.27	23.7
Wirral	15.78	22.79	257.37	22.8
NW	20.75	25.96	269.96	26.0

Source: NWPFO and *NatCen

Estimates of Obesity and of overweight children

Knowsley has the highest obesity rates for children and Wirral the lowest. For adults, St. Helens has the highest rates and Wirral the lowest although for adults, the overall proportions are higher than for children.

Table C.22: Adult and Children Obesity rates by district

District	Obese children	Obese adults*
Knowsley	13.11	23.45
Liverpool	10.58	21.92
St.Helens	14.30	25.34
Sefton	11.61	21.98
Wirral	9.13	21.73
NW	10.22	24.48

Source: NWPFO and *NatCen

Table C.23: Child obesity data

District	Obese		Overweight+Obese		Obese		Overweight+Obese	
	boys (age 4-5)	girls (4-5)	boys (4-5)	girls (4-5)	boys (10-11)	girls (10-11)	boys (10-11)	girls (10-11)
Knowsley	13.75	13.15	31.84	28.13	20.37	17.35	34.72	34.54
Liverpool	11.05	10.16	24.57	21.79	20.68	14.81	35.58	28.72
St.Helens	15.52	12.34	34.74	31.68	22.84	19.65	38.36	36.48
Sefton	12.00	11.17	28.02	26.45	20.65	15.89	35.41	29.58
Wirral	9.82	8.40	24.27	22.11	20.84	17.88	35.71	33.41
NW	10.96	9.45	25.21	22.65	18.88	15.64	33.01	29.77

Source: NWPFO based on 2006-07 data

Years of healthy life expectancy (NI 137 - healthy life expectancy age 65)

Healthy life expectancy (HLE) at age 65 is also NI137. People are living longer but HLE is not increasing at the same rate. It is clearly desirable for increased life expectancy to be spent in good health. The measure looks at self-reported health, which captures the effects of the full range of interventions to improve objective health status on subjective states of health, and thus whether efforts are being appropriately targeted at conditions or behaviours that improve people's lives. Baselines and targets are set on the basis

of HLE from the Census 2001 which are up-rated using national average trends in HLE from the annual General Household Survey.

Sefton has the highest male and female life expectancy (LE) at birth (76.2 and 81.0 respectively) and Liverpool the lowest (73.8 and 78.3). However, HLE at age 65 is highest in Wirral (13.2 years) followed by Sefton (13.0). Knowsley and Liverpool share the lowest number of years at 10.9 each.

Table C.24: Life Expectancy by district

District	HLE at age 65	Male Life Expectancy: ONS	Female Life Expectancy: ONS
Knowsley	10.9	74.4	79.0
Liverpool	10.9	73.8	78.3
St. Helens	11.6	75.3	80.2
Sefton	13.0	76.2	81.0
Wirral	13.2	75.7	80.8
NW	12.6	75.8	80.3
England	13.7	-	-

Source: ONS 2002-2006 estimate/NWPHO

Mortality (standardised mortality ratios) by main cause

The all-age all cause mortality rate is also NI120. The indicator is reported and monitored as two separate mortality rates – one for males and one for females. Each of these rates is a single figure for all causes and all ages combined. Single year rates are used to enable timely reporting. The associated national target is assessed using 3-year average figures. The data is sourced from ONS death registrations and population statistics, published by the National Centre for Health Outcomes Development. A 'good' score is a lower score so Sefton demonstrates the lowest all-age all cause mortality in 2007 and 2008 and was also better than the NW average in 2007. Liverpool LAD had the highest score in 2008 amongst the Merseyside districts.

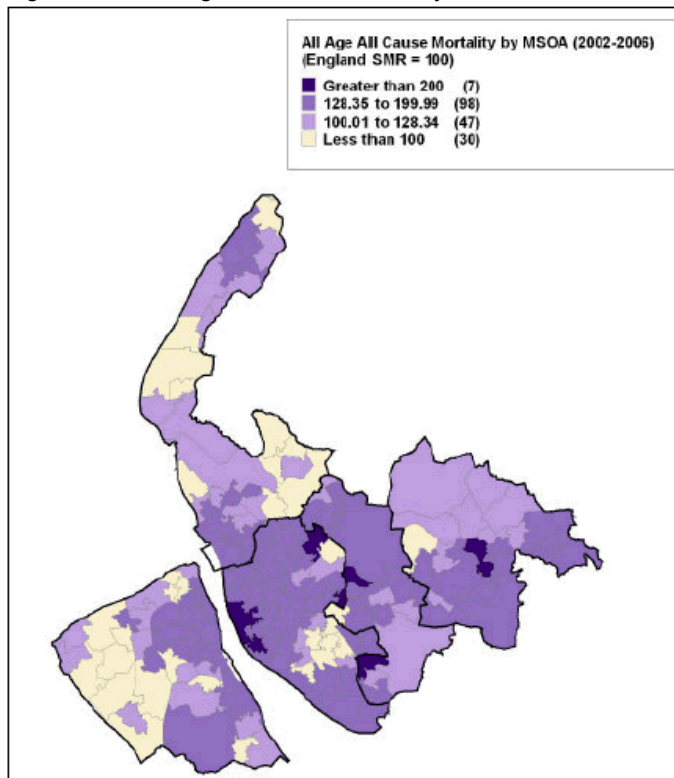
Table C.25: Mortality data

District	1993	2001	2006	2007	2008
Knowsley	1027.3	827.5	756.8	728.1	713.4
Liverpool	968.0	885.4	790.7	775.2	776.1
St. Helens	897.2	794.3	669.9	697.7	677.7
Sefton	862.0	734.4	603.5	624.5	631.1
Wirral	826.7	719.0	652.5	665.6	641.5
NW	880.5	750.0	666.9	661.2	-
England	790.4	667.9	591.6	579.4	-

Source: ONS

The Standardised Mortality Ratio (SMR) is calculated as the number of deaths observed within an area divided by the expected number of deaths within that area, this ratio is then multiplied by 100. At MSOA level the map shows that there are small areas on Merseyside where the SMR is double that of the England average of 100 including Liverpool City Centre. It is also evident that there are many areas on Merseyside where the SMR is less than the English average.

Figure C.14: All Ages All Cause Mortality data



Source: ONS

% people who think that drug use or drug dealing is a problem in their local area

% people who say their health is good or very good

National indicators relating to drug dealing issues and health for the local authorities covered by the LTP3 are shown below.

Table C.26: Place Survey Results for NI 42 and NI 119

Place Survey Indicators	Liverpool	Sefton	Authority Knowsley	St. Helens	Wirral
% people who think that drug use or drug dealing is a problem in their local area (NI 42)	46.4	38.6	47.4	42.1	29.7
% people who say their health is good or very good (NI 119)	72.3	74.5	69.4	71.0	73.6

Source: Places Analysis Tool

% adult participation in sport and active recreation

Table C.27: % adult participation in sport and active recreation

Authority	% adult participation in sport and active recreation
Liverpool	20.0
Sefton	18.9

Authority	% adult participation in sport and active recreation
Knowsley	19.3
St Helens	20.1
Wirral	24.5

Source: Places Analysis Tool

Sustainability Issue

Some transport impacts on health are better known and more direct than others, e.g. road traffic accidents or annoyance from traffic noise. Evidence of the direct effects of air pollution on mortality and respiratory diseases have also emerged in recent years. Children, the elderly, and those with pre-existing respiratory and cardiac conditions are the most susceptible to the health impacts of transport. Also car use (as a driver or as a passenger) is strongly associated with a sedentary lifestyle which is viewed as one of the most important risk factors for early mortality in western populations.

Opportunity: The LTP3 provides a good opportunity to encourage healthy and active lifestyles through investment in cycle and pedestrian routes and facilities and public transport. Aiming to encourage modal shift and reduce reliance on cars, this may have other health benefits in terms of air quality.

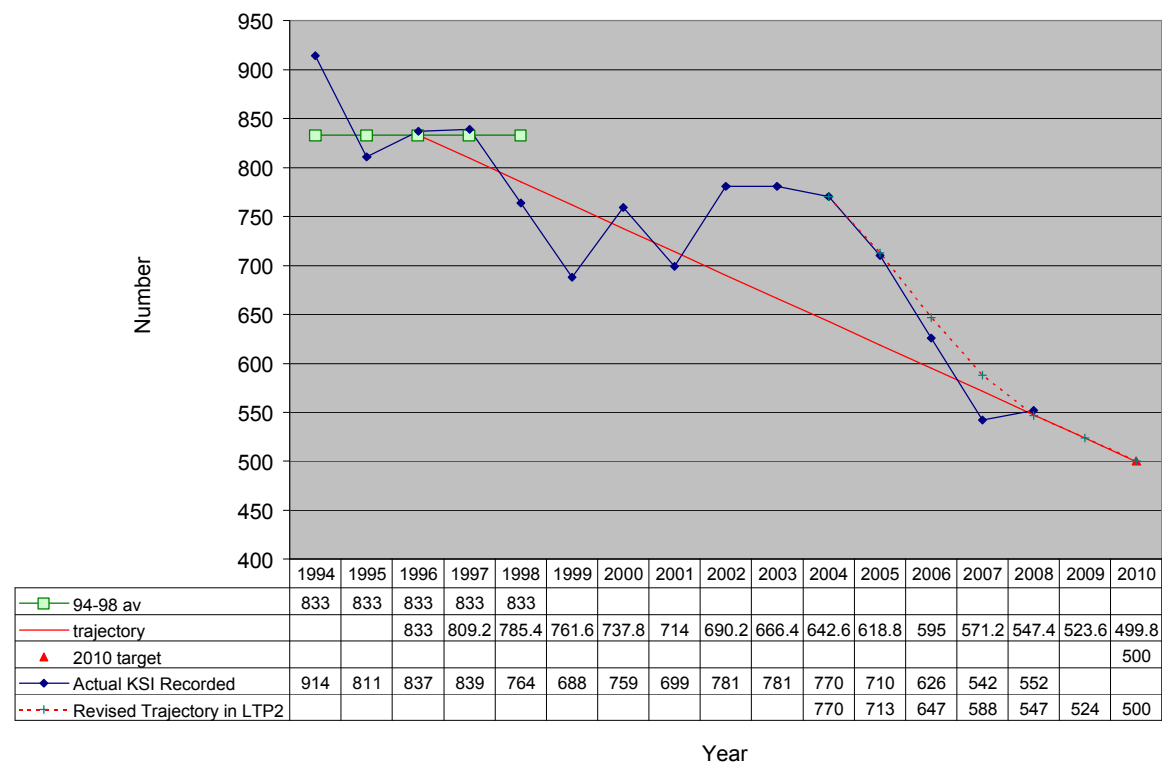
Constraint: Difficulty in changing people's behaviour and getting modal shift from car to non-car modes of transport.

SEA Objective 11 - To improve safety and reduce crime, disorder and fear of crime

Numbers of people killed/seriously injured in traffic accidents

The latest Merseyside Road Casualties (Killed or Seriously Injured, All Ages), averages, trajectories and targets are shown in the figure below. Data for each of the Merseyside LADs can also be reproduced if required.

Figure C.15: Merseyside Road Casualties



Source: STATS 19/LTPSU

Numbers of children killed/seriously injured in traffic accidents

It should be acknowledged that LTPSU has more up to date child KSI data available (2008) than that presented here. This can be requested and reproduced if required.

Numbers and rates are shown below. Rates offer a better comparison because they standardise for population although numbers have fallen across Merseyside from 136 in 2003 to 90 in 2007. By 2007 and across Merseyside, only the rates in St. Helens (0.1 per 1,000 population) were better than the regional and national averages (both 0.3).

Table C.28: Numbers of children killed/seriously injured in traffic accidents

Numbers per LAD	2003	2004	2005	2006	2007
Knowsley	12	15	15	11	9
Liverpool	68	64	62	43	39
St. Helens	12	14	14	9	3
Sefton	12	19	17	11	15
Wirral	32	26	38	33	24
Merseyside	136	138	146	107	90

Source: DfT/ONS, Knowsley LDF AMR 2008

Table C.29: Rates of children killed/seriously injured in traffic accidents

Rates per 1,000 population by area	1997	2001	2005	2006	2007
Knowsley	1.0	0.3	0.5	0.3	0.3
Liverpool	0.8	0.6	0.8	0.6	0.5
St. Helens	0.5	0.4	0.4	0.3	0.1
Sefton	0.5	0.4	0.3	0.2	0.3
Wirral	0.6	0.3	0.6	0.5	0.4
NW	0.7	0.5	0.5	0.4	0.3
England	0.5	0.4	0.3	0.3	0.3

Source: DfT/ONS

Recorded crime per 1,000 population

Liverpool LAD experiences both the highest volume of crime (53,949) and the highest rate per 1,000 population (123.9) across Merseyside. The lowest rate, although not the lowest count is found in Wirral (58.9 per 1,000 population).

Table C.30: Recorded Crime Rates

	Population 2008 estimate (rounded)	Total Recorded Crime Count 2008/09	Total Recorded Crime Rate per 1,000 pop 2008/09
Knowsley	150,800	13,093	86.8
Liverpool	434,900	53,949	124.0
St.Helens	177,500	13,798	77.7
Sefton	275,100	18,696	68.0
Wirral	309,500	18,282	59.1
Merseyside	1,347,800	117,818	87.4

Source: ONS 2008 pop estimates, HO CrimSec3 reports

Number of people reporting fear of crime

Fear of crime is no longer a performance indicator. It has been replaced by user and public confidence and satisfaction national indicator (NI) surveys. Complete and consistent baselines are not yet available

% people who think that anti-social behaviour is a problem in their local area

% people who agree that the police and other public services are successfully dealing with anti-social behaviour and crime in their local area

% people who agree that the police and other local public services seek people's views about anti-social behaviour and crime in their local area

% people who think that drunk and rowdy behaviour is a problem in their local area

National indicators relating to anti-social behaviour, crime and police services for the local authorities covered by the LTP3 are shown below.

Table C.31: Place Survey Results for NI 17, NI 21, NI 27 and NI 41

Place Survey Indicators	Authority				
	Liverpool	Sefton	Knowsley	St. Helens	Wirral
% people who think that anti-social behaviour is a problem in their local area (NI 17)	31.4	22.5	27.9	26.2	18.7
% people who agree that the police and other public services are successfully dealing with anti-social behaviour and crime in their local area (NI 21)	27.4	29.1	26.6	29.0	25.3
% people who agree that the police and other local public services seek people's views about anti-social behaviour and crime in their local area (NI 27)	27.5	27.6	26.2	26.5	22.4
% people who think that drunk and rowdy behaviour is a problem in their local area (NI 41)	32.8	33.5	30.9	34.0	29.5

Source: Places Analysis Tool

Sustainability Issue

Transport is an important contributor to the objective of improving safety and reducing crime and disorder at the national and local level. The risk people are exposed to varies from place to place and with mode of travel, (for example young pedestrians are particularly vulnerable). Transport's links with safety are strongly associated with traffic accidents. Transport and crime are strongly linked by issues such as car related crimes, safe parking and crime on public transport.

Numbers of people killed/seriously injured in traffic accidents have fallen across Merseyside from 781 in 2003 to 545 in 2007. By 2007, rates in all LADs except Wirral were better than the regional and national averages with St.Helens and Sefton sharing the lowest rates per 1,000 population.

Opportunity: Potential to improve transport related crime and anti-social behaviour through improved safety and security measures. Potential to further increase road safety through road safety awareness campaigns and road safety measures.

Constraint: Perception of crime in more deprived areas and town centres maybe difficult to change, even with increased measures.

SEA Objective 12 - To improve local accessibility of goods, services and amenities and reduce community severance

Government defined indicators for access by public transport to education, work, health care and shopping centres

The Department for Transport has published statistics on the Core Accessibility Indicators for 2008. The Indicators provide a number of measures of accessibility by public transport, walking, cycling and car to seven service types: primary schools, secondary schools, further education, GPs, hospitals, food stores

and employment. With the exception of further education, indicators have also been produced for an 'at-risk' sub-group of the population.

(See www.dft.gov.uk/pgr/statistics/datatablespublications/ltp/coreaccessindicators2008).

Transport accessibility and mobility – Connectivity Score

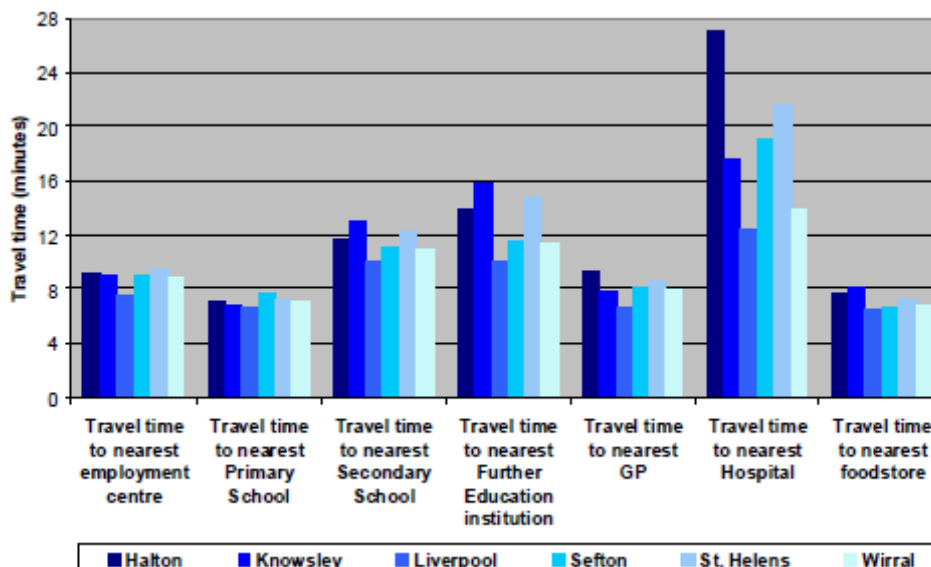
Figure C.16: Connectivity scores

Local Authority District (LAD)	Connectivity score (2005) (GB=100)	Connectivity score rank (of 408)
Middlesbrough	121.5	83
Knowsley	106.4	95
Liverpool	104.8	97
Warrington	91.2	108
Wirral	77.3	121
Ellesmere Port and Neston	67.8	133
Sefton	65.0	134
Halton	60.4	138
St. Helens	38.0	186
Vale Royal	26.2	215
Chester	19.1	249
Hartlepool	12.7	276
Greater Merseyside	157.7	7 (of 53)
North West	66.7	3 (of 11)
Great Britain	100.0	

Source: Halton LTP3 Evidence Base Review (2010)

Travel time to key services by public transport/walk

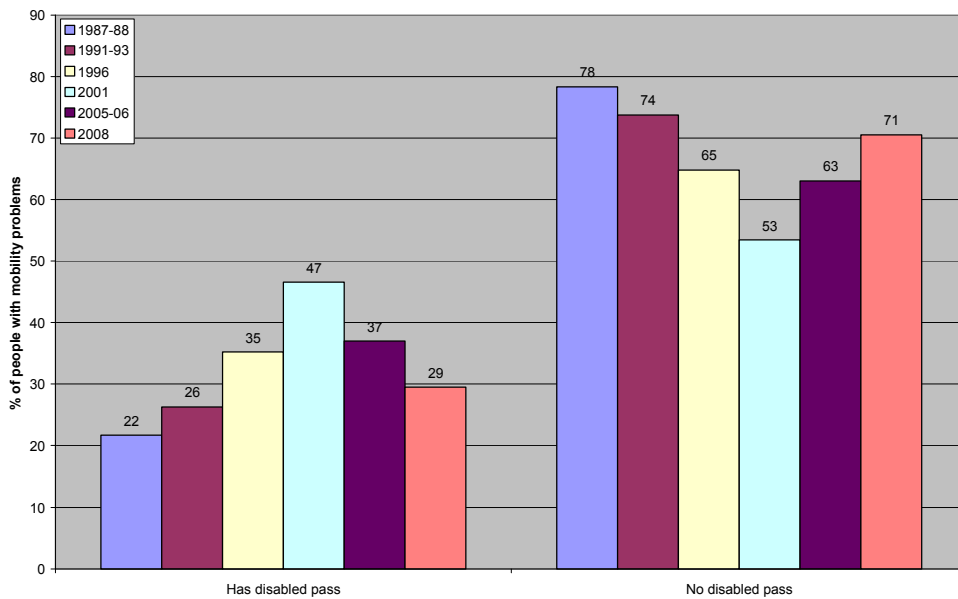
Figure C.17: Travel time (minutes) to nearest key service by public transport/walk by unitary authority



Source: Halton LTP3 Evidence Base Review (2010)

Access for disabled people to goods, services and amenities

Figure C.18: Disabled persons travel pass ownership



Source: Countrywide Survey, 2008

Sustainability Issue

Transport is clearly linked with accessibility issues at the national and local level. For example, 89% of British households have a bus stop within a six-minute walk. It is also important to understand how much travel an individual should be prepared to undertake in order to access a service e.g. work. Given the current distribution of opportunities, some people need both the access to services and also to accept the need to travel more if they are to be economically included. Accessibility to local goods, services and amenities is strongly linked to transport especially in areas where community severance exists.

Opportunity: Opportunity to increase accessibility via sustainable transport modes from residential areas to town centres and other key areas of employment, services and goods.

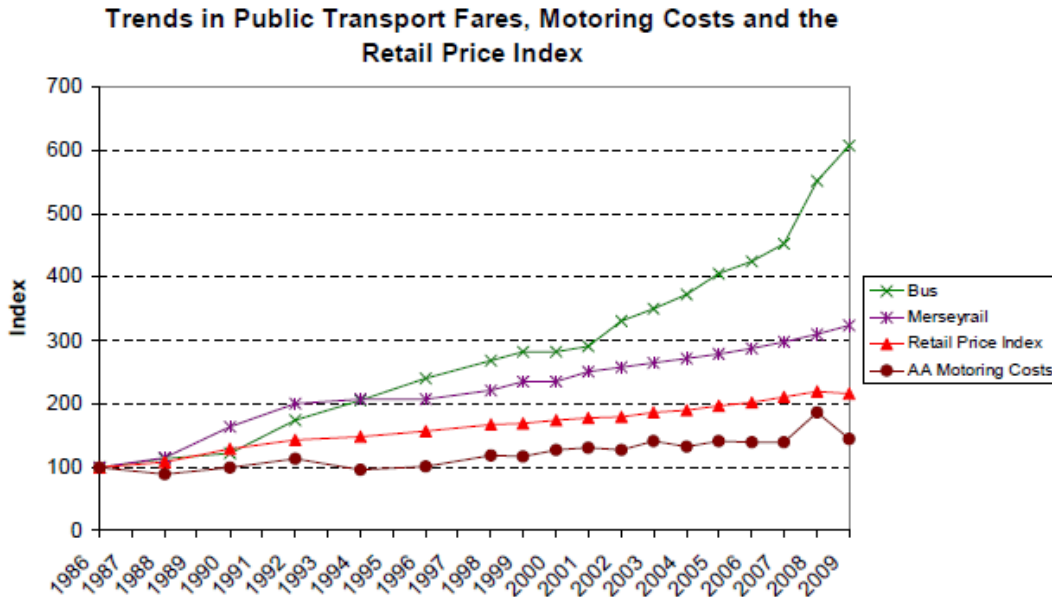
Constraint: Cost of public transport for deprived areas, there needs to be concessions built into public transport ticketing, and bike hire schemes.

SEA Objective 13 - To reduce the need to travel and improve choice and use of more sustainable transport modes

Trends in public transport fares, motoring costs and the retail price index

It is evident that, particularly in the last 10 years or so, rail and especially bus fares have increased by more and at a faster rate than both the RPI and motoring costs.

Figure C.19: Trends in Public Transport Fares, Motoring Costs and the Retail Price Index

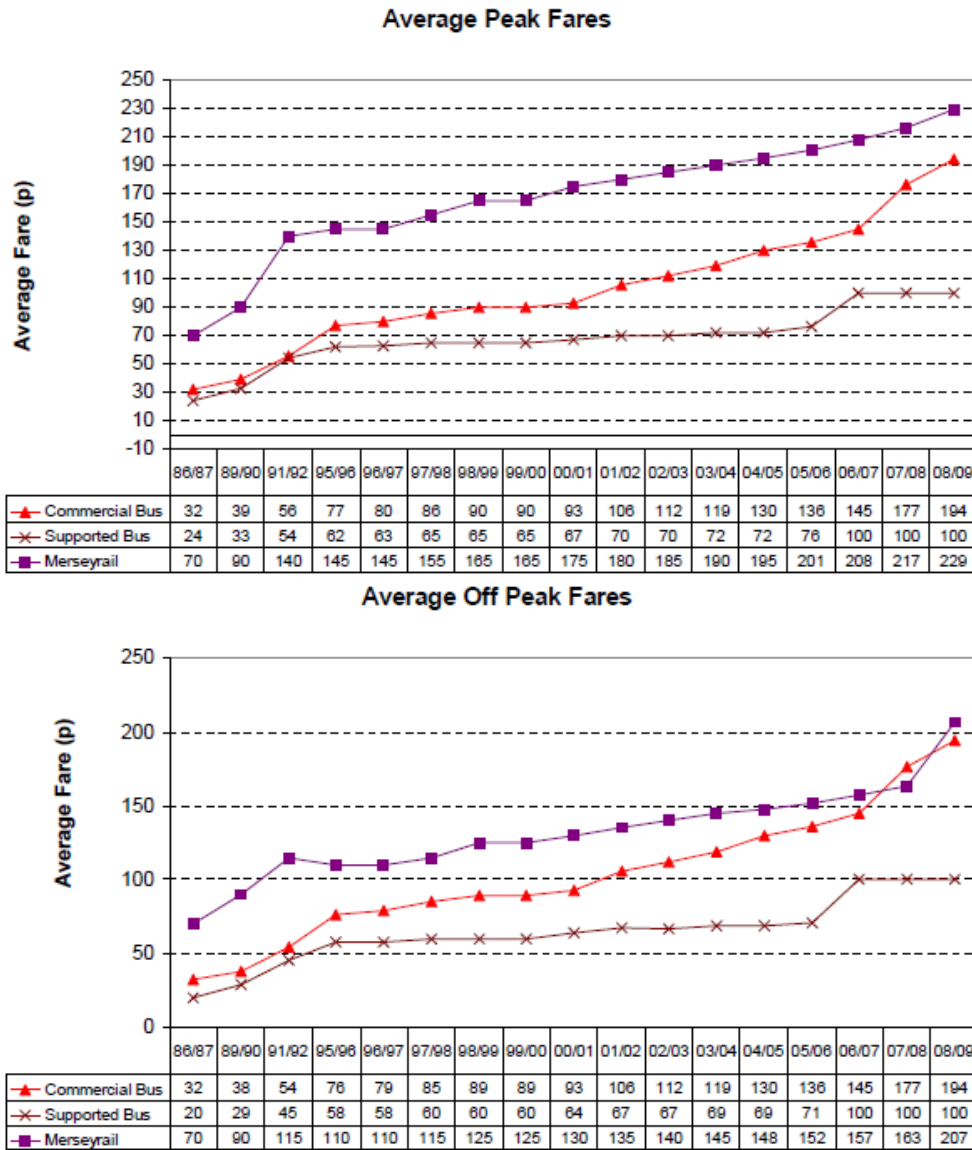


Sources: Transport Services Monitor, Finance Section & AA web site (www.theaa.com)

Average commercial peak bus fare per mile and average commercial off-peak bus fare per mile (in pence)

The graphic is a proxy measure because it represents average total fares not fares per mile but it compares commercial with supported bus and Merseyrail fares. Latest off-peak fares (07/08 and 08/09) by commercial bus are of a similar magnitude to average Merseyrail fares.

Figure C.20: Average Peak Fares & Average Off Peak Fares



Source: Merseytravel Annual Passenger Services Monitor 2008/09

Commercial bus fares per mile from 1986 to 2009 can be seen in the 'Miles 1' row in the following tables.

Figure C.21: Changes in commercial bus fares

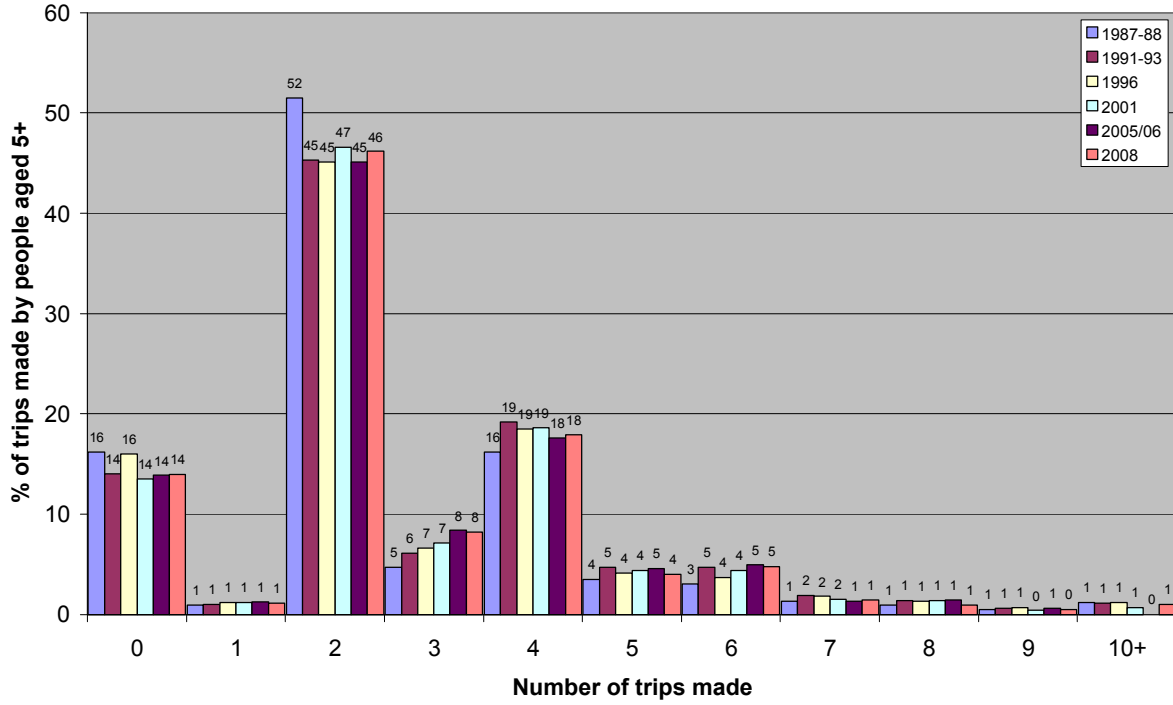
COMMERCIAL BUS FARES CHARGED																		
Average Peak Fares (in pence)																		
Miles	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	20	38	42	46	49	54	57	61	61	64	73	77	83	102	117	137	160	171
2	30	48	52	56	59	64	69	77	77	79	89	95	102	120	122	140	166	176
3	40	58	63	69	73	75	84	87	88	91	104	110	120	135	141	145	177	189
4	50	75	81	86	96	98	103	108	109	113	129	136	141	145	151	147	186	200
5	60	85	92	97	106	108	117	112	113	116	149	155	160	152	151	152	194	207
6	70	95	104	108	117	118	127	125	126	132	149	155	161	154	151	152	196	214
7	70	103	112	119	126	127	129	136	137	142	149	155	161	155	151	153	197	215
8	80	103	112	120	126	127	130	137	138	142	150	155	162	159	165	153	207	218
9	80	104	113	120	126	127	131	137	138	142	150	155	163	162	172	164	207	221
10	100	105	114	122	126	127	132	137	138	142	150	155	163	165	186	189	215	223
11	100	105	114	125	126	127	132	137	138	143	150	155	164	165	186	189	229	225
12	100	105	114	126	126	127	132	137	138	143	150	155	165	165	186	171	229	227
Average Off Peak Fares (in pence)																		
Miles	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	20	38	42	46	49	54	57	61	61	64	73	77	83	102	117	137	160	171
2	30	48	52	56	59	64	69	76	76	79	89	95	102	120	122	140	166	176
3	40	58	63	69	73	75	84	87	87	91	104	110	120	135	141	145	177	189
4	50	72	78	83	96	98	102	109	110	113	129	135	141	145	151	147	186	200
5	60	75	81	88	106	108	117	111	111	116	149	154	159	151	151	152	194	207
6	60	77	83	90	117	117	125	124	125	132	149	154	159	153	151	152	196	214
7	60	77	83	92	118	118	127	128	128	141	149	154	160	153	151	153	197	215
8	60	78	84	92	118	118	127	128	128	141	149	154	160	156	165	153	207	218
9	60	78	84	94	118	118	127	128	128	141	149	154	160	160	172	164	207	221
10	60	78	84	94	118	118	127	128	128	141	149	154	160	160	186	189	215	223
11	60	78	84	95	118	118	127	128	128	141	149	154	160	160	186	189	229	225
12	60	78	84	95	118	118	127	128	128	141	149	154	160	160	186	171	229	227

Source: Merseytravel Annual Passenger Services Monitor 2008/09

Personal Travel – distances, purposes and modes

The following information is from the Merseyside Countywide Travel Survey 2008. Distances are not available but the modal percentage of trips made in each of the surveys from 1987-88 is two, followed by four.

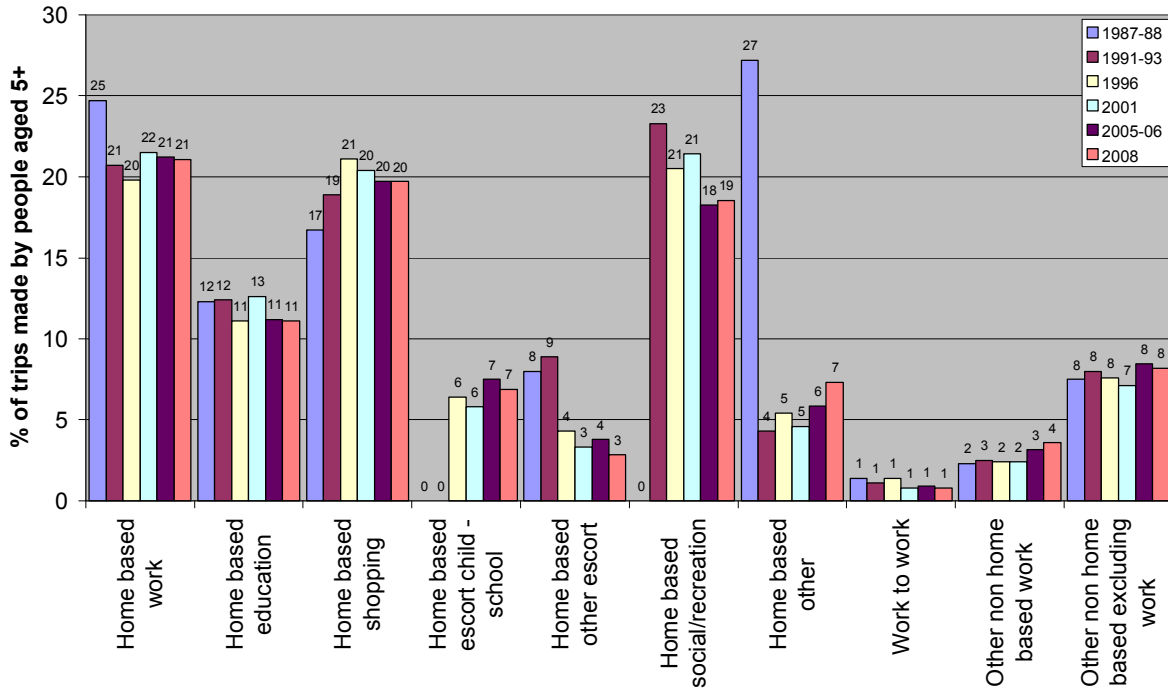
Figure C.22: Trips by Number



Source: Merseyside Countywide Travel Survey 2008

The most common purposes for trips are work, shopping and social/recreation although percentages have fluctuated between these three purposes over the years of the survey.

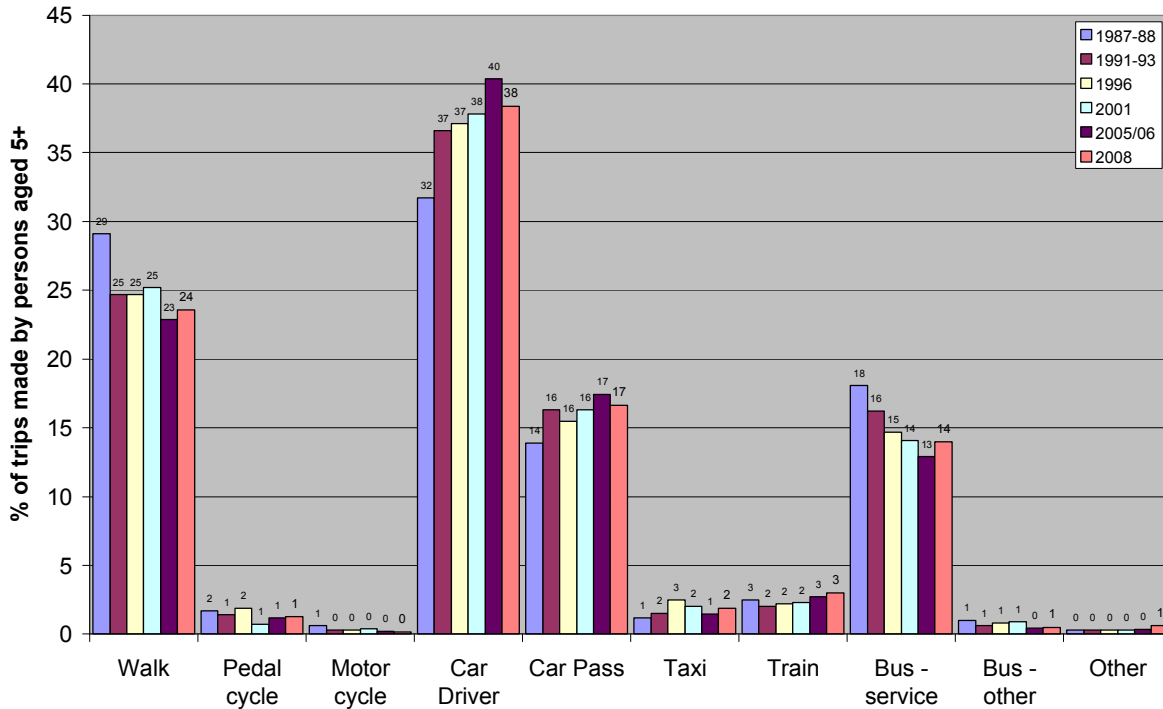
Figure C.23: Trip by Purpose



Source: Merseyside Countywide Travel Survey 2008

Driving a car and walking have continually been the most common mode of transport for trips over the years of the survey.

Figure C.24: Trips by Mode



Source: Merseyside Countywide Travel Survey 2008

Travel to school, work and shops by mode

Walking is the most common mode of transport to school, decreasing only slightly since the 2006/07 baseline. Comparable figures for work and shops are not presented.

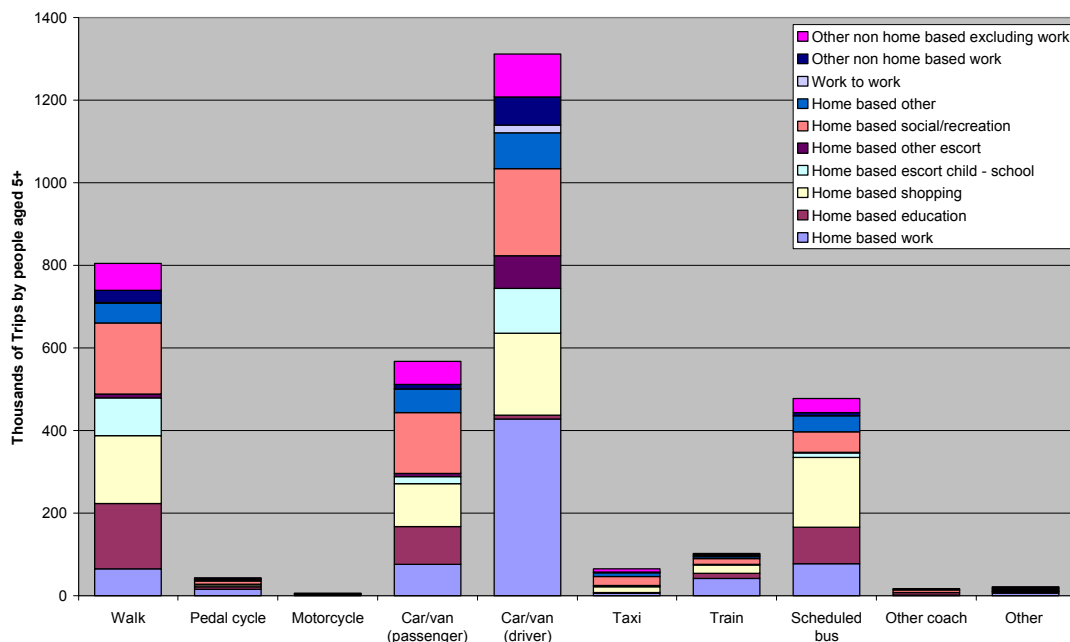
Table C.32: Travel data by mode

	Travelled By Car	Car share	Public Transport	Walking	Cycling	Other
2006/07 baseline	30.5%	3.0%	17.9%	47.1%	1.1%	0.4%
2007/08	31.0%	3.3%	18.2%	45.8%	1.2%	0.4%
2008/09	30.4%	3.2%	18.4%	46.3%	1.2%	0.4%
2008/09 Change from baseline	0.6%	0.3%	-0.4%	-0.7%	0.1%	0.1%

Source: School Census

Trips for all modes and for all purposes are also available from the CWS.

Figure C.25: Trips for all modes and for all purposes



Source: Merseyside Countywide Travel Survey 2008

Bus and Rail patronage

Bus patronage (millions of passenger trips per year) has decreased in all metropolitan areas since 2001/02 except in Greater Manchester and also in London.

Table C.33: Bus patronage data

Year	Mersey-side	West Midlands	Greater Manchester	West Yorkshire	South Yorkshire	Tyne and Wear	All Metropolitan Districts	London
2001/02	164	357	213	187	131	145	1,197	1,422
2002/03	161	349	213	187	130	141	1,181	1,527
2003/04	159	335	223	184	122	137	1,160	1,692
2004/05	158	327	220	179	113	131	1,128	1,802
2005/06	156	321	217	179	115	124	1,112	1,881
2006/07	163	323	223	187	117	127	1,140	1,993
2007/08	151	327	226	177	119	120	1,120	2,090
Change 02/08	-7.9%	-8.4%	6.1%	-5.4%	-9.2%	-17.2%	-6.4%	47.0%

Source: DfT Regional Transport Statistics 2008

Conversely, rail patronage has increased since the 1995/96 baseline in terms of millions of passenger trips per year (numbers are lower than bus patronage).

Table C.34: Rail patronage data

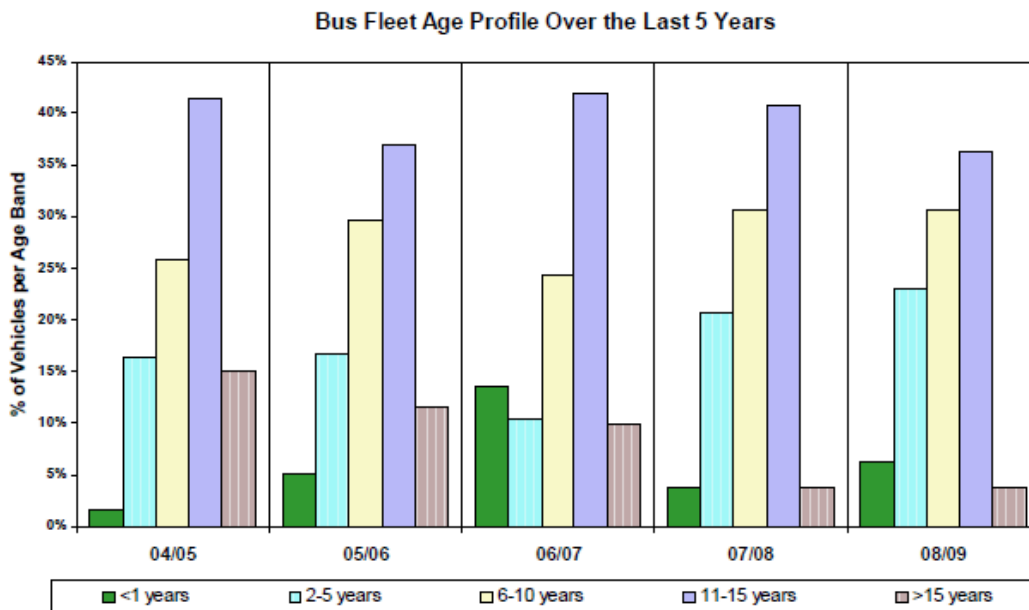
Year	Mersey-side	West Midlands	Greater Manchester	West Yorkshire	South Yorkshire	Tyne and Wear	All Metro-politan Districts
2007/08	25.20	31.22	34.95	28.75	10.96	7.00	138.08
Change since 1995/96	37%	63%	57%	70%	43%	19%	19%

Source: Office of Rail Regulation, National Rail Trends

Quality of Bus Fleet (age/engine standard)

It is evident that newer vehicles (2-5 years) have become more prevalent since 2006/07 and that the proportion of these vehicles is at its highest since 2004/05. The average age in 2008/09 is just under 9 years compared to 12 years in 1993/94.

Figure C.26: Bus Fleet Profile



Source: Merseytravel Annual Passenger Services Monitor 2008/09

The Merseyside Environmental Standard of Bus Fleet (Euro III or equivalent) was 35% in 2006, increasing to 41.3% in 2008/09.

Sustainability Issue

To reduce the need to travel, and improve choice and use of more sustainable transport modes is an important national issue. It is now widely recognised that many urban areas cannot provide the road space in response to traffic growth projects. Demand management or the reduction of the need to travel

is now widely accepted. Transport plays a central role in reducing the need to travel and improving the choice and use of more sustainable transport modes.

The most common purposes for trips are work, shopping and social/recreation. Driving a car and walking have continually been the most common mode of transport for trips over the years of the surveys (Countywide travel surveys from 1987-88). Walking is the most common mode of transport to school, decreasing only slightly since the 2006/07 baseline. Bus patronage has decreased in all metropolitan areas since 2001/02 except in Greater Manchester and also in London. Conversely, rail patronage has increased since the 1995/96 baseline in terms of millions of passenger trips per year (although volumes are lower than they are for bus).

Opportunity: The LTP3 has the potential to make a large beneficial contribution to reducing congestion through improvements to public transport, cycle and walking routes. Promoting rail and water transportation for freight. Introducing deterrents to using the private car such as increased car parking fees in town centres. Travel planning and initiatives for schools, workplaces and individuals could be investigated

Constraint: Changing behaviour to get modal shift away from the private car.

SEA Objective 14 - To mitigate, reduce and adapt to climate change including flood risk

Extent of flood risk areas – riverine and coastal

A summary of the area of land and number of properties (residential and/or commercial where available) at risk of flooding is available for 3 of the 5 Merseyside LADs.

Table C.35: Flood risk data (area of land and number of properties)

	Flood Zone (FZ)3 (high risk)	FZ2	FZ1 (low risk)	Total (ha or no.)
Knowsley*	306	166	-	472
Liverpool	-	-	-	423
St.Helens	(2,228 properties)	-	-	(2,228 properties)
Sefton	2,290 (3,892 res properties)	578 (2,795 res properties)	-	2,868 (6,687 res properties + 281 comm prop)
Wirral	-	-	-	n/a

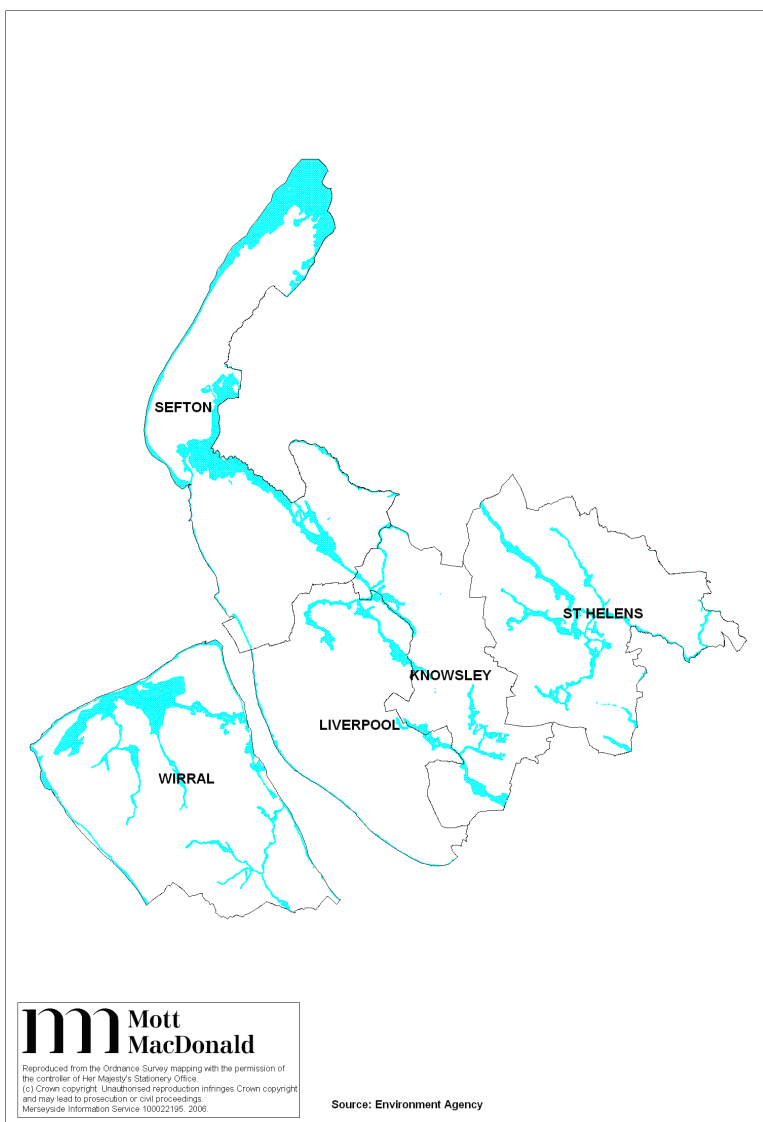
Source: Merseyside 2008 Annual Monitoring Reports (AMRs). Data relates to 2007 and 2008. *Majority of land at risk is in the green belt and should not affect residential or commercial development.

The map shows Merseyside 'flood zones' in June 2006. The available data up to now has focused on flooding from watercourses, but increasingly the focus is on understanding the potential for flooding from all sources, including from groundwater, drains and the sea. All of the Merseyside districts have been

undertaking Strategic Flood Risk Assessments (SFRA) for their areas and detailed site-specific assessments are sometimes required to support development proposals.

The Environment Agency review each planning application thoroughly and provide appropriate responses accordingly, and they may object to a planning application when water quality is considered to be at risk of being degraded which includes, but is not limited to: pollution at a water abstraction point, pollution to surface water and an unsatisfactory means of disposal of sewage.

Figure C.27: Merseyside Flood Zones



Source: Environment Agency

Sustainability Issue

Climate change effects such as increased temperatures, gales, snow and other severe weather

conditions could have effects on the transport network.

Flood risk is a continued risk to particular areas and a constraint to be considered for new transport infrastructure.

Carbon emissions from transport.

Opportunity: Mitigation and adaptation to climate change through:

- Reducing carbon emissions;
- Making the best use of existing transport infrastructure;
- Increase electric car network and charging points;
- Making use of green infrastructure associated with transport networks for climate change adaptation e.g. carbon storage, sustainable drainage, energy generation and water conservation;
- Reducing the need to travel; and
- Shifting necessary travel to more sustainable modes (public rights of way and wider access network improvements) and behaviours, and locking in the benefits.

Constraint: Climate change is a global issue. Cost involved in climate proofing transport infrastructure. Difficulty in achieving significant modal shift.

SEA Objective 15 - To protect, manage and restore land, soil quality and geo-diversity

Agricultural land quality classification

Defra's Agricultural Land Classification (ALC) provides a method for assessing the quality of farmland to enable informed choices to be made about its future use within the planning system. After the introduction of the ALC system in 1966 the whole of England and Wales was mapped from reconnaissance field surveys, to provide general strategic guidance on land quality for planners. This 'Provisional' Series of maps was published on an Ordnance Survey base (scale 1inch:1mile) in the period 1967 to 1974. These maps are not sufficiently accurate for use in assessment of individual fields or development sites, and should not be used other than as general guidance. There is no comprehensive programme to survey all areas in detail.

Since 1999, the amount of field surveying carried out by Defra has been substantially reduced. Private consultants may survey land where it is under consideration for development, especially around the edge of towns, to allow comparisons between areas and to inform environmental assessments. Consultations are mandatory on planning applications that are not consistent with an adopted local plan and involve the loss of twenty hectares or more of the best and most versatile land, which should in theory lead to better monitoring of the larger tracts of farmed land.

Merseyside is heavily urbanised, but agricultural land occupies a sizeable proportion of the overall land area and includes considerable resources of higher grade soils. However, government guidance seeks to protect the best and most versatile agricultural land from irreversible development.

The total farmed area in Merseyside, as a proportion of the NW total has been greater than 1.94% since 2005 but fell slightly between 2006 (2.06%) and 2007 (2.00%). However, farmed area and number of

holdings are slightly down in 2007 across the NW and England as a whole. Within Merseyside, St. Helens and Liverpool have seen increases in both the farmed area and the number of holdings since 2006.

Table C.36: Farmed area data

District	2005		2006		2007	
	Farmed area (no. holdings)	Set-aside	Farmed area (no. holdings)	Set-aside	Farmed area (no. holdings)	Set-aside
Knowsley	2,795 (74)	170	3,848 (80)	250	2,634 (65)	97
Liverpool	324 (10)	n/a	308(10)	n/a	346 (12)	n/a
St Helens	6,291 (143)	519	4,967 (138)	384	6,091 (143)	333
Sefton	4,055 (121)	265	5,594 (128)	357	4,906 (110)	182
Wirral	4,050 (128)	168	4,576 (127)	n/a	4,381 (123)	n/a
Merseyside	17,515 (476)	1,122 (excl Liverpool)	19,292 (484)	991 (excl Liv & Wirral)	18,359 (453)	612
NW	905,084 (19,714)	11,291	935,871 (19,858)	10,612	919,119 (19,497)	9,125
England	9,278,375 (174,480)	482,169	9,328,573 (175,531)	439,030	9,291,357 (172,424)	366,034

Source: Agricultural Census Survey, farmed area and set-aside shown in hectares (ha)

Location and extent of (potentially) contaminated land - PCL

Previously Developed Land (PDL) and PCL remains a difficult issue due to the legacy of the Industrial Revolution throughout Merseyside. PCL has not been collated uniformly across the Merseyside Districts. The following text summarises the PCL coverage in each of the Merseyside 2008 AMRs, except Wirral where 'contaminated' or the 'contamination' potential of land was not included.

The Knowsley AMR makes brief mention of Policy ENV5, Contaminated Land and Liverpool highlights the subtlety of the wording in use around some of the statistics. For example the AMR states that at March 2008 there were approximately 10,999 sites in Liverpool of 'potential concern with regard to land contamination'. This is lower than the figure of 11,022 sites in 2007 which is due to some sites having been removed from the list following further investigation under Part IIA of the Environmental Protection Act 1990.

In St. Helens the SHLAA survey 'found' 83 new PDL sites, suggesting that all the official PDL/PCL statistics are potentially an undercount. Finally, the Sefton AMR lists; UDP policies to be saved and the Environmental Protection Policy Number EP3 under the Policy name of 'Development of Contaminated Land'.

Proportion of development on previously used land

The proportion of new dwellings on previously developed land between 1992 and 2007 shows an increase across all Merseyside districts since 1992. In 2007, Liverpool had the highest proportion (96%) and Knowsley the lowest (80%). All districts, except Sefton, have also seen an increase between 2000-2003 and 2004-2007, although the Sefton percentage has historically been higher than in other areas.

Table C.37: Proportion of new dwellings

District	1992-1995	1996-1999	2000-2003	2004-2007
Knowsley	67	77	74	80

District	1992-1995	1996-1999	2000-2003	2004-2007
Liverpool	79	89	92	96
St. Helens	72	73	80	82
Sefton	81	89	97	92
Wirral	73	87	85	94
ENGLAND	53	54	63	74

Source: Table P213 Land Use

www.communities.gov.uk/planningandbuilding/planningbuilding/planningstatistics/livatables/landusechange

The area of (and percentage of total) PDL suitable for housing in each of the Merseyside districts in 2005 and 2007 shows that in 2007 Liverpool had the largest area of PDL available for housing (424ha) although the proportion of its total PDL which this area represents fell from 77.3% in 2005. Sefton had the lowest proportion in 2005 (5.1%) but this value climbed to 24.1% in 2007, above both Knowsley and Wirral.

Table C.38: The area of PDL suitable for housing

District	Area suitable (ha)		% of total PDL	
	2005	2007	2005	2007
Knowsley	45	38	17.2	20.7
Liverpool	510	424	77.3	63.9
St. Helens	127	142	41.1	44.2
Sefton	17	70	5.1	24.1
Wirral	58	60	15.4	17.6

Source: LCR Local Authority District NLUD Returns compiled by MM MIS (Jan 2009)

Sustainability Issue

There are no direct links between transport and soil management at the local level. However, the location and extent of (potentially) contaminated land, and the proportion of development on previously used land, have prospective implications regarding any new transport-related works.

Opportunity: Upgrading of existing transport infrastructure in preference to new infrastructure. Potential to remediate contaminated land as part of transport infrastructure works.

SEA Objective 16 - To provide good quality, affordable and resource efficient housing

Proportion of population in different housing types (owner occupied, rented private sector, social landlord etc.)

The following information is taken from the annual Housing Strategy Statistical Appendix (HSSA), which is the main tool that informs the development and monitoring of the Regional Housing Strategy.

Table C.39: Different Housing Type data

District	Local Authority	Registered Social Landlord	Other Public Sector	Private Sector
Knowsley	0	18,502	17	45,864
Liverpool	0	61,057	153	151,149
St. Helens	0	16,722	0	61,911
Sefton	0	18,663	0	105,319
Wirral	0	22,193	9	122,524

Source: 2008 Housing Strategy Statistical Appendix (HSSA)

Percentage of properties classed as 'unfit'

HIP Returns data presented in the Liverpool AMR 2008 shows that in 2008, there were 16,885 unfit dwellings in Liverpool (7.9% of total dwelling stock). This is a decrease from 2007 when 18,076 dwellings were unfit (8.6% of the total dwelling stock). Of the unfit dwellings in 2008, 894 are Registered Social Landlord dwellings (1.5% of RSL dwellings), 15,893 are owner occupied and private sector dwellings (10.5%) and 98 are other public sector dwellings (64%). Data for other Local Authorities in Merseyside was not knowingly available.

The HSSA for 2006/07 and 2007/08 has asked questions on housing conditions (fitness) using both the old Fitness assessment and the new (from April 2006) Housing Health and Safety Rating System in sections A (question 4) and section B (questions 1 to 3). This was to allow all local authorities to complete returns whether or not they had been able to reflect this change of standard in their evidence base and information systems for 2006/07 and 2007/08. In consequence however this data can not be aggregated or compared across Local Authorities, or at the regional or national level. It has therefore been decided not to publish the information returned by Local Authorities during this interim period.

Thermal efficiency of housing stock

The table below shows the average SAP¹ rating of the private sector (non RSL) dwellings. This is the most complete dataset in the 2008 HSSA which reports on thermal efficiency for the Merseyside Authorities.

Table C.40: Average SAP rating for private sector dwellings by district

District	Average SAP rating of the private sector (non RSL) dwellings
Knowsley	59
Liverpool	56
Sefton	56
St. Helens	51
Wirral	51

Source: 2008 Housing Strategy Statistical Appendix (HSSA)

¹ SAP stands for Standard Assessment Procedure, also known as Energy Ratings. Houses are rated from 0 - 100, 0 being very inefficient and 100 being highly efficient.

Fuel Poverty

The percentage of households in fuel poverty at equivalised full and basic incomes shows that Liverpool has the highest proportions of both across Merseyside. Sefton has the lowest proportion of households in fuel poverty in terms of full and basic income according to the data available.

Table C.41: Percentage of households in fuel poverty

District	% in Fuel Poverty - Full Income (equivalised)	% in Fuel Poverty - Basic Income (equivalised)
Knowsley	6.48	7.89
Liverpool	7.16	8.51
St Helens	5.88	7.07
Sefton	5.86	6.48
Wirral	5.90	6.63
Merseyside	6.37	7.41

Source: Fuel Poverty Indicator (www.fuelpovertyindicator.org.uk)²

Sustainability Issue

There are few direct links between transport and the provision of good quality affordable and resource efficient housing. The location of housing in relation to provision of public transport, and the level of car parking provided with housing units, can help contribute towards use of more resource efficient modes of transport.

Opportunity: Link planned new housing developments with new or existing transport infrastructure, especially public transport, and cycle and pedestrian routes.

² The Fuel Poverty Indicator is a statistical model of fuel poverty based on the 2003 English House Condition Survey (EHCS) and 2001 Census. The EHCS was used to predict the risk of fuel poverty for different household types, the results were then applied to the 2001 Census to predict the level of fuel poverty for all Lower Super Output Areas (LSOAs) in England.

Appendix D. Appraisal Tables

D.1. Goal One Appraisal

LTP3 Goal One: Ensure the transport system supports the priorities of the Liverpool City Region and its Local Strategic Partnerships				
SA/SEA Objectives	LTP3 Actions and Interventions			
	Interaction	Magnitude	Importance	Significance
1. To use energy, water and mineral resources prudently and efficiently, increase energy generated from renewable sources and reduce greenhouse gas emissions	+	Moderate	High	Highly Significant
<p>Comments Partnership working was considered important to work towards national and regional strategic priorities, such as a Low Carbon Economy. In addition, the development of the Super Port was identified as a significant opportunity for sustainable resource use.</p> <p>Relevant partners identified: Liverpool vision; Environment Agency; Merseyside Environment Trust; The Peel Group; Local Authorities; Utility companies; Liverpool universities (University of Liverpool, Liverpool John Moores University, Liverpool Hope University and Edge Hill University); Defra; Non-governmental organisations; Friends of the Earth; Manufacturers; and Local Strategic Partnerships.</p> <p>Consultation with citizen and voluntary groups was considered important to guide sustainable resource use in Merseyside, supporting the Government Big Society approach.</p>				
2. To minimise the production of waste and increase reuse, recycling and recovery rates	+	Moderate	High	Highly Significant
<p>Comments Recycling was considered a particularly significant issue by stakeholders, identifying a potential to work with local partners to recycle local resources. One such example included collecting cooking oil for bio-fuels.</p> <p>Partnership working was considered important to work towards national and regional strategic waste and recycling priorities. In addition, the development of the Super Port was identified as a significant opportunity for waste management.</p> <p>Relevant partners identified: Environment Agency; Merseyside Environment Trust; The Peel Group; Local Authorities; Merseyside waste disposal authority; The Development of bio-fuel partnerships</p> <p>Consultation with citizen and voluntary groups was considered important to guide waste management in Merseyside, supporting the Government Big Society approach. Policies and targets outlined in the Joint Municipal Waste Management Strategy for Merseyside (2008) should also be considered.</p>				
3. To reduce poverty and social deprivation and secure economic inclusion	+	Minor	Medium	Significant
<p>Comments Reducing poverty and social deprivation should be about 'reducing the gap' so that the social gradient between the 'haves' and the 'have nots' is flattened. The objective should be reducing socio-economic inequalities.</p> <p>Transport can and does play a part in tackling poverty / social deprivation; it is one part of a wider jigsaw so working together collaboratively with other community / governance structures will help to realise benefits. As such, there is a potential positive interaction.</p> <p>Magnitude was considered minor as working with partners was not considered the way in which the LTP could bring about most change in terms of social deprivation.</p> <p>Working with partners to help deliver low carbon economy ambitions through the provision of efficient public transport services</p>				

Page 252

LTP3 Goal One: Ensure the transport system supports the priorities of the Liverpool City Region and its Local Strategic Partnerships				
SA/SEA Objectives	LTP3 Actions and Interventions			
	Interaction	Magnitude	Importance	Significance
	<p>will help socially deprived areas in which there is generally less access to private transport. Reduced emissions will also be positive for socially deprived groups, who tend to experience poorer health outcomes.</p> <p>Exploring broader and deeper engagement with citizens in line with the Government's Big Society approach – could provide a voice to local people and will help to encourage cohesion. It will also help to identify the transport issues and needs for deprived communities more easily. Steps could be taken, for example, to secure more access from deprived communities to employment locations if these links are identified as lacking.</p> <p>Continuing to develop joint approaches to ensure good land use and transport integration, as well as encouraging other modes via the LTP and LDFs – this is quite likely to have a positive impact on deprived communities because a joined up approach could deliver employment sites that are well-served by public transport where access is not reliant on private car use; the latter tends to discriminate those on lower incomes who have less access to their own transport.</p>			
4. To protect, enhance and manage Merseyside's rich diversity of cultural, historical and built environment and archaeological assets	+	Minor	High	Significant
	<p>Comments Cultural heritage is already heavily protected by legislation and controlled through the planning process, therefore focused partnership working would add little to the management of such impacts.</p> <p>Relevant partners identified: Liverpool vision; Groundwork: in the Northwest; Merseyside Environment Trust; The Peel Group; Local Authorities; Liverpool universities Defra; Non government organisations; Local Strategic Partnerships.</p> <p>Consultation with citizen and voluntary groups was considered important to preserving cultural heritage in Merseyside, supporting the Government Big Society approach.</p>			
5. To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance	+	Major	High	Highly Significant
	<p>Comments Relevant partners identified: Liverpool vision; Environment Agency; Merseyside Environment Trust; Local Authorities; Liverpool universities; Defra; Non-governmental organisations; Friends of the earth; and Local Strategic Partnerships</p> <p>Consultation with citizen and voluntary groups was considered important to guide biodiversity impact management in Merseyside, supporting the Government Big Society approach</p>			
6. To protect, enhance and manage the local character and accessibility of the landscape across the sub-region	+	Moderate	High	Highly Significant
	<p>Comments Partnership working is likely to generate moderate measurable positive outcomes for the region and is essential to work towards national and regional strategic priorities. In addition, the development of the Super Port was identified as a significant opportunity for managing the impact on landscape.</p> <p>Relevant partners identified: Liverpool vision; Environment Agency; Merseyside Environment Trust; Local Authorities; Liverpool universities; Defra; Non-governmental organisations; Local Strategic Partnerships; and The Peel Group.</p>			
7. To protect, improve and where necessary, restore the quality of inland, estuarine and coastal waters	+	Major	High	Highly Significant

LTP3 Goal One: Ensure the transport system supports the priorities of the Liverpool City Region and its Local Strategic Partnerships				
SA/SEA Objectives	LTP3 Actions and Interventions			
	Interaction	Magnitude	Importance	Significance
	<p>Comments Partnership working was considered important to work towards national and regional strategic water quality priorities. In addition, the development of the Super Port was identified as a significant opportunity for water quality.</p> <p>Stakeholders valued the importance of responding to this issue as high, due to national statutory requirements (such as the Water Framework Directive) and the major human health, quality of life and environmental effects associated with water quality.</p> <p>Relevant partners identified: Liverpool vision; Environment Agency; Merseyside Environment Trust; Local Authorities; Liverpool universities; Defra; Non-governmental organisations; Local Strategic Partnerships; The Peel Group; and Friends of the Earth</p>			
8. To protect, manage and, where necessary, improve local air quality	0			
	<p>Comments Whilst collaborative working is encouraged, the actions set out in goal one are not likely to have a direct effect on air quality. Improvements in local air quality can only be achieved through the implementation of schemes that discourage car use and focus on the reduction of vehicles on the road. A priority for the region is for the development of a key public transport interchange, of which would encourage the use of more sustainable modes of transport and help to improve local air quality.</p>			
9. To protect, manage and, where necessary, improve local environmental quality (noise, light nuisance)	0			
	<p>Comments Whilst collaborative working is encouraged, the actions set out in goal one are not likely to have a direct effect on overall environmental quality. Liaison with the local development planning process is likely to be the most effective way to secure benefits to local environmental quality.</p>			
10. To improve health and reduce health inequalities	+	Minor	High	Significant
	<p>Comments A transport system that supports the priorities of the local region is likely to provide an indirect benefit to improving health and to reducing health inequalities. The extent to which the Goal contributes toward the objective is influenced by the role / priority of health in each of the partnership strategies and policies. Therefore, the health sector has a role to play in influencing LSP priorities, MAA, emerging LEPs, and the local development planning process. There is existing uncertainty around how the new public health service (working with local authorities and GP consortia) will function. Once established it may be that there is an opportunity for more direct liaison between the transport system and the health (and education) sectors, rather than through alternative partnerships.</p>			
11. To improve safety and reduce crime, disorder and fear of crime	D	Minor	Medium-High	Significant
	<p>Comments The Goal's purpose is not to improve safety and reduce crime so interaction is low, however, if there is close working with other partners, positive interactions could be realised in future. Hence, it is dependent on implementation.</p> <p>It was not considered that LSPs do much to address improvements in crime and safety and, therefore, joint working with the LSP would not make much of a difference in this regard. This Goal was rated as high in importance because crime and safety and anti-social behaviour are relevant in terms of people's confidence to travel.</p>			
12. To improve local accessibility of goods, services and amenities and reduce community severance	+	Major	High	Highly Significant
	<p>Comments This Goal was not assessed in detail, but many of the points raised for Objective 3 of this Goal are also relevant. Transport is</p>			

LTP3 Goal One: Ensure the transport system supports the priorities of the Liverpool City Region and its Local Strategic Partnerships				
SA/SEA Objectives	LTP3 Actions and Interventions			
	Interaction	Magnitude	Importance	Significance
	<p>seen as playing a big role in local accessibility, but working with partners is not necessarily the main way in which the LTP hopes to fulfil the objective. Therefore, whilst the interaction is potentially positive the magnitude is low. The importance of delivering accessibility would, however, be high on the agenda in any partnership working.</p> <p>LEP, MAA and LSP priorities are likely to include objectives around accessibility, and therefore synergy with these governance bodies / strategies will help to maximise delivery against these goals.</p> <p>The issues around the Big Society approach and ensuring good land use and transport integration are also relevant here in that providing more of a voice to local people will help to highlight where accessibility needs to be improved and where community severance is presently an issue.</p> <p>Continuing to develop joint approaches to land use and transport integration via the LTP and LDFs is also likely to have a positive impact on improving local accessibility.</p>			
13. To reduce the need to travel and improve choice and use of more sustainable transport modes	+	Major	High	Highly Significant
	<p>Comments In order to improve choice and encourage the use of more sustainable modes, joint partnerships are essential to ensure that all transport priorities are delivered, particularly those that encourage the use of more sustainable modes, such as walking and cycling.</p>			
14. To mitigate, reduce and adapt to climate change including flood risk	+	Major	High	Highly Significant
	<p>Comments Partnership working was considered important to work towards national and regional strategic priorities, such as a Low Carbon Economy. In addition, the development of the Super Port was identified as a significant opportunity for climate change management.</p> <p>Strategic partnerships should focus on the 'big players', such as non-departmental public bodies, government departments and non-governmental organisations.</p> <p>Relevant partners identified: Environment Agency; Merseyside Environment Trust; Local Authorities; Liverpool universities; Defra: Non-governmental organisations; Local Strategic Partnerships; Friends of the earth; UK Climate Impacts Programme; and; Met Office</p>			
15. To protect, manage and restore land, soil quality and geo-diversity	+	Major	High	Highly Significant

LTP3 Goal One: Ensure the transport system supports the priorities of the Liverpool City Region and its Local Strategic Partnerships			
SA/SEA Objectives	LTP3 Actions and Interventions		
	<i>Interaction</i>	<i>Magnitude</i>	<i>Importance</i>
	<p>Comments Partnership working was considered important to work towards national and regional strategic priorities, and considered important to work towards national and regional strategic land and soil quality priorities.</p> <p>Relevant partners identified: Liverpool vision; Environment Agency; Merseyside Environment Trust; Local Authorities; Liverpool universities; Defra; Non-governmental organisations; Local Strategic Partnerships; The Peel Group; Friends of the earth; and Groundwork: in the Northwest</p> <p>Consultation with citizen and voluntary groups was considered important to guide land and soil quality impact management in Merseyside, supporting the Government Big Society approach. However, strategic partnerships should focus on the 'big players', such as non-departmental public bodies, government departments and non-governmental organisations.</p>		

D.2. Goal Two Appraisal (Part 1)

LTP3 Goal Two: Provide and promote a clean and low carbon transport system												
SA/SEA Objectives	LTP3 Actions and Interventions											
	1. Traffic				2. Modal Shift				3. Public Transport			
	Interaction	Magnitude	Importance	Significance	Interaction	Magnitude	Importance	Significance	Interaction	Magnitude	Importance	Significance
1. To use energy, water and mineral resources prudently and efficiently, increase energy generated from renewable sources and reduce greenhouse gas emissions	+	Major	High	Highly Significant	+	Moderate	High	Highly Significant	+	Major	High	Highly Significant
	<p>Comments The success of electric vehicle measures were heavily dependant on the proportion of electricity generated from renewable resources. The public sector is likely to play an important strategic planning role, while the private sector was a key funding source.</p> <p>The impact on water was considered to be low in comparison to other resource use areas.</p>				<p>Comments Such measures are likely to be beneficial, however the potential magnitude of their impact in reducing emissions was limited. Therefore, smarter choices and behavioural change programmes should not be the sole method of encouraging modal shift.</p> <p>The aim of smarter choices and behavioural change programmes is to implement soft measures that would influence people's travel behaviour towards more sustainable options. However, in Merseyside the success of such measures is likely to depend heavily on infrastructure improvements, particularly for cycling.</p> <p>Smarter choices and behavioural change programmes also require consideration of options. Measures are required to focus on outcomes through the implementation of the Best Practical Environmental Option (BPEO). The monitoring and evaluation of the successes of such programmes also contributes to the identification of Smarter Choices and behavioural change programme BPEOs.</p> <p>The impact on water was considered by to be low in comparison to other resource use areas; however there may be hidden water use through the manufacturing of vehicles for example.</p>				<p>Comments Public transport efficiency improvements were identified as a key priority, such as a reduction in the number of poorly used bus services and the smart ticketing system.</p> <p>The impact on water and mineral resource was considered by to be low in comparison to other resource use areas.</p>			
2. To minimise the production of waste and increase reuse, recycling and recovery rates	0				0				0			
3. To reduce poverty and social	0				+	Moderate	Low	Not Significant	+	Moderate	Low	Not Significant

LTP3 Goal Two: Provide and promote a clean and low carbon transport system

SA/SEA Objectives	LTP3 Actions and Interventions											
	1. Traffic				2. Modal Shift				3. Public Transport			
	Interaction	Magnitude	Importance	Significance	Interaction	Magnitude	Importance	Significance	Interaction	Magnitude	Importance	Significance
deprivation and secure economic inclusion					Comments Infrastructure to support higher levels of walking and cycling will be beneficial for all population groups, and in particular for non-car owners, who are disproportionately from deprived communities. Cycling and walking provision will be positive for low income groups.				Comments The promotion and provision of a low carbon transport system is unlikely to have a significant effect on poverty and social deprivation; however general improvements to the public transport system will benefit socially deprived communities due to their reliance on public modes. The proposed Smartcard system would require people to have their own bank account, something that socially deprived groups are unlikely to have; this could, therefore, potentially marginalise these groups. The proposal to encourage Merseyrail Electrics to decarbonise their energy supply is likely to improve local air quality and this could benefit socially deprived groups who traditionally experience more from health inequalities.			
4. To protect, enhance and manage Merseyside's rich diversity of cultural, historical and built environment and archaeological assets	0				D				0			
					Comments The successful implementation of Smarter Choices and behavioural change programmes is likely to require infrastructure improvement. Such infrastructure improvements, if implemented have the potential to negatively impact cultural heritage. However, infrastructure improvements could also have a positive effect if mitigated against - a transport scheme like pedestrianisation or public realm improvements may enhance the setting of a cultural/historical site.							
5. To protect,	D				D				D			

LTP3 Goal Two: Provide and promote a clean and low carbon transport system												
SA/SEA Objectives	LTP3 Actions and Interventions											
	1. Traffic				2. Modal Shift				3. Public Transport			
	Interaction	Magnitude	Importance	Significance	Interaction	Magnitude	Importance	Significance	Interaction	Magnitude	Importance	Significance
enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance	Comments Actions to provide a clean and low carbon transport system are likely to have a positive effect on biodiversity, as this will involve travel by low emission vehicles and reduce noise, air and light pollution. However, habitats may be lost as a result of the land-take required for the provision of an electric charging infrastructure.				Comments The successful implementation of smarter choices and behavioural change programmes was considered to require infrastructure improvement. Such infrastructure improvements if implemented have the potential to negatively impact biodiversity.				Comments Dependant up on the actions implemented to provide and promote a clean and low carbon transport system, there may be both positive and negative effects on biodiversity. There may be improvements in air and noise quality that may arise from a modal shift or there could be the potential for negative impacts from insensitive maintenance measures or from land take.			
6. To protect, enhance and manage the local character and accessibility of the landscape across the sub-region	D				D				D			
	Comments The provision of electric charging infrastructure and a strategy to deliver the infrastructure required to support electric vehicles may help improve access to the landscape, even if such actions may have a negative impact on the landscape itself.				Comments The successful implementation of Smarter Choices and behavioural change programmes was considered to require infrastructure improvement. Such infrastructure improvements, if implemented have the potential to negatively impact landscape However, infrastructure improvements and public transport information provision may help improve access to the landscape, even if such actions may have a negative impact on the landscape itself.				Comments The provision of public transport may help improve access to the landscape, even if such actions may have a negative impact on the landscape itself.			
7. To protect, improve and where necessary, restore the quality of inland, estuarine and coastal waters	0				D				0			
					Comments The successful implementation of Smarter Choices and behavioural change programmes was considered to require infrastructure improvement. Such infrastructure, improvements if implemented have the potential to negatively impact water quality.							
8. To protect, manage and, where necessary, improve local air quality	+	Minor	Low	Not Significant	+	Major	Medium - High	Highly Significant	+	Major	Medium - High	Highly Significant
	Comments Actions to provide a clean and low carbon transport system are likely to have a positive effect on air quality, as this is likely to involve travel by less-polluting forms of transport. Improved infrastructure will lead to electric cars being a more viable alternative and therefore encourage greater use, switching away from modes that are more polluting.				Comments Any change in modal shift will have a positive effect in reducing the number of private vehicle modes and is also likely to lead to improvements in air quality. Education on efficient driving techniques would have a positive effect, as hard acceleration causes higher emissions.				Comments Providing better public transport services and increasing patronage is likely to help reduce use of motorised vehicles. Actions to reduce CO2 are likely to also help reduce nitrogen dioxide and particulate matter and therefore improve local air quality.			

LTP3 Goal Two: Provide and promote a clean and low carbon transport system												
SA/SEA Objectives	LTP3 Actions and Interventions											
	1. Traffic				2. Modal Shift				3. Public Transport			
	Interaction	Magnitude	Importance	Significance	Interaction	Magnitude	Importance	Significance	Interaction	Magnitude	Importance	Significance
9. To protect, manage and, where necessary, improve local environmental quality (noise, light nuisance)	D				+	Major	Medium	Highly Significant	+	Moderate	Medium	Significant
	Comments The contribution to the local environment depends on the design and placement of the infrastructure. Electric vehicles are likely to be cleaner and quieter and therefore contribute to a more pleasant environment. The actions are investigative in nature, rather than practical at this stage.				Comments Achieving a modal shift away from motor vehicles is likely to improve local environmental quality. Less traffic is likely to make the urban environment more attractive and a more usable space for other road users (cyclists, pedestrians, etc). Generally, noise is likely to decrease too.				Comments Increasing public transport patronage is likely to lead to a more critical mass of users which may mean that investment in infrastructure and maintenance will be improved. This is likely to have a direct impact on the streetscape and vehicle technology which is likely to have subsequent benefits for environmental quality. Generally, noise is likely to decrease too. However, there may be localised increases along arterial public transport routes.			
10. To improve health and reduce health inequalities	+	Negligible	Low	Not Significant	+	Major	Medium	Highly Significant	+	Moderate	Medium	Significant
	Comments The provision of electric vehicles and alternative fuels is not likely to have a measurable effect on the health baseline. However, the uptake of these technologies in the longer term is expected to help to improve air quality.				Comments A modal shift from motorised transport to more active forms of travel such as cycling and walking is likely to have long term health benefits for the population. Active travel is part of a health lifestyle, contributing to improvements in physical health and mental health. Providing education can help people make informed choices about their travel modes, increasing the likelihood that more sustainable (including less polluting) modes are considered.				Comments A low carbon world is generally good for public health. Actions to promote public transport as a sustainable travel mode may help to improve traveller choice and improve patronage. Low emission and quieter vehicles can help contribute to a cleaner, quieter and more pleasant local environment.			
11. To improve safety and reduce crime, disorder and fear of crime	0				0				0			
12. To improve local accessibility of	D				+	Negligible	Low	Not Significant	D			

LTP3 Goal Two: Provide and promote a clean and low carbon transport system												
SA/SEA Objectives	LTP3 Actions and Interventions											
	1. Traffic				2. Modal Shift				3. Public Transport			
	Interaction	Magnitude	Importance	Significance	Interaction	Magnitude	Importance	Significance	Interaction	Magnitude	Importance	Significance
goods, services and amenities and reduce community severance	Comments The provision of a charging network for electric cars could have a positive effect on local accessibility if charging points are located where there are local services and amenities. Local incentives for the use of electric vehicles, such as free parking at local centres could further improve access to amenities. However, the magnitude of this impact is not likely to result in a measurable effect on the baseline conditions.				Comments Encouraging modal shift through improvements to walking and cycling facilities could help to boost access to local services.				Comments Improvements to bus services could help to increase access to local services, if appropriately targeted at communities where accessibility is currently low. Replacing poorly used services with alternative services that are more responsive to users' needs (for example taxi services) would mitigate any negative impacts and could actually increase usage and local accessibility			
13. To reduce the need to travel and improve choice and use of more sustainable transport modes	-	Moderate	High	Highly Significant	+	Moderate	High	Highly Significant	+	Moderate	High	Highly Significant
	Comments The promotion of electric vehicles will promote the use of more sustainable modes of transport; however this measure will not reduce the need to travel and may still encourage the use of private, single occupancy modes.				Comments A modal shift is likely to discourage the use of private transport modes and encourage users to travel using more sustainable, active modes such as walking and cycling.				Comments Improvements in the choice of public transport modes available will promote multi-modal journeys. A wider choice in sustainable modes of public transport is also likely to increase patronage and could also seek to reduce the repetition of services and instead, create opportunities to access other areas across Merseyside.			
14. To mitigate, reduce and adapt to	+	Major	High	Highly Significant	+	Moderate	Medium	Significant	+	Major	High	Highly Significant

LTP3 Goal Two: Provide and promote a clean and low carbon transport system												
SA/SEA Objectives	LTP3 Actions and Interventions											
	1. Traffic				2. Modal Shift				3. Public Transport			
	Interaction	Magnitude	Importance	Significance	Interaction	Magnitude	Importance	Significance	Interaction	Magnitude	Importance	Significance
climate change including flood risk	Comments The success of electric vehicle measures were heavily dependant on the proportion of electricity generated from renewable resources. The public sector is likely to play an important strategic planning role, while the private sector was a key funding source.				Comments A modal shift from private vehicles to other modes is likely to reduce the number of cars on the road and associated congestion. Stakeholders believed such measures were beneficial, however the potential magnitude of their impact in reducing emissions was limited. Therefore, there should not be a focus on smarter choices and behavioural change programmes. Infrastructure development presented an opportunity to integrate climate change adaptation measures into transport systems. The aim of smarter choices and behavioural change programmes are implementing soft measures in influencing people's travel behaviour towards more sustainable options. However in Merseyside stakeholders outlined that the success of such measures depended heavily on infrastructure improvements, particularly for cycling.				Comments Any new transport projects should be designed to adapt to the predicted effects of climate change, including an increased risk of flooding.			
15. To protect, manage and restore land, soil quality and geo-diversity	0				D				0			
					Comments The successful implementation of Smarter Choices and behavioural change programmes was considered to require infrastructure improvements. Such infrastructure improvements, if implemented have the potential to negatively impact land and soil quality.							

D.3. Goal Two Appraisal (Part 2)

SA/SEA Objectives	LTP3 Goal Two: Provide and promote a clean and low carbon transport system												
	LTP3 Actions and Interventions												
	4. Fleet Vehicles			5. Freight Traffic			6. Land-Use Planning			7. Network Maintenance & Management			
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	
1. To use energy, water and mineral resources prudently and efficiently, increase energy generated from renewable sources and reduce greenhouse gas emissions	+	D	Moderate	High	+	Major	High	+	Major	High	+	Neg	Low
	Significance: Highly Significant			Significance: Highly Significant			Significance: Highly Significant			Significance: Not Significant			
	Comments The success of this strategy depended on implementing the most appropriate scheme for each transport mode. Any positive measurable changes may be limited without the support of legislation and funding. The impact on water and mineral resource was considered by stakeholders to be low in comparison to other resource use areas Funds from developer offsetting may contribute to this goal			Comments Legislation and planning policy is needed to support the success of such actions. The impact on water and mineral resource was considered by stakeholders to be low in comparison to other resource use areas.			Comments During the workshop it was identified that land-use planning measures needed to be integrated into national, as well as local and regional planning policy in order to achieve this objective.			Comments The careful planning of future transport projects could involve measures, such as the recycling of aggregates to help reduce carbon output and energy use.			
	0			0			0			+	Minor	Low	
2. To minimise the production of waste and increase reuse, recycling and recovery rates	Significance:			Significance:			Significance:			Significance: Not Significant			
										Comments There is a potential for aggregate materials to be recycled and re-used in the maintenance of the network and highways assets that could help to reduce carbon output.			
3. To reduce poverty and social deprivation and secure economic inclusion	0			0			+	Minor	Low	0			
	Significance:			Significance:			Significance: Not Significant			Significance:			
							Comments Sustainable transport commitments made by developers may ensure that deprived social groups have better access to services, especially where there is affordable housing.						

LTP3 Goal Two: Provide and promote a clean and low carbon transport system													
SA/SEA Objectives	LTP3 Actions and Interventions												
	4. Fleet Vehicles			5. Freight Traffic			6. Land-Use Planning			7. Network Maintenance & Management			
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	
4. To protect, enhance and manage Merseyside's rich diversity of cultural, historical and built environment and archaeological assets	0			-	Major	High	+	Minor	High	+	Major	High	
	Significance:			Significance: Highly Significant			Significance: Significant			Significance: Highly Significant			
				Comments The development of consolidation centres is likely to have a significant potential to impact negatively on Merseyside's cultural heritage. Measures should be taken to ensure the development consolidation centres do not affect local cultural heritage. Stakeholders valued the importance of responding to this issue as high, as there are national statutory requirements and major quality of life effects associated with cultural heritage.			Comments It was considered that measures to integrate sustainable transport and design, and Low Emission Strategy principles into the planning process would produce positive outcomes for cultural heritage. Strategic planning was identified as crucially important to this projected outcome. These actions are likely to have the potential to produce slight measurable changes in cultural heritage. Stakeholders identified that such measures would be beneficial, although some national legalisation is already in place to protect cultural heritage.			Comments Measures to ensure that the transport system takes account of the impact on the environment and future climatic conditions would have the potential to produce substantial measurable outcomes for cultural heritage. Stakeholders valued the importance of responding to this issue as high, due to national statutory requirements and major quality of life effects associated with cultural heritage.			
5. To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance	0			+	D	Minor	Low	+	Major	High	+	Major	High
	Significance:			Significance: Highly Significant			Significance: Significant			Significance: Highly Significant			
				Comments The detailed actions set out under Freight seek to promote best practice and improve environmental performance; and develop procurement policies that support the uptake of low emission vehicles and fuels. As a result, it is likely that freight related transport emissions will reduce and air quality levels will improve. One of the actions is to consider the feasibility of consolidation centres and if they are implemented without giving due regard to the natural environment this could result in negative impacts on biodiversity. Consolidation centres will, however reduce the number of freight vehicles on the road, resulting in less congestion and improved levels of air quality.			Comments Strategic planning was identified as crucially important to this projected outcome as the greening of routes would enhance biodiversity and through careful land-use planning habitats and sites of geological importance could be preserved. Such measures would be beneficial, although some national legalisation is already in place to protect Merseyside's landscape.			Comments Measures to ensure that the transport system takes account of the impact on the environment would have the potential to produce substantial measurable outcomes for biodiversity Stakeholders valued the importance of responding to this issue as high, due to national statutory requirements and major human health, quality of life and environmental effects associated with biodiversity.			

LTP3 Goal Two: Provide and promote a clean and low carbon transport system												
SA/SEA Objectives	LTP3 Actions and Interventions											
	4. Fleet Vehicles			5. Freight Traffic			6. Land-Use Planning			7. Network Maintenance & Management		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
6. To protect, enhance and manage the local character and accessibility of the landscape across the sub-region	0			+	Major	High	+	Major	High	+	Minor	High
	<i>Significance:</i>			<i>Significance: Highly Significant</i>			<i>Significance: Highly Significant</i>			<i>Significance: Significant</i>		
7. To protect, improve and where necessary, restore the quality of inland, estuarine and coastal waters	0			0			+	Minor	High	+	Major	High
	<i>Significance:</i>			<i>Significance:</i>			<i>Significance: Significant</i>			<i>Significance: Highly Significant</i>		
	<i>Comments</i> The development of consolidation centres is likely to have a significant potential to impact Merseyside's landscape heritage. Measures needed to be taken to ensure the development consolidation centres did not impact local landscape.			<i>Comments</i> Measures to integrate sustainable transport planning and design and Low Emission Strategy principles into the planning process would produce positive outcomes for Merseyside's landscape. Strategic planning was identified as crucially important to this projected outcome. These actions were considered to have potential to produce slight measurable changes in Merseyside's landscape. Stakeholders identified that such measures would be beneficial, although some national legalisation is already in place to protect Merseyside's landscape.			<i>Comments</i> Measures to ensure that the transport system takes account of the impact on the environment would have the potential to produce substantial measurable outcomes for landscape.			<i>Comments</i> Stakeholders valued the importance of responding to this issue as high, due to national statutory requirements and major human health, quality of life and environmental effects associated with water quality.		

LTP3 Goal Two: Provide and promote a clean and low carbon transport system												
SA/SEA Objectives	LTP3 Actions and Interventions											
	4. Fleet Vehicles			5. Freight Traffic			6. Land-Use Planning			7. Network Maintenance & Management		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
8. To protect, manage and, where necessary, improve local air quality	+	Minor	Medium	+	Moderate	High	+	Minor	Low	0		
	Significance: Significant			Significance: Highly Significant			Significance: Not Significant			Significance:		
	Comments Improving environmental performance, including reducing emissions, is likely to lead to improved air quality			Comments HGVs make a large contribution to urban air pollution and therefore reducing HGV movements in AQMAs would make a positive contribution to local air quality. Whilst the use of consolidation centres may reduce the overall number of HGV trips, although the area around the consolidation centre may experience a decrease in air quality. Greater use of low emission vehicles would also have a positive effect on air quality.			Comments Considering air quality effects of proposed development through land use planning is an effective way to help limit future deteriorations in local air quality. Low Emission Strategies will also make a positive contribution					
9. To protect, manage and, where necessary, improve local environmental quality (noise, light nuisance)	+	Minor	Low	+	Moderate	Low	+	Moderate	Low	+	Minor	Medium
	Significance: Not Significant			Significance: Not Significant			Significance: Not Significant			Significance: Significant		
	Comments Improving environmental performance, including reducing emissions, is likely to lead to improved environmental quality, such as reductions in the levels of noise.			Comments A reduction in HGV traffic is likely to improve local environmental quality. A reduction in volume and frequency of large vehicles can help the urban and rural streetscape appear more attractive and safer to other road users. HGVs are also associated with air and noise pollution, especially in urban areas and this influences people's perceptions of their local environment.			Comments One of the key roles of the local planning system is to consider the local environment and amenity of communities. Actions to consider design and greening of routes will help to make sure that future transport provision contributes to environmental quality, rather than detracting from it. Low Emission Strategies will also make a positive contribution			Comments The asset management programme includes actions to improving local environmental quality through fixing highway assets, maintaining and improving lighting (which can help reduce the fear of crime), providing safer pathways, highway cleaning regimes and facilitating recreational access (by maintaining public rights of way).		
10. To improve health and reduce health inequalities	0			+	Minor	Low	+	Moderate	Medium	+	Moderate	Medium
	Significance: Significant			Significance: Not Significant			Significance: Significant			Significance: Significant		
				Comments The actions identified are investigative in nature and therefore any benefit is likely to be indirect and small. Alternatives to current freight use or changes to the routeing of freight traffic could have positive effects on local environmental and air quality, which influences health. Consider alternatives to freight use			Comments Targeting the planning system to provide sustainable travel choices for new development will help to tackle the source of potential negative effects on health and to maximise positive effects. Greening of routes and Low Emission Strategy principles would help to improve the quality of the local environment			Comments Actions to maintain and manage the network have the potential to facilitate benefits to factors that influence health. This includes actions to reduce accidents, improving local environmental quality (e.g. fixing highway assets), reducing the fear of crime (e.g. street lighting), promoting health lifestyles (safer pathways for cycling) and facilitating recreational access (e.g.		

LTP3 Goal Two: Provide and promote a clean and low carbon transport system												
SA/SEA Objectives	LTP3 Actions and Interventions											
	4. Fleet Vehicles			5. Freight Traffic			6. Land-Use Planning			7. Network Maintenance & Management		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
				Consider changes to the routing of freight traffic			(including air quality) which may encourage more active and healthy (outdoor) lifestyles.			maintaining public rights of way).		
11. To improve safety and reduce crime, disorder and fear of crime	0			0			0			+	Minor	Low
	<i>Significance: Not Significant</i>			<i>Significance: Not Significant</i>			<i>Significance: Not Significant</i>			<i>Significance: Not Significant</i>		
	Comments Actions to maintain and improve the transportation network are likely to reduce the fear of crime and improve safety. Improvements in lighting will help to reduce the fear of crime and improvements to footways and cycle routes may allow for the opportunity to design out crime, such as installing CCTV.											
12. To improve local accessibility of goods, services and amenities and reduce community severance	+	Minor	Low	0			+	Moderate	Medium	+	Moderate	High
	<i>Significance: Not Significant</i>			<i>Significance: Not Significant</i>			<i>Significance: Significant</i>			<i>Significance: Highly Significant</i>		
	Comments An increase in the capacity and choice of sustainable fleet vehicles is likely to have a minor, positive effect on the local accessibility of goods and services. Improvements in the environmental performance of fleet vehicles may increase efficiency in the services provided, particularly for those who have a high reliance on public transport.											
	Comments Careful land-use planning is likely to identify and target areas across Merseyside where access is currently limited. The consideration of sustainable transport and design is likely to assist in the improvement of local access to goods and services through more efficient, environmentally sound modes.											
	Comments It is likely that improvements to footways and cycle tracks would promote accessibility, in particular for non-car owners who can be from deprived communities and have associated health problems. Accessibility can also be improved through well-maintained pavements, particularly for those who find mobility difficult.											
13. To reduce the need to travel and improve choice and use of more sustainable transport modes	+	Minor	Low	+	Minor	Low	+	Major	High	+	Moderate	Medium
	<i>Significance: Not Significant</i>			<i>Significance: Not Significant</i>			<i>Significance: Highly Significant</i>			<i>Significance: Highly Significant</i>		
	Comments Improving the environmental performance of sustainable fleet vehicles, including buses, taxis and freight vehicles is likely to lead to improved environmental quality and an increase in the use of more sustainable transport modes											
	Comments Freight should be encouraged to use rail rather road to promote the use of more sustainable and lower emission transport modes											
	Comments Measures to engage with planners to consider and encourage the integration of sustainable transport modes is likely to have a major, positive effect on the choice and use of more sustainable transport modes. Careful land-use planning can also reduce the need to travel if high trip generating development is encouraged in areas where public transport accessibility levels are high.											
	Comments Maintenance and management of the transportation network is important for ensuring that the infrastructure remains open for traffic, therefore these measures would result in a minor, positive effect on sustainable transport. It is also important that footways and cycle paths are well maintained to increase the use of more sustainable modes of travel, such as walking and cycling.											

LTP3 Goal Two: Provide and promote a clean and low carbon transport system

SA/SEA Objectives	LTP3 Actions and Interventions											
	4. Fleet Vehicles			5. Freight Traffic			6. Land-Use Planning			7. Network Maintenance & Management		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
14. To mitigate, reduce and adapt to climate change including flood risk	+	Major	High	+	Major	High	+	Major	High	+	Major	High
	Significance: Highly Significant			Significance: Highly Significant			Significance: Highly Significant			Significance: Highly Significant		
	<p>Comments Working with bus, taxi and freight fleet operators to improve environmental performance was considered by stakeholders to positively contribute to the development of a low carbon transport system. However the success of this strategy depended on implementing the most appropriate scheme for each transport mode.</p> <p>These actions were considered to have potential to produce measurable changes in emissions. Although, stakeholders believed that such measures would be limited without the support of legislation and funding. Funds from developer offsetting may contribute to this goal.</p> <p>Stakeholders valued the importance of responding to this issue as high as there are national statutory requirements and major human health, quality of life and environmental effects associated with greenhouse gas reductions.</p>			<p>Comments Public procurement policies to support the uptake of low emission vehicles were considered to positively contribute to the development of a low carbon transport system. The development of consolidation centres transferring goods to low emissions vehicles were also considered by stakeholders to contribute to this goal. However, legislation and planning policy is needed to support the success of such actions.</p> <p>These actions were considered to have potential to produce substantial measurable changes in emissions.</p> <p>Stakeholders valued the importance of responding to this issue as high, as there are national statutory requirements and major human health, quality of life and environmental effects associated with climate change mitigation.</p>			<p>Comments Measures to integrate sustainable transport planning and design and Low Emission Strategy principles into the planning process would produce positive outcomes for climate change management.</p> <p>These actions were considered to have potential to produce substantial measurable changes in emissions, and provide the opportunity to integrate climate change adaptation measures into design. However, stakeholders identified that such measures needed to be integrated into national, as well as local and regional planning policy.</p> <p>Stakeholders valued the importance of responding to this issue as high, due to national statutory requirements and major human health, quality of life and environmental effects associated with resource use.</p>			<p>Comments Stakeholders considered measures to ensure the transport system takes account of future climatic conditions would potentially produce substantial measurable improvements in the resilience of the transport network to climate change impacts.</p> <p>Stakeholders valued the importance of responding to this issue as high, as there are national statutory requirements and major human health, quality of life and environmental effects associated with climate change impacts.</p>		
15. To protect, manage and restore land, soil quality and geo-diversity	0			-	Major	High	+	Major	High	+	Major	High
	Significance:			Significance: Highly Significant			Significance: Highly Significant			Significance: Highly Significant		
				<p>Comments Stakeholders considered the development of consolidation centres to have significant potential to impact Merseyside's land and soil quality. Measures needed to be taken to ensure the development consolidation centres did not impact local land and soil quality. The development of derelict land was highlight as a key issue for this action.</p> <p>Stakeholders valued the importance of responding to this issue as high, as there</p>			<p>Comments Stakeholders considered that measures to integrate sustainable transport planning and design and Low Emission Strategy principles into planning would produce positive outcomes for land and soil quality. Strategic planning was identified as crucially important to this projected outcome.</p> <p>These actions were considered to have potential to produce slight measurable changes in land and soil quality.</p>			<p>Comments Measures to ensure that the transport system takes account of the impact on the environment would have the potential to produce substantial measurable outcomes for land and soil quality. Stakeholders valued the importance of responding to this issue as high, as there are national statutory requirements and major human health, quality of life and environmental effects associated with land and soil quality.</p>		

LTP3 Goal Two: Provide and promote a clean and low carbon transport system												
SA/SEA Objectives	LTP3 Actions and Interventions											
	4. Fleet Vehicles			5. Freight Traffic			6. Land-Use Planning			7. Network Maintenance & Management		
	<i>Interaction</i>	<i>Magnitude</i>	<i>Importance</i>	<i>Interaction</i>	<i>Magnitude</i>	<i>Importance</i>	<i>Interaction</i>	<i>Magnitude</i>	<i>Importance</i>	<i>Interaction</i>	<i>Magnitude</i>	<i>Importance</i>
				are national statutory requirements and major quality of life effects associated with land and soil quality.			Stakeholders identified that such measures would be beneficial, although some national legalisation is already in place to protect land and soil quality.					
							Stakeholders valued the importance of responding to this issue as high, due to national statutory requirements and major human health effects associated with land and soil quality.					

D.4. Goal Three Appraisal

LTP3 Goal Three: Ensure the transport system promotes and enables improved health well-being									
SA/SEA Objectives	LTP3 Actions and Interventions								
	1. Cycling and Walking			2. Road Safety			3. Health/Equality		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
1. To use energy, water and mineral resources prudently and efficiently, increase energy generated from renewable sources and reduce greenhouse gas emissions	+	Moderate	Low	-	Minor	Low	0		
	Significance: Not Significant			Significance: Not Significant			Significance:		
	Comments Improving the cycling and walking network, with the aim of improving health and well-being, would potentially generate measurable reductions in emissions from travel. Although there are human health, quality of life and environmental effects associated with resource use; stakeholders valued the importance of responding to this issue as low in regard to the aim of improving health and well-being. The impact on water and mineral resource was considered by stakeholders to be low in comparison to other resource use areas.			Comments Some road safety strategies, such as extending the network of low speed zones across Merseyside, were considered by stakeholders to produce negative outcomes for resource use. Stakeholder considered the traffic calming measures used in low speed zones created stop start driving cultures and congestion, which has the potential to result in slight measurable increases in emissions from travel. It was believed that other traffic calming measure should be considered which take account the impact on emissions. Although there are human health, quality of life and environmental effects associated with resource use; stakeholders valued the importance of responding to this issue as low in regard to the aim of improving health and well-being.					
2. To minimise the production of waste and increase reuse, recycling and recovery rates	0			0			0		
	Significance:			Significance:			Significance:		
3. To reduce poverty and social deprivation and secure economic inclusion	+	Moderate	High	+	Major	High	D	Moderate	High
	Significance: Highly Significant			Significance: Highly Significant			Significance: Highly Significant		
	Comments Encouraging walking and cycling in socially deprived areas may contribute to overall improvements in health, as well as reduce health inequalities, already associated with social and economic disadvantage. The promotion of group walking initiatives has the potential to encourage community cohesion. Increasing the network of cycling and walking			Comments Accident rates and child casualties in particular, are generally higher in socially deprived areas. Efforts to improve road safety, such as an extension of low speed zones across Merseyside could help to reduce the number of casualties in socially deprived areas. Ensuring spending on road safety remains at 2010 levels will help to reduce road accidents and			Comments The effect on poverty and deprivation depends on the actions that arise as a result of the transport/health impact assessment for major development proposals. Examining the potential for all major development proposals to be subject to a transport/health impact assessment as part of the transport SPD is likely to have a positive impact on socially		

LTP3 Goal Three: Ensure the transport system promotes and enables improved health well-being										
SA/SEA Objectives	LTP3 Actions and Interventions									
	1. Cycling and Walking			2. Road Safety			3. Health/Equality			
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	
	routes, based on programmes identified in the Active Travel Strategy, is also likely to contribute to this objective. Dedicated and well known routes also increase the feeling of security so more people are likely to participate. Expanding cycle and rail integration is likely to increase cycle use and rail patronage. Provision for cycles either at stations or on trains could help to ensure access. Measures such as this can help to reduce journey costs. Cycle training to schoolchildren, students and adults is also likely to have positive health benefits, promoting better outcomes for lower income groups. Free or low cost cycle provision is also likely to improve health outcomes for more deprived communities.			increase safety and the feeling of being safe in these areas.			deprived groups.			
4. To protect, enhance and manage Merseyside's rich diversity of cultural, historical and built environment and archaeological assets	-	D	Minor	Low	0			0		
	Significance: Not Significant			Significance:			Significance:			
	Comments Improving the cycling and walking network, with the aim of improving health and well-being, was considered to generate negative outcomes for cultural heritage. The development of infrastructure required to sufficiently improve the cycling and walking network to meet this goal, has the potential to produce slight measurable impacts on cultural heritage. The use of travel wise, smarter choices and behavioural change programmes to achieve this goal has the potential to lessen this impact; although these measures are not considered a solution. The effects on Heritage Assets are also scheme dependent as some routes may aid accessibility to a cultural heritage site. The use of old railway lines as an example, may aid cultural and historical interpretation of the route with the provision of information about the route etc, and access to railway structures.									

LTP3 Goal Three: Ensure the transport system promotes and enables improved health well-being										
SA/SEA Objectives	LTP3 Actions and Interventions									
	1. Cycling and Walking			2. Road Safety			3. Health/Equality			
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	
5. To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance	+	-	Minor	Low	0			0		
	Significance: Not Significant			Significance:			Significance:			
<p>Comments Improving the cycling and walking network, with the aim of improving health and well-being was considered by stakeholders to generate both positive and negative outcomes for biodiversity. However, walking and cycling infrastructure is likely to have less of a negative impact on biodiversity in comparison to other types of infrastructure. Improvements to the cycling and walking network are likely to encourage a modal shift and thus reduce the number of vehicles on the road, resulting in improvements to the natural environment, including a reduction in emissions and levels of noise.</p> <p>The development of infrastructure required to sufficiently improve the cycling and walking network, to meet this goal, has the potential to produce slight measurable impacts on biodiversity. The use of travel wise, smarter choices and behavioural change programmes to achieve this goal has the potential to lessen this impact.</p> <p>Although there are human health, quality of life and environmental effects associated with biodiversity; stakeholders valued the importance of responding to this issue as low in regard to the aim of improving health and well-being.</p>										
6. To protect, enhance and manage the local character and accessibility of the landscape across the sub-region	+	-	Minor	Low	0			0		
	Significance: Not Significant			Significance:			Significance:			
<p>Comments Improving the cycling and walking network, with the aim of improving health and well-being, was considered by stakeholders to generate both positive and negative outcomes for landscape.</p> <p>The development of infrastructure required to sufficiently improve the cycling and walking network, to meet this goal, has the potential to produce slight measurable impacts on landscape.</p>										

LTP3 Goal Three: Ensure the transport system promotes and enables improved health well-being									
SA/SEA Objectives	LTP3 Actions and Interventions								
	1. Cycling and Walking			2. Road Safety			3. Health/Equality		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
	The use of travel wise, smarter choices and behavioural change programmes to achieve this goal has the potential to lessen this impact. Although there are quality of life effects associated with landscape; stakeholders valued the importance of responding to this issue as low in regard to the aim of improving health and well-being.								
7. To protect, improve and where necessary, restore the quality of inland, estuarine and coastal waters	-	Minor	Low	0			0		
	Significance: Not Significant			Significance:			Significance:		
	Comments Partnership working was considered important to work towards national and regional strategic water quality priorities. In addition, the development of the Super Port was identified as a significant opportunity for water quality. Stakeholders valued the importance of responding to this issue as high, due to national statutory requirements (such as the Water Framework Directive) and the major human health, quality of life and environmental effects associated with water quality. Relevant partners identified include: Liverpool vision; Environment Agency; Merseyside Environment Trust; Local Authorities; Liverpool universities; Defra; Non-governmental organisations; Local Strategic Partnerships; The Peel Group; and Friends of the Earth								
8. To protect, manage and, where necessary, improve local air quality	+	Minor	Medium	+	Negligible	Low	0		
	Significance: Significant			Significance: Not Significant			Significance:		
	Comments Air quality directly influences health so actions to improve health can often be achieved through improving air quality. The proposed actions could result in a modal shift away from motorised transport which would improve air quality.			Comments Improved road safety could encourage greater use of non-motorised transport and therefore result in a modal shift. However, any changes are likely to be small.					
9. To protect, manage and, where necessary, improve local	+	Moderate	High	+	Minor	High	0		
	Significance: Highly Significant			Significance: Significant			Significance:		

LTP3 Goal Three: Ensure the transport system promotes and enables improved health well-being									
SA/SEA Objectives	LTP3 Actions and Interventions								
	1. Cycling and Walking			2. Road Safety			3. Health/Equality		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
environmental quality (noise, light nuisance)	Comments The proposed actions could result in a modal shift away from motorised transport which would benefit local environmental quality. Reducing the numbers of cars, vans and lorries would provide a quieter environment and make the streetscape more accessible for pedestrians and cyclists.			Comments Perceptions of road safety are important factors in considering local environmental quality. Low speed zones could help to improve a sense of ownership of local streets, shifting the emphasis away from severance caused by car traffic.					
10. To improve health and reduce health inequalities	+	Moderate	Medium	+	Minor	High	+	Minor	High
	Significance: Significant Comments Actions to increase the amount of cycling and walking will have direct health benefits, for both physical and mental health. Implementing strategies such as the Active Travel Strategy, Travelwise and Bikeability will help to ensure a coordinated approach. Provision of new cycle and walk routes and cycle infrastructure (e.g. cycle parking) will help to provide long term benefits. Most health benefit is associated with leisure time and exercise, so it may not be that walking and cycling are an appropriate travel solution. The actions set out in the LTP3 should be tailored to the needs of areas within the LCR. They are unlikely to be equally effective throughout the LCR. Geography and remoteness are key issues in the areas outside of Liverpool. There are also areas with higher proportions of the population who are less mobile, where cycling may not be an option. Plans to implement free or low cost cycle provision scheme will help those who are on low incomes. Training programmes targeted at children will help to improve the rates of cycling. This behavioural change could have longer term benefits for health.			Significance: Significant Comments Road accidents and road safety have an obvious relationship with health; fatalities, long term and short term injuries. Funding for road safety measures should remain a high priority, with spending being "at least" that of 2010 levels. The actions do not set out the detail of the priorities or schemes so it is difficult to assess whether there are likely to be health inequality issues. Road safety measures can provide great benefit to health outcomes, through education, enforcement, and infrastructure changes (to address accident blackspots). Especially in protecting children and creating safer environments, which low speed networks			Significance: Significant Comments Explicit consideration of health issues in transport planning, the transport SPD and major developments is to be welcomed. Making journeys can be more difficult for vulnerable groups. Complying with Equalities legislation is unlikely to lead to a change in the baseline for health.		
11. To improve safety and reduce crime, disorder and fear of crime	+	Minor	Medium - High	Safety: +	Major	High	D	Moderate - Major	Medium
	Significance: Significant			Safety: Significant Crime: D			Significance: Significant – Highly Significant		
				Crime: Significance: Not Significant					

LTP3 Goal Three: Ensure the transport system promotes and enables improved health well-being										
SA/SEA Objectives	LTP3 Actions and Interventions									
	1. Cycling and Walking			2. Road Safety			3. Health/Equality			
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	
	<p>Comments The promotion of walking and cycling in an area may increase usage of public spaces and therefore the sense of personal security. This potentially will result in minor safety improvements and minor reductions in crime.</p> <p>However:</p> <ul style="list-style-type: none"> - Encouraging walking and cycling could also encourage anti-social behaviour by some social groups. - Some people may feel safer in certain areas in their cars and consequently will be reluctant to walk or cycle. <p>Expanding cycle and rail integration including the provision of secure cycle parking facilities at rail stations, carriage of cycles on trains and cycle hire are likely to help reduce theft.</p> <p>Group cycling activities increase the opportunities for collective travel which can feel and be safer than travelling alone.</p>			<p>Comments Safety – There is likely to be a major, positive effect on safety.</p> <p>Crime - Improvements in safety and security measures by designing out crime are likely to reduce instances of anti-social behaviour and transport related crime. Although the capacity of the LTP3 to make significant impact on this problem is limited.</p> <p>Maintaining spending on road safety at the equivalent of 2010 levels, and ensuring police partnership within road safety is maintained at LTP2 levels will both ensure a continuing commitment to road safety.</p>			<p>Comments Improvements in safety and a reduction in crime depend on the actions that will be implemented as a result of the health/equality assessments. Certain social groups, such as older people, are likely to be targeted by transport providers.</p> <p>All actions are in part governed by the need to meet developing Equalities legislation. While Equalities legislation does not explicitly include specific references to crime, many members of equality groups (such as women, children, older people, disabled people and BAME people) tend to express greater fear of crime, particularly in relation to transport, public transport and public transport use at night. Ensuring compliance with equalities legislation will therefore help to ensure that transport planning has the interests of groups at risk from, or with increased concerns about crime.</p>			
12. To improve local accessibility of goods, services and amenities and reduce community severance	+	Major	High	-	D	Minor	Low	+	Moderate	Medium
	Significance: Highly Significant			Significance: Not Significant			Significance: Significant			
	<p>Comments Improving pavement surfaces may benefit disabled people and older people who traditionally experience accessibility issues, by making them easier to traverse.</p> <p>Improvements to walking may disproportionately enhance accessibility for certain equality groups (younger people; BAME groups; women) who use this mode more.</p> <p>Expanding cycle and rail integration (as above) are, as above, likely to benefit younger people who cycle. Measures such as this are likely to improve access to a wider area and provide more options for most social, economic and cultural activities.</p>			<p>Comments There is a potential for road safety measures to impede the local accessibility of an area; however this is likely to be dependant upon the specific actions that are implemented. The implementation of guard rails could restrict access to certain areas and act as a barrier. Certain traffic calming measures, for example speed humps can worsen the health of certain equality groups and may also increase the risk of falls and trips.</p> <p>Low speed zones are likely to have a positive effect on the local accessibility of vulnerable road users, such as cyclists and walkers and in particular the elderly.</p>			<p>Comments The Equality Bill of 2010 has been introduced to ensure that public sector duties to give due regard to certain equality groups (on the grounds of gender, race and disability) is extended to cover all seven key equality groups.</p> <p>The proposal to ensure that all actions are governed by the need to meet equalities legislation therefore has the potential to deliver positive accessibility improvement to equality groups.</p>			

LTP3 Goal Three: Ensure the transport system promotes and enables improved health well-being										
SA/SEA Objectives	LTP3 Actions and Interventions									
	1. Cycling and Walking			2. Road Safety			3. Health/Equality			
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	
13. To reduce the need to travel and improve choice and use of more sustainable transport modes	+	Major	High	+	-	Minor	Low	0		
	Significance: Highly Significant			Significance: Not Significant			Significance:			
Comments										
The actions outlined to support this Goal with regards to cycling and walking, including the provision for an increased network of cycle and walk routes is likely to reduce the need to travel via other sustainable modes; and also increase the health and well-being of the Merseyside population.			A reduction in the need to travel may produce slight benefits for health and reduce traffic casualties due to a reduction in the number of people travelling, resulting in less congestion; or through the use of other modes such as public transport. This however, may be offset due to the vulnerability of active travel users for instance to road casualties.							
In order to reduce the need to travel it is essential that planning and transport are integrated. Where travel is necessary, cycling and walking should be promoted in the first instance as the most sustainable modes.										
14. To mitigate, reduce and adapt to climate change including flood risk	+	Moderate	High	-	Minor	Low	0			
	Significance: Highly Significant			Significance: Not Significant			Significance:			
Comments										
Improving the cycling and walking network, with the aim of improving health and well-being, was considered by stakeholders to indirectly generate positive outcomes for climate change mitigation. These actions were considered to potentially produce measurable reductions in emissions from travel.			Some road safety strategies, such as extending the network of low speed zones across Merseyside, were considered by stakeholders to produce negative outcomes for climate change.							
Stakeholders also considered any infrastructure improvement to be an opportunity to incorporate climate change adaptation measures into design.			Stakeholder considered the traffic calming measures used in low speed zones created stop start driving cultures and congestion, which has the potential to result in slight measurable increases in emissions from travel.							
Although there are human health, quality of life and environmental effects associated with climate change; stakeholders valued the importance of responding to this issue as low in regard to the aim of improving health and well-being.			Although there are human health, quality of life and environmental effects associated with resource use; stakeholders valued the importance of responding to this issue as low in regard to the aim of improving health and well-being.							
15. To protect, manage and restore land, soil quality and geo-diversity	-	Minor	Low	0				0		
	Significance: Not Significant			Significance:			Significance:			
Comments										
Improving the cycling and walking network, with the aim of improving health and well-being, was considered by stakeholders to generate negative outcomes for land and soil quality.										

LTP3 Goal Three: Ensure the transport system promotes and enables improved health well-being									
SA/SEA Objectives	LTP3 Actions and Interventions								
	1. Cycling and Walking			2. Road Safety			3. Health/Equality		
	<i>Interaction</i>	<i>Magnitude</i>	<i>Importance</i>	<i>Interaction</i>	<i>Magnitude</i>	<i>Importance</i>	<i>Interaction</i>	<i>Magnitude</i>	<i>Importance</i>
	<p>The development of infrastructure required to sufficiently improve the cycling and walking network has the potential to produce slight measurable impacts on land and soil quality. The use of travel wise, smarter choices and behavioural change programmes to achieve this goal has the potential to lessen this impact; although these measures are not considered a solution.</p> <p>Although there are quality of life and environmental effects associated with land and soil quality; stakeholders valued the importance of responding to this issue as low in regard to the aim of improving health and well-being.</p>								

D.5. Goal Four Appraisal (Part 1)

LTP3 Goal Four: Ensure the transport system supports equality of travel opportunity by ensuring people can connect easily with employment, services and social activities									
SA/SEA Objectives	LTP3 Actions and Interventions								
	1. Access to Employment			2. Access to Healthcare			3. Access to Education		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
1. To use energy, water and mineral resources prudently and efficiently, increase energy generated from renewable sources and reduce greenhouse gas emissions	+	Major	High	+	Moderate	Medium	+	Major	High
	Significance: Highly Significant			Significance: Significant			Significance: Highly Significant		
	Comments A focus on sustainable transport methods to support access to employment has a potential to achieve substantial measurable reductions in emissions from travel, due to the high journey volumes associated with employment travel. Travel wise, smarter choices and behavioural change programmes were identified as key measures that could improve access to employment while also reducing emissions. . The impact on water and mineral resource was considered by stakeholders to be low in comparison to other resource use areas.			Comments Travel wise, smarter choices and behavioural change programmes were identified as key measures that could improve access to healthcare while also reducing emissions. The impact on water and mineral resource was considered by stakeholders to be low in comparison to other resource use areas.			Comments Similarly to employment, access to education is considered a key area for consideration in terms of emission reduction. This is due to the high travel volumes associated with education. Travel wise, smarter choices and behavioural change programmes were identified as key measures that could improve access to education while also reducing emissions. The impact on water and mineral resource was considered by stakeholders to be low in comparison to other resource use areas.		
2. To minimise the production of waste and increase reuse, recycling and recovery rates	0			0			0		
	Significance:			Significance:			Significance:		
3. To reduce poverty and social deprivation and secure economic inclusion	+	Major	High	+	Major	High	+	Minor-Moderate	High
	Significance: Highly Significant			Significance: Highly Significant			Significance: Significant - Highly Significant		
	Comments Increasing access to employment through integration with individual actions in the City Employment Strategy is highly likely to reduce poverty and social deprivation in disadvantaged areas. Specific actions such as the provision of free cycles to those in disadvantaged areas, along with improvements to connect the cycle ways will assist people to overcome transport barriers to employment. The proposed targeted action plans for disadvantaged areas to determine what improvements are needed is a significant positive impact for people from deprived communities.			Comments Equitable access to healthcare is likely to have a major, positive effect on areas where levels of poverty and social deprivation are already high. A greater commissioning of joint services to improve access to healthcare will further help to reduce the health inequalities experienced by socially deprived communities. The promotion of walking and cycling will help those who are reliant on non-private modes of transport; in addition these active modes will help to increase health and well-being of deprived communities.			Comments Improvements in access to education are likely to have a moderate, positive effect on poverty and social deprivation within Merseyside. Enabling children to get to an appropriate school or college, without necessarily having to rely on the closest one due to access issues is important in terms of tackling lower educational attainment in poorer communities. Long term this could also assist with efforts to promote community cohesion and the employability of disadvantaged and vulnerable groups. Proposals to improve pedestrian links to and install secure cycle facilities at schools will also benefit those on lower incomes who tend to make		

LTP3 Goal Four: Ensure the transport system supports equality of travel opportunity by ensuring people can connect easily with employment, services and social activities									
SA/SEA Objectives	LTP3 Actions and Interventions								
	1. Access to Employment			2. Access to Healthcare			3. Access to Education		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
	The planned continuation of the Let's Get Moving initiative to assist workless residents to overcome transport barriers is directly relevant to improving economic inclusion.						fewer private car journeys. Examining pooled resources with education sector providers to assist with travel costs to schools for those on low incomes will be directly beneficial to deprived groups.		
4. To protect, enhance and manage Merseyside's rich diversity of cultural, historical and built environment and archaeological assets	0			0			0		
	Significance:			Significance:			Significance:		
5. To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance	0			0			0		
	Significance:			Significance:			Significance:		
6. To protect, enhance and manage the local character and accessibility of the landscape across the sub-region	0			0			0		
	Significance:			Significance:			Significance:		
7. To protect, improve and where necessary, restore the quality of inland, estuarine and coastal waters	0			0			0		
	Significance:			Significance:			Significance:		
8. To protect, manage and, where necessary, improve local air quality	+	Minor	Low	+	Negligible	Low	+	Minor	Medium
	Significance: Not Significant			Significance: Not Significant			Significance: Significant		
	Comments Improving connections and accessibility to employment sites could result in a modal shift away from motorised transport towards more sustainable modes, such as public transport. However, the actions are targeted at disadvantaged communities who are less likely to be car owners. Therefore any effect is likely to be small. Include "Public Transport" as an improvement in modal shift - as opposed to just walking and cycling.			Comments These actions have the potential to result in a modal shift toward public transport and cycling and walking. This would improve air quality. However, the total number of trips is likely to be small and therefore changes to local air quality would be small.			Comments These actions have the potential to result in a modal shift towards more sustainable modes, such as public transport and cycling and walking. This would improve air quality. Journeys to access education – e.g. the school run – are a large component of peak traffic and a reduction in car use for this purpose is likely to benefit local air quality		
9. To protect, manage and, where necessary, improve local environmental quality (noise, light nuisance)	0			0			0		
	Significance:			Significance:			Significance:		

LTP3 Goal Four: Ensure the transport system supports equality of travel opportunity by ensuring people can connect easily with employment, services and social activities									
SA/SEA Objectives	LTP3 Actions and Interventions								
	1. Access to Employment			2. Access to Healthcare			3. Access to Education		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
10. To improve health and reduce health inequalities	+	Minor	High	+	Minor	Low	+	Minor	High
	<i>Significance: Significant</i>			<i>Significance: Not Significant</i>			<i>Significance: Significant</i>		
11. To improve safety and reduce crime, disorder and fear of crime	+	Minor	Low	0			D		
	<i>Significance: Not Significant</i>			<i>Significance:</i>			<i>Significance:</i>		
<p>Comments</p> <p>Transport can provide physical access to employment opportunities as well as enabling people to access training facilities that subsequently lead to employment opportunities. Employment can lead to improved mental well being and higher levels of income also contribute to better physical health.</p> <p>Specific actions to target workless residents and those living in disadvantaged areas (action plans and free cycles), would help to tackle social deprivation, secure economic inclusion and reduce unemployment. This would also help to reduce health inequalities.</p> <p>Whilst the promotion of walking and cycling will have health benefits, these are not always the best travel modes for people to access services for healthcare, particularly if feeling unwell or for food shopping.</p> <p>Coordinating resources and commissioning will help to match the needs of patients with the provision of transport. However, there is an opportunity for wider work with the PCTs. This could be to reduce the need for travel (by delivering services locally) or by influencing travel providers (e.g. operators of bus services).</p> <p>No specific actions to reduce health inequalities are proposed.</p> <p>Greater access to employment is likely to have a positive, indirect effect on crime and safety. High levels of crime and anti-social behaviour are often associated with areas where unemployment rates are high. Improvements in access to employment are likely to open up the number of job opportunities and reduce the levels of unemployment across the region.</p> <p>Links between deprivation and crime are well established. Improving conditions and opportunities in the most deprived areas is likely to contribute to a reduction in levels of crime and anti-social behaviour.</p> <p>Improvements in safety and crime will be dependant upon the measures implemented through the adoption of the LTP3 to increase access to education in the Merseyside region. Through partnerships with schools, safer, accessible routes could be promoted and coordinated through school travel plans, particularly where younger school pupils are concerned. Secure storage facilities for cycles within the school grounds will encourage cycling and deter anti-social behaviour and crime. New educational opportunities may arise as a result of the improvements in access to education facilities, such as further education and access to new schools. This is likely to increase the number of people in full and part-time education, which may indirectly reduce anti-social behaviour, resulting in lower levels of crime, disorder and fear of crime.</p>									

LTP3 Goal Four: Ensure the transport system supports equality of travel opportunity by ensuring people can connect easily with employment, services and social activities									
SA/SEA Objectives	LTP3 Actions and Interventions								
	1. Access to Employment			2. Access to Healthcare			3. Access to Education		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
12. To improve local accessibility of goods, services and amenities and reduce community severance	+	Major	High	+	Major	High	+	Major	High
	Significance: Highly Significant			Significance: Highly Significant			Significance: Highly Significant		
	Comments Improvements in accessibility and connectivity through investment in a high quality, sustainable transport system will have significant benefits in terms of improving local accessibility to goods, services and amenities through easier commuting.			Comments Improvements links and connectivity with healthcare facilities will increase access to vital services. In terms of this objective significant interaction and positive impacts are likely. Working with bus operators will ensure that the timing of bus services coincide with hospital appointments, particularly for the elderly and other vulnerable groups			Comments Improvements in access to education have a direct positive interaction with improving accessibility to local services and amenities.		
13. To reduce the need to travel and improve choice and use of more sustainable transport modes	+	Minor	Low	0			0		
	Significance: Not Significant			Significance:			Significance:		
	Comments Reducing the need to travel can be facilitated through home-working however this action can only be promoted through partnerships with local companies and businesses that are willing to encourage home-working.								
14. To mitigate, reduce and adapt to climate change including flood risk	+	Major	High	+	Moderate	Medium	+	Major	High
	Significance: Highly Significant			Significance: Significant			Significance: Highly Significant		
	Comments A focus on sustainable transport methods to support access to employment has a potential to achieve substantial measurable reductions in emissions from private car travel, due to the high journey volumes associated with employment travel. Travel wise, smarter choices and behavioural change programmes were identified as key measures that could improve access to employment while also reducing emissions.			Comments Travel wise, smarter choices and behavioural change programmes were identified as key measures that could improve access to healthcare and facilitate modal shift, while also reducing emissions associated with private car use. The specialist nature of healthcare services necessitates travel to a healthcare facility, especially by private car.			Comments Similarly to employment, access to education is considered a key area for consideration in terms of emission reduction. Travel wise, smarter choices and behavioural change programmes were identified as key measures that could improve access to education and facilitate modal shift, while also reducing emissions associated with private car use.		

LTP3 Goal Four: Ensure the transport system supports equality of travel opportunity by ensuring people can connect easily with employment, services and social activities									
SA/SEA Objectives	LTP3 Actions and Interventions								
	1. Access to Employment			2. Access to Healthcare			3. Access to Education		
	<i>Interaction</i>	<i>Magnitude</i>	<i>Importance</i>	<i>Interaction</i>	<i>Magnitude</i>	<i>Importance</i>	<i>Interaction</i>	<i>Magnitude</i>	<i>Importance</i>
15. To protect, manage and restore land, soil quality and geo-diversity	0			0			0		
	Significance:			Significance:			Significance:		

D.6. Goal Four Appraisal (Part 2)

LTP3 Goal Four: Ensure the transport system supports equality of travel opportunity by ensuring people can connect easily with employment, services and social activities										
SA/SEA Objectives	LTP3 Actions and Interventions									
	4. Fares, Information & Ticketing			5. Taxis & Community Transport			6. Public Transport			
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	
1. To use energy, water and mineral resources prudently and efficiently, increase energy generated from renewable sources and reduce greenhouse gas emissions	+	Moderate	High	0			+	Major	High	
	Significance: Highly Significant			Significance:			Significance: Highly Significant			
	Comments Improvements in fares and ticketing are likely to improve accessibility and encourage public transport use. These actions were considered to have a potential to produce measurable reductions in emissions from travel. The impact on water and mineral resource was considered by stakeholders to be low in comparison to other resource use areas.						Comments Improvements in the accessibility of the public transport system were considered by stakeholders to generate positive outcomes for resource use. Such improvements were highlighted as having the potential to produce substantial measurable reductions in emissions from travel. The impact on water and mineral resource was considered by stakeholders to be low in comparison to other resource use areas.			
2. To minimise the production of waste and increase reuse, recycling and recovery rates	0			0			0			
	Significance:			Significance:			Significance:			
3. To reduce poverty and social deprivation and secure economic inclusion	D	Moderate	High	+	Major	High	+	D	Moderate	Medium
	Significance: Highly Significant			Significance: Highly Significant			Significance: Significant			
	Comments Improvements in access to information at the local level are important to help people make informed choices, particularly in disadvantaged communities where travel horizons are limited. However, the level of interaction is likely to depend on the measures implemented and which areas of Merseyside are targeted. Discounted tickets would have a positive impact but may not be introduced if independent bus operators who influence the price of tickets do not buy-in.			Comments An increase in the number of taxi and community transport services is particularly likely to have a positive effect on socially deprived areas. Taxi use is often highly associated with disability groups as they can be easily accessed. Taxis and community minibuses would provide a more cost effective way to travel, particularly if the same service can be offered to a small group of people. They can provide a service that is not only cost effective but one that is flexible and could help to promote social and economic inclusion in socially deprived areas.			Comments Public transport budget and savings measures could indirectly assist in the reduction of poverty and social deprivation however, this is likely to be dependant on the where efficiency savings are made. In addition, the LTP3 only has a certain level of influence in terms of resources, as the bus services are run by private operators			
4. To protect, enhance and manage Merseyside's rich diversity of cultural,	0			0			0			
	Significance:			Significance:			Significance:			

LTP3 Goal Four: Ensure the transport system supports equality of travel opportunity by ensuring people can connect easily with employment, services and social activities										
SA/SEA Objectives	LTP3 Actions and Interventions									
	4. Fares, Information & Ticketing			5. Taxis & Community Transport			6. Public Transport			
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	
historical and built environment and archaeological assets										
5. To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance	0			0			+	-	Minor	Low
	Significance:			Significance:			Significance: Not Significant			
							Comments Actions to promote and encourage the use of public transport are likely to result in a modal shift away from private modes of transport, which is also likely to improve local air and noise quality in the long-term. There may however, be negative impacts on the natural environment that could arise from land take or insensitive maintenance measures.			
6. To protect, enhance and manage the local character and accessibility of the landscape across the sub-region	0			0			+	-	Minor	Low
	Significance:			Significance:			Significance: Not Significant			
							Comments The local character and accessibility of the landscape could be both positively and negatively affected through the provision of a clean and low carbon transport system. A modal shift is likely to reduce the number of single occupancy vehicles on the road and thus reduce congestion. However, the provision of new infrastructure to support a low carbon transport system may result in significant adverse effects on the landscape.			
7. To protect, improve and where necessary, restore the quality of inland, estuarine and coastal waters	0			0			0			
	Significance:			Significance:			Significance:			
8. To protect, manage and, where necessary, improve local air quality	+	Moderate	High	+	Negligible	Low	+	Negligible	Low	
	Significance: Highly Significant			Significance: Not Significant			Significance: Not Significant			
	Comments These actions have the potential to result in a modal shift away from motorised transport. This would improve air quality.			Comments Greater use of community transport or multi-trip transport (such as taxis) could remove the need for some individual trips and therefore have a positive effect on local air quality.			Comments These actions have the potential to result in a modal shift away from motorised transport. This would improve air quality.			
9. To protect, manage and, where necessary, improve local	0			0			0			
	Significance:			Significance:			Significance:			

LTP3 Goal Four: Ensure the transport system supports equality of travel opportunity by ensuring people can connect easily with employment, services and social activities									
SA/SEA Objectives	LTP3 Actions and Interventions								
	4. Fares, Information & Ticketing			5. Taxis & Community Transport			6. Public Transport		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
environmental quality (noise, light nuisance)									
10. To improve health and reduce health inequalities	+	Moderate	High	+	Minor	Low	D		
	<i>Significance: Highly Significant</i>			<i>Significance: Not Significant</i>			<i>Significance:</i>		
	<p>Comments Actions to improve the affordability of public transport are likely to have positive effects in making public transport accessible (by providing flexibility) and in reducing health inequalities, especially as these measures are targeted at low income households. People on low incomes are often those less able to take advantage of the most cost-effective tickets.</p> <p>Information and education can help people on how to use the bus or make the best financial choices for public transport use.</p>			<p>Comments Actions to facilitate the role of community organisations in the transport system are welcome – they can provide access to healthcare and services for those that are in need. A key issue is likely to be the longer term financial viability of these services.</p> <p>Taxis can prolong independence and provide an alternative for those groups that who may be considering giving up driving.</p>			<p>Comments The actions set out are not specific enough to determine whether they will result in health benefits or tackle health inequalities.</p>		
11. To improve safety and reduce crime, disorder and fear of crime	+	Moderate	High	+	Moderate	Low	+	Minor	Low
	<i>Significance: Highly Significant</i>			<i>Significance: Not Significant</i>			<i>Significance: Not Significant</i>		
	<p>Comments Ticket pre-pay schemes have the potential to reduce crime by reducing the need to carry cash on public transport.</p>			<p>Comments The door-to-door travel that community transport and taxi services offer is likely to reduce personal safety concerns (as compared to other public modes).</p> <p>In the long term, if a single taxi licensing authority for Merseyside was established it would help to ensure that all licensed taxi drivers are held on record, and that a single licence format could be made available, which the public could be made aware of. This would reduce the risk from bogus taxi drivers, help to protect both drivers and passengers and reduce the fear of crime particularly among women.</p>			<p>Comments Travel training has the potential to make public transport users more aware of all aspects of public transport use, including awareness of personal security and crime. However, this will only be successful if such training is targeted at the right audiences.</p>		

LTP3 Goal Four: Ensure the transport system supports equality of travel opportunity by ensuring people can connect easily with employment, services and social activities									
SA/SEA Objectives	LTP3 Actions and Interventions								
	4. Fares, Information & Ticketing			5. Taxis & Community Transport			6. Public Transport		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
12. To improve local accessibility of goods, services and amenities and reduce community severance	D			+	Major	High	+	Major	High
	Significance:			Significance: Highly Significant			Significance: Highly Significant		
	Comments Developing a range of affordable ticketing opportunities to assist low income households will help to open up more opportunities for accessing local services and amenities. This will help to ensure that access improvements are made for those who need them most.			Comments Through expanding the use of community transport and taxi use as part of the wider public transport offer, there will be more opportunities to tailor services so that they provide access to essential local services. This will be particularly beneficial for those population groups who traditionally experience more accessibility problems than the population per se; notably older people and disabled people.			Comments Sharing services with providers in other sectors is likely to improve accessibility across the Merseyside region and reduce community severance. Neighbourhood Travel Teams will support people to use public transport. They will also seek to identify what services people require and give good advice on how to access local services and amenities.		
13. To reduce the need to travel and improve choice and use of more sustainable transport modes	+	Minor	Medium	+	Major	High	+	Major	High
	Significance: Significant			Significance: Highly Significant			Significance: Highly Significant		
	Comments Measures to improve ticketing, the provision of information and fares can help to inform people's choice and use of more sustainable transport modes. Consequently, the operation of public transport modes is likely to be more efficient if such measures of the existing public transport system are enhanced, which will encourage the use of more sustainable modes			Comments Taxis and community transport, including car share schemes should be promoted in order to reduce the number of single occupancy vehicles and reduce congestion. In areas of low accessibility, taxi and community transport should be promoted as the preferred method of travel.			Comments Although measures to improve public transport will not reduce the need to travel, they will however seek to reduce the number of single occupancy trips made.		
14. To mitigate, reduce and adapt to climate change including flood risk	+	Moderate	High	0			+	Moderate	High
	Significance: Highly Significant			Significance:			Significance: Highly Significant		
	Comments Improvements in fares and ticketing are likely to improve accessibility and encourage public transport use. These actions were considered to have a potential to produce measurable reductions in emissions from travel.						Comments Improvements in the accessibility of the public transport system were considered by stakeholders to generate positive outcomes for climate change mitigation. Such improvements were highlighted as having the potential to produce substantial measurable reductions in emissions from travel.		
15. To protect, manage and restore land, soil quality and geo-diversity	0			0			0		
	Significance:			Significance:			Significance:		

D.7. Goal Four Appraisal (Part 3)

LTP3 Goal Four: Ensure the transport system supports equality of travel opportunity by ensuring people can connect easily with employment, services and social activities			
SA/SEA Objectives	LTP3 Actions and Interventions		
	7. Joint Working to address Common Objectives		
	<i>Interaction</i>	<i>Magnitude</i>	<i>Importance</i>
1. To use energy, water and mineral resources prudently and efficiently, increase energy generated from renewable sources and reduce greenhouse gas emissions	+	Moderate	High
	Significance: Highly Significant Comments Joint working had the potential to ensure that transport takes regard of resource use issues, enabling the consideration of the minimisation or sustainable resource use in the improvement of the transport system. Stakeholders considered there to be a potential to generate measurable positive changes for the region. Stakeholders valued the importance of responding to this issue as high, due to national statutory requirements and major human health, quality of life and environmental effects associated with sustainable resource use. Stakeholders identified that joint working should focus on the 'big players', such as non-departmental public bodies, government departments and non-government organisations. Also, joint working with resource use organisations could provide funding opportunities. The impact on water resources was considered to be low in comparison to other resource use areas.		
2. To minimise the production of waste and increase reuse, recycling and recovery rates	+	Moderate	High
	Significance: Highly Significant Comments Similarly to resource use, stakeholders also identified that joint working should ensure that transport takes appropriate consideration of waste minimisation, potentially producing measurable positive changes for the region. Stakeholders valued the importance of responding to this issue as high as there are national statutory requirements and major human health, quality of life and environmental effects associated with waste. Recycling was considered a particularly significant issue by stakeholders. They identified potential in the development the transport system to work locally to recycle resources. One such example included collecting cooking oil for bio-fuels locally. Stakeholders thought that strategic partnerships should focus on the 'big players', such as non-departmental public bodies, government departments and non government organisations. Stakeholders also highlighted that working in partnership with waste organisations could provide funding opportunities.		
3. To reduce poverty and social deprivation and secure economic	+	Minor	High
	Significance: Significant		

LTP3 Goal Four: Ensure the transport system supports equality of travel opportunity by ensuring people can connect easily with employment, services and social activities		
SA/SEA Objectives	LTP3 Actions and Interventions	
	7. Joint Working to address Common Objectives	
	Interaction	Importance
inclusion	<p>Comments Reducing poverty and social deprivation should be about 'reducing the gap' so that the social gradient between the 'haves' and the 'have nots' is flattened. The objective should be to reduce the socio-economic inequalities.</p> <p>Transport can, and does play a part in tackling poverty / social deprivation; it is one part of a wider jigsaw, so working together collaboratively will help to realise benefits. As such, there is a potential positive interaction.</p> <p>Magnitude was considered minor as working with partners was not the way in which the LTP could bring about most change in terms of social deprivation.</p> <p>Working with partners to help deliver Low Carbon Economy ambitions through the provision of efficient public transport services will help socially deprived areas where there is generally less access to private transport. Reduced emissions will also be positive for socially deprived groups, who tend to experience poorer health outcomes.</p> <p>Continuing to work collaboratively will help to integrate transport planning with wider objectives, which is likely to lead to positive outcomes in turn, reducing poverty and tackling deprivation / economic inclusion.</p> <p>Continue to develop joint approaches to ensure good land use and transport integration via the LTP and LDF's –a joined up approach could deliver employment sites that are well-served by public transport where access is not reliant on private car use; the latter tends to discriminate those on lower incomes who have less access to their own transport.</p>	
4. To protect, enhance and manage Merseyside's rich diversity of cultural, historical and built environment and archaeological assets	+	Moderate
	Significance: Highly Significant	
	<p>Comments Stakeholders identified that joint working could ensure that transport takes appropriate consideration of cultural heritage issues to potentially produce measurable positive outcomes in the enhancement of the transport system.</p> <p>Stakeholders valued the importance of responding to this issue as high. There are national statutory requirements and quality of life impacts associated with the management of cultural heritage. However, cultural heritage is already heavily protected by legislation and controlled through the planning process; therefore focused joint working in addition to this would add little to the management of cultural heritage impacts.</p> <p>Stakeholders thought that strategic partnerships should focus on the 'big players', such as non-departmental public bodies, government departments and non government organisations. Stakeholders also highlighted that working in partnership with cultural heritage organisations could provide funding opportunities.</p>	
5. To protect, enhance and manage biodiversity, the viability of	+	Major
	Significance: Highly Significant	

LTP3 Goal Four: Ensure the transport system supports equality of travel opportunity by ensuring people can connect easily with employment, services and social activities			
SA/SEA Objectives	LTP3 Actions and Interventions		
	7. Joint Working to address Common Objectives		
	Interaction	Magnitude	Importance
endangered species, habitats and sites of geological importance	<p>Comments Stakeholders outlined that joint working would ensure that the improvements of transport system takes appropriate consideration of the impacts on biodiversity, potentially producing measurable positive outcomes in the enhancement of the transport system.</p> <p>Stakeholders valued the importance of responding to this issue as high, as there are national statutory requirements (such as Green Infrastructure and biodiversity actions plans) and major human health, quality of life and environmental effects associated with biodiversity management.</p> <p>It was considered that strategic partnerships should focus on the 'big players', such as non-departmental public bodies, government departments and non government organisations. In addition, working in partnership with biodiversity organisations could provide funding opportunities.</p>		
6. To protect, enhance and manage the local character and accessibility of the landscape across the sub-region	+	Moderate	High
	<p>Significance: Highly Significant</p> <p>Comments Stakeholders identified that joint working would ensure that improvements to the transport system takes appropriate consideration of the impact on landscape, potentially generating measurable positive changes for the region. Stakeholders valued the importance of responding to this issue as high, as there are national statutory requirements and quality of life effects associated with landscape management.</p> <p>Stakeholders identified that strategic partnerships should focus on the 'big players', such as non-departmental public bodies, government departments and non government organisations. These groups also highlighted that working in partnership with landscape management organisations could provide funding opportunities.</p>		
7. To protect, improve and where necessary, restore the quality of inland, estuarine and coastal waters	+	Major	High
	<p>Significance: Highly Significant</p> <p>Comments Stakeholders identified that joint working would ensure that improvements to the transport system takes appropriate consideration of the impact on water quality, potentially generating substantial measurable positive changes for the region. Stakeholders valued the importance of responding to this issue as high, as there are international statutory requirements (such as the Water Framework Directive) and major human health, quality of life and environmental effects associated with water quality management.</p> <p>Stakeholder identified that strategic partnerships should focus on the 'big players', such as non-departmental public bodies, government departments and non government organisations. In addition, working in partnership with resource use organisations could provide funding opportunities.</p>		
8. To protect, manage and, where necessary, improve local air quality	+	Moderate	High
	<p>Significance: Highly Significant</p> <p>Comments Joint working to confirm commitments to sustainable travel and environmental improvement have the potential to result in a modal shift away from motorised transport. This would improve local air quality.</p>		
9. To protect, manage and, where necessary, improve local environmental quality (noise, light nuisance)	+	Major	High
	<p>Significance: Highly Significant</p> <p>Comments Joint working to is likely to prove beneficial to achieving a high quality local environment as this should be a common objective across all organisations. Specifically, the outcomes of the Liverpool Transport and Land Use study should identify those issues where transport and the environment positively interact and opportunities to improve local environmental quality can be pursued.</p>		
10. To improve health and reduce	+	Moderate	High

LTP3 Goal Four: Ensure the transport system supports equality of travel opportunity by ensuring people can connect easily with employment, services and social activities		
SA/SEA Objectives	LTP3 Actions and Interventions	
	7. Joint Working to address Common Objectives	
	<i>Interaction</i>	<i>Magnitude</i>
health inequalities	Significance: Highly Significant	
	Comments There are many social determinants of health, so coordinating and integrating travel and accessibility with other strategies is fundamental to addressing these influencing issues to achieve better health outcomes. Highlighting strategies such as the City Region Child and Family Poverty Framework will help to tackle existing social and health inequalities.	
11. To improve safety and reduce crime, disorder and fear of crime	D	Minor
	Significance: Significant	
	Comments The LTP's purpose is not to improve safety and reduce crime, so interaction is low, however, if there is close working with other partners, positive interactions could be realised in future. Hence, it is dependent on implementation. It may be that in the MAA and with the LSPs their focus is not on crime and anti – social behaviour, therefore they are unlikely to address such issues with importance.	
12. To improve local accessibility of goods, services and amenities and reduce community severance	+	Major
	Significance: Highly Significant	
	Comments Transport is seen to play a big role in local accessibility; however joint working is not necessarily the main way in which the LTP hopes to fulfil this objective. Therefore, whilst the interaction is potentially positive the magnitude is low. The importance of delivering accessibility would, however, be high on the agenda in any partnership working. MAA and LSP priorities are likely to include objectives around accessibility, and therefore synergy with these governance bodies / strategies will help to maximise delivery against this goal.	
13. To reduce the need to travel and improve choice and use of more sustainable transport modes	+	Major
	Significance: Highly Significant	
	Comments Through joint working, the integration of transport and land-use planning is likely to be successful and thus, reduce the need to travel. Efforts should be made to ensure that new development, particularly housing is centred on town centres to encourage a range of high trip generating uses in town centres. This is because town centres often tend to be the places with best access by public transport. Also, locating different uses together often reduces the number of different journeys that have to be made.	
14. To mitigate, reduce and adapt to climate change including flood risk	+	Minor
	Significance: Highly Significant	
	Comments Stakeholders identified that joint working would ensure that improvements to the transport system takes appropriate consideration of climate change, potentially generating substantial measurable positive changes for the region. In addition, stakeholders valued the importance of responding to this issue as high, as there are international statutory requirements and major human health, quality of life and environmental effects associated with climate change management. Stakeholders considered that strategic partnerships should focus on the 'big players', such as non-departmental public bodies, government departments and non government organisations. In addition working in partnership with climate change organisations could provide funding opportunities.	

LTP3 Goal Four: Ensure the transport system supports equality of travel opportunity by ensuring people can connect easily with employment, services and social activities			
SA/SEA Objectives	LTP3 Actions and Interventions		
	7. Joint Working to address Common Objectives		
	<i>Interaction</i>	<i>Magnitude</i>	<i>Importance</i>
15. To protect, manage and restore land, soil quality and geo-diversity	+	Minor	High
	Significance: Significant		
	<p>Comments</p> <p>Stakeholders identified that joint working would ensure that improvements to the transport system takes appropriate consideration of land and soil quality, potentially generating substantial measurable positive change. Stakeholders valued the importance of responding to this issue as high, as there are international statutory requirements and major quality of life and environmental effects associated with land and soil quality.</p> <p>Stakeholders identified sustainable land use planning, particularly the prioritisation of derelict land, as an important consideration concerning the development of the transport system. Stakeholders identified sustainable land use planning joint working had significant potential to produce positive outcomes in regard to land and soil quality.</p> <p>Stakeholders highlighted that strategic partnerships should focus on the 'big players', such as non-departmental public bodies, government departments and non government organisations. In addition, joint working with land and soil quality organisations could provide funding opportunities.</p>		

D.8. Goal Five Appraisal

LTP3 Goal Five: Ensure the Transport System Supports the Economic Success of the LCR by the Efficient Movement of People and Goods									
SA/SEA Objectives	LTP3 Actions and Interventions								
	1. Public Transport			2. Goods			3. Cycling		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Importance	
1. To use energy, water and mineral resources prudently and efficiently, increase energy generated from renewable sources and reduce greenhouse gas emissions	+	Moderate	High	+	Major	High	+	Moderate	High
	Significance: Highly Significant			Significance: Highly Significant			Significance: Highly Significant		
	<p>Comments</p> <p>The provision of park and ride facilities in Merseyside was supported by stakeholders as a measure to encourage public transport use and in turn reduce transport emissions. Stakeholders outlined that park and ride facilities should be developed to support a modal shift from private car. Therefore, sites should be strategically placed in areas of high private car use and provide access to key facilities. Some stakeholders believed that many park and ride services were not focused on key impact areas and were located in areas already well served by public transport, such as train stations. It was also suggested that park and ride sites should not be located in areas of deprivation, where levels of air quality are already likely to be poor.</p> <p>The impact on water and mineral resource was considered by stakeholders to be low in comparison to other resource use areas.</p>			<p>Comments</p> <p>Stakeholders believed that targeted legislation and planning policy was needed to support the success of such actions. It was therefore important that freight is integrated into the land use planning process across Merseyside, aiming to support environmental agendas.</p> <p>The impact on water and mineral resource was considered by stakeholders to be low in comparison to other resource use areas.</p>			<p>Comments</p> <p>Current walking and cycling infrastructure was considered to be insufficient. Stakeholders illustrated that the success of such measures was considered heavily dependant on the provision of supporting infrastructure. In addition, the development of cycle and walking facilities required strategic planning, with a focus on supporting short journeys to public transport facilities.</p> <p>The application of the Manual for Streets in the improvement of the cycling and walking network was considered by stakeholders to generate measurable positive outcomes for resource use. Stakeholders that the cycling and walking network in Merseyside required significant infrastructure improvements. The application of the Manual for Streets recommendations in the development of such infrastructure would enable the consideration of materials and resource use into design.</p> <p>The impact on water and was considered by stakeholders to be low in comparison to other resource use areas.</p>		
2. To minimise the production of waste and increase reuse, recycling	+	Minor	Low	+	Moderate	High	0		
	Significance: Not Significant			Significance: Highly Significant			Significance:		

Page 292

LTP3 Goal Five: Ensure the Transport System Supports the Economic Success of the LCR by the Efficient Movement of People and Goods									
SA/SEA Objectives	LTP3 Actions and Interventions								
	1. Public Transport			2. Goods			3. Cycling		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
and recovery rates	Comments The introduction of new technologies for public transport, such as the use of bio-fuel from waste oil could produce positive outcomes for the local economy, and attract new businesses to the area.			Comments Stakeholders considered working with the Freight Quality Partnership to promote best practice and support environmental agendas would produce measurable waste management benefits. This measure would enable consideration of and action to support waste management issues, particularly recycling. Stakeholders valued the importance of responding to this issue as high, as there are national statutory requirements and major human health and environmental effects associated with waste management.			Comments		
3. To reduce poverty and social deprivation and secure economic inclusion	D	Negligible	Low-Medium	0			D	Negligible	Low
	Significance: Not Significant			Significance:			Significance: Not Significant		
	Comments Improvements in the accessibility of the rail network could have a positive effect on socially deprived areas, as access to rail services in deprived areas is currently very poor. This would be dependent on location of stations. Tram measures in particular could help to reduce poverty and promote social inclusion; however careful consideration will need to be given to the location of tram stops to ensure that socially deprived areas have access to services. Actions to improve ticketing, information and accessibility of services are likely to have positive effects on the less affluent areas of Merseyside through the provision of more cost effective ways to travel. The provision of high quality and more frequent bus services is likely to promote social inclusion and improve access to services and jobs. Investment in public transport generally results in positive impacts for economically deprived groups. Providing enhanced cycling and walking facilities			Comments			Comments Through integration with other sustainable modes of public transport, cycling can further increase beneficial impacts on socially deprived communities within Merseyside by boosting non – private travel opportunities. The provision of enhanced cycling facilities whenever possible is likely to improve accessibility from socially deprived areas however the impacts would be dependant on the location of any new connections.		

LTP3 Goal Five: Ensure the Transport System Supports the Economic Success of the LCR by the Efficient Movement of People and Goods											
SA/SEA Objectives	LTP3 Actions and Interventions										
	1. Public Transport			2. Goods			3. Cycling				
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance		
	whenever possible is likely to improve accessibility from socially deprived areas. Enhancing the role of community transport and voluntary sector organisations may benefit those from more deprived socio economic groups and help to reduce the impact of social exclusion.										
4. To protect, enhance and manage Merseyside's rich diversity of cultural, historical and built environment and archaeological assets	-	Minor	High	+	Moderate	High	+	Moderate	High		
	Significance: Significant			Significance: Highly Significant			Significance: Highly Significant				
	Comments The development required to sufficiently improve public transport, cycling and walking infrastructure to meet this goal is likely to impact on cultural heritage. However, the scale of the impact is expected to be low due to the provision of cultural heritage management legislation. The use of travel wise, smarter choices and behavioural change programmes may lessen this impact; although these measures are not considered a solution as some infrastructure development is considered to be required.			Comments Stakeholders considered working with the Freight Quality Partnership to promote best practice and support environmental agendas would produce measurable cultural heritage benefits. This measure would enable to consideration of and action to support cultural heritage issues.			Comments Stakeholders felt that the cycling and walking network in Merseyside required significant infrastructure improvements. The application of the Manual for Streets recommendations in the development of such infrastructure would enable the consideration cultural heritage into design.				
5. To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance	+	-	Minor	High	+	Moderate	High	+	-	Minor	High
	Significance: Significant			Significance: Highly Significant			Significance: Significant				
	Comments The development required to sufficiently improve public transport, cycling and walking infrastructure to meet this goal may have both positive and negative impacts on biodiversity. However, the scale of the impact is expected to be low due to compliance with biodiversity management legislation. The use of travel wise, smarter choices and behavioural change programmes may lessen this impact; although these measures are not considered a solution as some infrastructure development is considered to be required.			Comments Stakeholders considered working with the Freight Quality Partnership to promote best practice and support environmental agendas would produce measurable biodiversity benefits. This measure would enable to consideration of and action to support biodiversity issues.			Comments The development required to sufficiently improve public transport, cycling and walking infrastructure to meet this goal is likely to impact biodiversity. However, the scale of the impact is expected to be low due to the provision of biodiversity management legislation. The use of travel wise, smarter choices and behavioural change programmes may lessen this impact; although these measures are not considered a solution as some infrastructure development is considered to be required.				

LTP3 Goal Five: Ensure the Transport System Supports the Economic Success of the LCR by the Efficient Movement of People and Goods											
SA/SEA Objectives	LTP3 Actions and Interventions										
	1. Public Transport			2. Goods			3. Cycling				
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance		
6. To protect, enhance and manage the local character and accessibility of the landscape across the sub-region	+	-	Minor	High	+	Moderate	High	+	-	Moderate	High
	Significance: Significant			Significance: Highly Significant			Significance: Highly Significant				
<p>Comments</p> <p>The development required to sufficiently improve public transport, cycling and walking infrastructure to meet this goal is likely to impact biodiversity. As outlined in Goal 2 under the Public Transport action measures to improve the public transport system to ensure the efficient movement of people and goods have the potential to improve visual amenity or affect the existing landscape. However, the scale of the impact is expected to be low due to the provision of landscape management legislation.</p> <p>The use of travel wise, smarter choices and behavioural change programmes may lessen this impact; although these measures are not considered a solution as some infrastructure development is considered to be required.</p>											
7. To protect, improve and where necessary, restore the quality of inland, estuarine and coastal waters	-		Minor	High	+	Moderate	High	+	Moderate	High	
	Significance: Significant			Significance: Highly Significant			Significance: Highly Significant				
<p>Comments</p> <p>The development required to sufficiently improve public transport, cycling and walking infrastructure to meet this goal is likely to impact biodiversity. However, the scale of the impact is expected to be low due to the provision of water quality management legislation.</p> <p>The use of travel wise, smarter choices and behavioural change programmes may lessen this impact; although these measures are not considered a solution as some infrastructure development is considered to be required.</p>											
8. To protect, manage and, where necessary, improve local air quality	+		Moderate	High	+	Moderate	High	+	Negligible	Low	
	Significance: Highly Significant			Significance: Highly Significant			Significance: Not Significant				

LTP3 Goal Five: Ensure the Transport System Supports the Economic Success of the LCR by the Efficient Movement of People and Goods									
SA/SEA Objectives	LTP3 Actions and Interventions								
	1. Public Transport			2. Goods			3. Cycling		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
	Comments An efficient public transport system will have the aim of achieving modal shift at its core. Where there is a modal shift away from motorised transport, local air quality is likely to improve. The provision of more public transport services (bus, rail, tram) has the potential to remove other vehicle trips from the road and therefore improve air quality. Park and ride schemes are aimed at reducing vehicle movements in areas where they are needed the most. The effects of park and ride schemes on air quality are generally positive, although there could be deteriorations locally			Comments HGVs make a large contribution to urban air pollution and therefore reducing HGV movements in AQMAs would make a positive contribution to local air quality. Whilst the use of consolidation centres may reduce the overall number of HGV trips, although the area around the consolidation centre may experience a decrease in air quality. Greater use of low emission vehicles would also have a positive effect on air quality			Comments Improvements in cycling provision have the potential to reduce vehicle numbers and improve air quality. However, the changes are likely to be very small		
9. To protect, manage and, where necessary, improve local environmental quality (noise, light nuisance)	+	Moderate	Low	+	Moderate	High	+	Negligible	Low
	Significance: Not Significant			Significance: Highly Significant			Significance: Not Significant		
	Comments An efficient public transport system will help improve local environmental quality by reducing the amount of motorised traffic. This has benefits for reducing noise. Increased patronage is likely to create demand for better infrastructure and services which could mean that upgraded and smarter bus stops, rail stations and routes are commissioned, helping to improve environmental quality			Comments HGVs make a large contribution to road noise and therefore reducing HGV movements would make a positive contribution to local environmental quality. Whilst the use of consolidation centres may reduce the overall number of HGV trips, although the area around the consolidation centre may experience a increase in noise, particularly at night			Comments Cycling is likely to have positive effects on local environmental quality, as low levels of noise are associated with this mode of transport. There may however be an increase in lighting along cycleways. Although the provision of linkages with Green Infrastructure could provide benefits to the local community		
10. To improve health and reduce health inequalities	+	Moderate	Low	+	Moderate	High	+	Minor	Low
	Significance: Not Significant			Significance: Highly Significant			Significance: Not Significant		

LTP3 Goal Five: Ensure the Transport System Supports the Economic Success of the LCR by the Efficient Movement of People and Goods									
SA/SEA Objectives	1. Public Transport			2. Goods			3. Cycling		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
	Comments			Comments			Comments		
	<p>There are a number of actions proposed that will help support the economic success of the LCR. These actions may have direct health benefits themselves, and achieving the goal will help to address social determinants of health including poverty reduction, economic inclusion and increased employment.</p> <p>Reducing the number of poorly used services is likely to have negative effects on those people that rely on these services to access services. Tram and Park and Ride measures are not likely to have any effect on health.</p> <p>Actions to improve ticketing, information and accessibility of services are likely to have positive effects on health by providing more cost effective ways to travel, either to work or to training opportunities</p> <p>The investigation into the use of flexible bus services should consider replacement services to meet the needs of t travellers currently using services that would be reduced.</p> <p>The provision of high quality and more frequent bus services is considered to have positive effects for health.</p>			<p>Actions to manage the volume of freight traffic and investigate consolidation centres are likely to have a positive effect on health. A targeted approach to addressing the issue within existing Air Quality Management Areas will help to improve air quality and improve the health of people already exposed to pollutants that could be damaging to health.</p>			<p>Actions to consider cycling in the development planning process are likely to produce the most benefits to health.</p> <p>Improving connections for active travellers is likely to help promote healthy lifestyles through recreational activity. Similarly, access to Green Infrastructure will have a positive, but less direct, effect on health by improving accessibility to open spaces.</p>		
11. To improve safety and reduce crime, disorder and fear of crime	0			0			+	Minor	Medium-High
	Significance:			Significance:			Significance: Significant		
							<p>Comments</p> <p>The promotion of walking and cycling in an area may increase usage of public spaces and therefore the sense of personal security in those areas, resulting in minor safety improvements and minor reductions in crime.</p> <p>Training programmes for children in particular will improve their confidence and safety when using a bike.</p> <p>However encouraging walking and cycling could</p>		

LTP3 Goal Five: Ensure the Transport System Supports the Economic Success of the LCR by the Efficient Movement of People and Goods									
SA/SEA Objectives	LTP3 Actions and Interventions								
	1. Public Transport			2. Goods			3. Cycling		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
							also encourage anti-social behaviour by some social groups..		
							Provide connections between cycle and pedestrian friendly areas to create routes for active travellers – such link have potential to enhance safety and security.		
							Seeking funding to ensure cycle training is available to secondary school children and adults, Bikeability level 2 training is available to primary school children, and cycle maintenance training is available to all is likely to reduce the risk of accidents involving cyclists due to poorly maintained cycles.		
12. To improve local accessibility of goods, services and amenities and reduce community severance	+	Negligible	Low	0			+	Moderate	High
	Significance: Not Significant			Significance:			Significance: Highly Significant		
	Comments It was highlighted that rail is the least likely of all public transport modes to improve the local accessibility to goods, services and amenities. The MerseyTram system, if implemented is likely to increase the capacity of those travelling by PT and has the opportunity to link smaller towns and villages to major services; however these links would only be to the services that are located along the specific tram corridors. Transport measures are dependent on the specific scheme, though are likely to provide a benefit. The impact of the transport measure is likely to be dependent on the concentration and types of services that a particular transport measure may serve.						Comments Provide connections between cycle and pedestrian friendly areas to create routes for active travellers. This has links with Green Infrastructure initiatives. All cycling initiatives are likely to have a positive impact on young people as they make more journeys by bike than any other age group.		
13. To reduce the need to travel and improve choice and use of more	+	Moderate	High	+	Major	High	+	Major	High
	Significance: Highly Significant			Significance: Highly Significant			Significance: Highly Significant		

LTP3 Goal Five: Ensure the Transport System Supports the Economic Success of the LCR by the Efficient Movement of People and Goods									
SA/SEA Objectives	LTP3 Actions and Interventions								
	1. Public Transport			2. Goods			3. Cycling		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
sustainable transport modes	<p>Comments Improvements in existing public transport modes and infrastructure are highly likely to increase the use and choice of modes available.</p> <p>Expanding Merseyrail is likely to positively impact on groups which rely on rail services. In addition this may encourage more people to use the rail service, which may lead to a modal shift away from the private car to more sustainable modes of transport.</p> <p>Better ticketing and real-time information on public transport services will contribute to an increased use.</p>			<p>Comments Efforts should be made to encourage the use of more sustainable transport modes for the transportation of freight. More sustainable transport modes such as railways and inland waterways should be favoured over other modes. Freight should however be integrated into the land-use planning process to ensure that the infrastructure exists to support the use of more sustainable modes.</p> <p>Consolidation centres, whereby goods are transferred to low emission vehicles could potentially reduce the number of journeys made by less sustainable modes of transport.</p>			<p>Comments Cycling is one of the most sustainable modes of transport and can help to decrease congestion on the roads, cut exhaust emissions and improve people's health and well-being.</p> <p>Improvements to the cycling network are likely to encourage people to make short trips using this environmentally friendly mode and consequently reduce the need to travel by car.</p>		
14. To mitigate, reduce and adapt to climate change including flood risk	+	Major	High	+	Major	High	+	Moderate	High
	Significance: Highly Significant			Significance: Highly Significant			Significance: Highly Significant		

LTP3 Goal Five: Ensure the Transport System Supports the Economic Success of the LCR by the Efficient Movement of People and Goods									
SA/SEA Objectives	LTP3 Actions and Interventions								
	1. Public Transport			2. Goods			3. Cycling		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
	<p>Comments The integration of cycle and walking facilities with public transport to encourage multi-modal journeys was considered by stakeholders to produce measurable reductions in emissions from travel. However, current walking and cycling infrastructure was considered to be insufficient. Stakeholders illustrated that the success of such measures was considered heavily dependant on the provision of supporting infrastructure. In addition, the development of cycle and walking facilities required strategic planning, with a focus on supporting short journeys to public transport facilities.</p> <p>Proposals for rail expansion capacity improvements in Merseyside were not a priority as a high level of rail infrastructure was already in place. Although, such measures would improve accessibility and encourage public transport use, in turn producing reductions in travel emissions. In addition, stakeholders outlined that the electrification and decarbonisation of the Mersey rail energy supply would also generate significant emission reductions.</p> <p>Improvements in fares and ticketing and in particular smart ticketing were considered by stakeholders to improve accessibility and encourage public transport use. These actions were considered to potentially produce measurable reductions in emissions from travel.</p>			<p>Comments The development of consolidation centres, transferring goods to low emissions vehicles and the implementation of carbon reduction action plans across Merseyside were considered by stakeholders reduce transport emissions. However, stakeholders believed that targeted legislation and planning policy was needed to support the success of such actions. It was therefore important that freight is integrated into the land use planning process across Merseyside, aiming to support climate change mitigation and adaptation agendas.</p>			<p>Comments Improving the cycling and walking network and programme to encourage cycling were considered to potentially produce measurable reductions in transport greenhouse gas emissions.</p> <p>Stakeholders also considered any infrastructure improvement as an opportunity to incorporate climate change adaptation measures into design.</p>		

LTP3 Goal Five: Ensure the Transport System Supports the Economic Success of the LCR by the Efficient Movement of People and Goods									
SA/SEA Objectives	LTP3 Actions and Interventions								
	1. Public Transport			2. Goods			3. Cycling		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
15. To protect, manage and restore land, soil quality and geo-diversity	<p>Measures to increase the efficiency of bus services were considered by stakeholders to produce reductions in emissions from travel.</p> <p>The provision of park and ride facilities in Merseyside was supported by stakeholders as a measure to encourage public transport use and in turn reduce transport emissions. Stakeholders outlined that park and ride facilities should be developed to support a modal shift from private car. Therefore, sites should be strategically placed in areas of high private car use and provide access to key facilities. Some stakeholders believed that many park and ride services were not focused on key impact areas and were instead, located in areas already well served by public transport, such as train stations.</p> <p>Stakeholders considered any infrastructure improvement an opportunity to incorporate climate change adaptation measures into design.</p> <p>Improvements in the accessibility and sustainability of the public transport system, with the aim of encouraging the efficient movement of people and goods, were considered by stakeholders to generate positive outcomes for climate change. These improvements were highlighted as having the potential to produce substantial measurable reductions in emissions from travel.</p> <p>Stakeholders valued the importance of responding to this issue as high, as there are national statutory requirements in regard to encouraging the use of sustainable transport. In addition, human health, quality of life and environmental effects associated with greenhouse gas emissions.</p>								
	-	Minor	High	+	Moderate	High	0		
	Significance: Significant			Significance: Highly Significant			Significance:		

LTP3 Goal Five: Ensure the Transport System Supports the Economic Success of the LCR by the Efficient Movement of People and Goods									
SA/SEA Objectives	LTP3 Actions and Interventions								
	1. Public Transport			2. Goods			3. Cycling		
	<i>Interaction</i>	<i>Magnitude</i>	<i>Importance</i>	<i>Interaction</i>	<i>Magnitude</i>	<i>Importance</i>	<i>Interaction</i>	<i>Magnitude</i>	<i>Importance</i>
	<p>Comments The development required to sufficiently improve public transport, cycling and walking infrastructure to meet this goal is likely to impact biodiversity. However, the scale of the impact is expected to be low due to the provision of land and soil quality management legislation.</p> <p>The use of travel wise, smarter choices and behavioural change programmes may lessen this impact; although these measures are not considered a solution as some infrastructure development is considered to be required.</p>			<p>Comments Stakeholders considered working with the Freight Quality Partnership to promote best practice and support environmental agendas would produce measurable land and soil quality benefits. This measure would enable consideration of and action to support land and soil quality issues. The utilisation of derelict land was a key issues raised in this area by stakeholders.</p> <p>Stakeholders valued the importance of responding to this issue as high, as there are national statutory requirements and major human health, quality of life and environmental effects associated with land and soil quality.</p>			<p>Comments</p>		

D.9. Goal Five Appraisal (Part 2)

LTP3 Goal Five: Ensure the Transport System Supports the Economic Success of the LCR by the Efficient Movement of People and Goods									
SA/SEA Objectives	LTP3 Actions and Interventions								
	4. Maintenance			5. Traffic			6. Travelwise		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
1. To use energy, water and mineral resources prudently and efficiently, increase energy generated from renewable sources and reduce greenhouse gas emissions	+	Minor	Low	+	Moderate	High	+	Major	High
	Significance: Not Significant			Significance: Highly Significant			Significance: Highly Significant		
	Comments There is a potential for recycled aggregates to be used for the resurfacing of roads and footpaths, reducing energy and water consumption.			Comments Working with partners to educate and provide information on sustainable vehicle choice and fuel efficient driving techniques was considered by stakeholders to potentially produce measurable reductions in transport emissions. The impact on water and mineral resource was considered by stakeholders to be low in comparison to other resource use areas.			Comments The implementation of travel plans, targeted behavioural change programmes and smarter choices were considered by stakeholders as likely to produce measurable reductions in transport emissions. The impact on water and mineral resource was considered by stakeholders to be low in comparison to other resource use areas.		
2. To minimise the production of waste and increase reuse, recycling and recovery rates	+	Minor	Low	0			0		
	Significance: Not Significant			Significance:			Significance:		
	Comments There is a potential for recycled aggregates to be used for the resurfacing of roads and footpaths.								
3. To reduce poverty and social deprivation and secure economic inclusion	0			0			0		
	Significance:			Significance:			Significance:		
4. To protect, enhance and manage Merseyside's rich diversity of cultural, historical and built environment and archaeological assets	0			0			0		
	Significance:			Significance:			Significance:		
5. To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance	0			+	Minor	Low	0		
	Significance:			Significance: Not Significant			Significance:		
				Alternatively fuelled taxis are likely to result in improvements in air quality and again, reduce the number of private vehicles on the road through sustainable vehicle choice.					
6. To protect, enhance and manage the local character and accessibility	0			+	Negligible	Low	0		
	Significance:			Significance: Not Significant			Significance:		

LTP3 Goal Five: Ensure the Transport System Supports the Economic Success of the LCR by the Efficient Movement of People and Goods									
SA/SEA Objectives	LTP3 Actions and Interventions								
	4. Maintenance			5. Traffic			6. Travelwise		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
of the landscape across the sub-region				Positive effects may include greening the landscape of new routes to make them more attractive through the promotion of sustainable design.					
7. To protect, improve and where necessary, restore the quality of inland, estuarine and coastal waters	0			0			0		
	Significance:			Significance:			Significance:		
8. To protect, manage and, where necessary, improve local air quality	0			+	Minor	High	+	Minor	High
	Significance:			Significance: Significant			Significance: Significant		
	Comments Cleaner fuels and less erratic driving would reduce emissions and improve air quality			Comments Actions to help people make sustainable travel choices and to make more use of the public transport system will help to reduce reliance on motorised transport and have a positive effect on air quality.					
9. To protect, manage and, where necessary, improve local environmental quality (noise, light nuisance)	+	Moderate	High	0			+	Minor	High
	Significance: Highly Significant			Significance:			Significance: Significant		
	Comments The asset management programme includes actions to improve local environmental quality through fixing highway assets, maintaining and improving lighting (which can help reduce the fear of crime), providing safer pathways, highway cleaning regimes and facilitating recreational access (by maintaining public rights of way). If these actions were not implemented, there would be a detrimental effect on local environmental quality.						Comments Actions to help people make sustainable travel choices and to make more use of the public transport system will help to reduce reliance on motorised transport and have a positive effect on local environmental quality		
10. To improve health and reduce health inequalities	+	Minor	Low	0			+	Moderate	High
	Significance: Not Significant			Significance:			Significance: Highly Significant		
	Comments Many components of the asset maintenance plans have the potential to facilitate benefits to factors that influence health.						Comments Travelwise initiatives have the potential to help to tackle existing health inequalities. Actions on Smarter Choices and Personal Travel Planning to target disadvantaged communities are likely to		

LTP3 Goal Five: Ensure the Transport System Supports the Economic Success of the LCR by the Efficient Movement of People and Goods									
SA/SEA Objectives	LTP3 Actions and Interventions								
	4. Maintenance			5. Traffic			6. Travelwise		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
	This includes actions to reduce accidents, improving local environmental quality (e.g. fixing highway assets), reducing the fear of crime (e.g. street lighting), promoting health lifestyles (safer pathways for cycling) and facilitating recreational access (e.g. maintaining public rights of way). It is assumed that the needs of vulnerable members of society will continue to be considered; for example, by providing crossing facilities that are accessible for all equality groups. Many of the actions that are likely to form part of the asset management programme have the potential to facilitate benefits to factors that influence health. The health benefits associated with each asset maintenance action could be explicitly identified and taking into account in prioritising the programme. Similar to the proposals to take account of climate change.						have the most direct effects on health by assisting social and economic inclusion and providing equitable access to health, social, education and welfare services		
11. To improve safety and reduce crime, disorder and fear of crime	+	Minor	Low	0			+	Minor	Low
	Significance: Not Significant			Significance:			Significance: Not Significant		
	Comments A regularly, well maintained and efficient network is likely to be safer for all users and modes of transport. Good maintenance should also deter anti-social behaviour and vandalism, as people generally take more pride in areas that are well looked after. However, regular maintenance can potentially cause temporary disruptions to traffic flows but such enhancements, in the long-term will outweigh the short-term negative traffic disruptions.			Comments			Comments Smarter Choices and initiatives such as Travelsafe may help reduce the fear of crime on Public Transport.		
12. To improve local accessibility of goods, services and amenities and reduce community severance	+	Moderate	Medium	0			+	Moderate	Medium
	Significance: Significant			Significance:			Significance: Significant		
	Comments A well maintained and enhanced network is likely to lead to increased accessibility to local goods and services, and promote a network that is more efficient on a day to day basis. There is likely to be a wider choice of modes available if all of the infrastructure and vehicles are kept in good			Comments			Comments Smarter Choices information targeting is likely to increase access, particularly for those in deprived areas as their choices will be more informed and such information provision will enable them to identify a variety of ways in which to travel to access the services they need.		

LTP3 Goal Five: Ensure the Transport System Supports the Economic Success of the LCR by the Efficient Movement of People and Goods									
SA/SEA Objectives	LTP3 Actions and Interventions								
	4. Maintenance			5. Traffic			6. Travelwise		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
	condition on a regular basis, which is also likely to improve access to key services and reduce community severance.						Information on Smarter Choices should be targeted towards groups that are less informed and also to all local communities to increase access for all.		
13. To reduce the need to travel and improve choice and use of more sustainable transport modes	0			+	Minor	High	+	Major	High
	Significance:			Significance: Significant			Significance: Highly Significant		
	Comments The effective targeting of education and information on sustainable vehicle choice is likely to increase the use of more sustainable modes of transport and reduce the need to travel by car. Efforts should be concentrated on areas within Merseyside that currently have high levels of private car use to help influence behaviour and encourage them to adopt a more sustainable travel pattern by highlighting the benefits associated with more environmentally friendly modes, such as walking and cycling.			Comments Travelwise initiatives have the potential to discourage the use of less environmentally friendly modes of transport through effective marketing and the promotion of more sustainable modes. Smarter Choices and public transport marketing will help people to make more informed choices and enable them to identify the direct benefits associated with such modes.					
14. To mitigate, reduce and adapt to climate change including flood risk	+	Major	High	+	Moderate	High	+	Major	High
	Significance: Highly Significant			Significance: Highly Significant			Significance: Highly Significant		
	Comments Stakeholders considered measures to ensure the transport system takes account of future climatic conditions would produce positive outcomes for climate change adaptation. These actions were considered to have potential major positive outcomes, producing substantial measurable improvements in the resilience of the transport network to climate change impacts. Stakeholders valued the importance of responding to this issue as high, as there are national statutory requirements and major human health, quality of life and environmental effects associated with climate change impacts.			Comments Working with partners to educate and provide information on sustainable vehicle choice and fuel efficient driving techniques are likely to produce measurable reductions in transport emissions. Stakeholders valued the importance of responding to this issue as high, as there are national statutory requirements and major human health, quality of life and environmental effects associated with reducing greenhouse gas emissions.			Comments The implementation of travel plans, targeted behavioural change programmes and smarter choices were considered by stakeholders as likely to produce measurable reductions in transport emissions. Stakeholders valued the importance of responding to this issue as high, as there are national statutory requirements and major human health, quality of life and environmental effects associated with reducing greenhouse gas emissions.		
15. To protect, manage and restore land, soil quality and geo-diversity	0			0			0		
	Significance:			Significance:			Significance:		

D.10. Goal Six Appraisal

LTP3 Goal Six: Maintain our Assets to a High Standard						
SA/SEA Objectives	LTP3 Actions and Interventions					
	1. Complete Asset Management Register			2. Produce effective asset management programme		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
1. To use energy, water and mineral resources prudently and efficiently, increase energy generated from renewable sources and reduce greenhouse gas emissions	0			0		
	Significance:			Significance:		
2. To minimise the production of waste and increase reuse, recycling and recovery rates	0			0		
	Significance:			Significance:		
3. To reduce poverty and social deprivation and secure economic inclusion	0			0		
	Significance:			Significance:		
4. To protect, enhance and manage Merseyside's rich diversity of cultural, historical and built environment and archaeological assets	0			+	Major	High
	Significance:			Significance: Highly Significant Comments Stakeholders considered that measures to ensure that the transport system takes account of the impact on the environment would produce positive outcomes for cultural heritage. These actions were considered to have potential major positive outcomes, producing substantial measurable changes for cultural heritage. Stakeholders valued the importance of responding to this issue as high, due to national statutory requirements and major quality of life effects associated with cultural heritage.		
5. To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance	0			+	Major	High
	Significance:			Significance: Highly Significant Comments Stakeholders considered that measures to ensure the transport system takes account of the impact on the environment would produce positive outcomes for biodiversity. These actions were considered to have potential major positive outcomes, producing substantial measurable changes for biodiversity. Stakeholders valued the importance of responding to this issue as high, due to national statutory requirements and major human health, quality of life and environmental effects associated with biodiversity.		
6. To protect, enhance and manage the local character and accessibility of the landscape across the sub-region	0			+	Major	High
	Significance:			Significance: Highly Significant		

Page 307

LTP3 Goal Six: Maintain our Assets to a High Standard

SA/SEA Objectives	LTP3 Actions and Interventions					
	1. Complete Asset Management Register			2. Produce effective asset management programme		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
						<p>Comments Stakeholders considered that measures to ensure the transport system takes account of the impact on the environment would produce positive outcomes for landscape. These actions were considered to potentially result in major positive outcomes, producing substantial measurable changes for landscape. Stakeholders valued the importance of responding to this issue as high, due to national statutory requirements and major human health and quality of life effects associated with landscape.</p>
7. To protect, improve and where necessary, restore the quality of inland, estuarine and coastal waters	0			+	Major	High
	Significance:			Significance: Highly Significant		
	<p>Comments Stakeholders considered that measures to ensure the transport system takes account of the impact on the environment would produce positive outcomes for water quality. These actions were considered to potentially result in major positive outcomes, producing substantial measurable changes for water quality. Stakeholders valued the importance of responding to this issue as high, due to national statutory requirements and major human health, quality of life and environmental effects associated with water quality.</p>					
8. To protect, manage and, where necessary, improve local air quality	0			0		
	Significance:			Significance:		
9. To protect, manage and, where necessary, improve local environmental quality (noise, light nuisance)	0			+	Minor	Low
	Significance:			Significance: Not Significant		
	<p>Comments The asset management programme includes actions to improving local environmental quality through fixing highway assets, maintaining and improving lighting (which can help reduce the fear of crime), providing safer pathways, highway cleaning regimes and facilitating recreational access (by maintaining public rights of way).</p>					
10. To improve health and reduce health inequalities	0			+	Moderte	Medium
	Significance:			Significance: Significant		

LTP3 Goal Six: Maintain our Assets to a High Standard

SA/SEA Objectives	LTP3 Actions and Interventions					
	1. Complete Asset Management Register			2. Produce effective asset management programme		
	Interaction	Magnitude	Importance	Interaction	Magnitude	Importance
	Comments			Comments		
				<p>The asset management programme includes actions to reduce accidents, improving local environmental quality (e.g. fixing highway assets), reducing the fear of crime (e.g. street lighting), promoting health lifestyles (safer pathways for cycling) and facilitating recreational access (e.g. maintaining public rights of way).</p> <p>It is assumed that the needs of vulnerable members of society will continue to be considered; for example, by providing crossing facilities that are accessible for all equality groups.</p> <p>Many of the actions that are likely to form part of the asset management programme have the potential to facilitate benefits to factors that influence health. The health benefits associated with each asset maintenance action could be explicitly identified and taking into account in prioritising the programme. Similar to the proposals to take account of climate change.</p>		
11. To improve safety and reduce crime, disorder and fear of crime	0			0		
	Significance:			Significance:		
12. To improve local accessibility of goods, services and amenities and reduce community severance	0			0		
	Significance:			Significance:		
13. To reduce the need to travel and improve choice and use of more sustainable transport modes	0			+	Moderate	Medium
	Significance:			Significance: Significant		
				Asset maintenance actions and preservation of Merseytram Line 1 are likely to promote sustainable transport.		
14. To mitigate, reduce and adapt to climate change including flood risk	+	Major	High	+	Major	High
	Significance: Highly Significant			Significance: Highly Significant		
	Comments			Comments		
	Stakeholders considered that measures to ensure the transport system takes account of future climatic conditions would produce positive outcomes for climate change adaptation.			Stakeholders considered that measures to ensure the transport system takes account of future climatic conditions would produce positive outcomes for climate change adaptation.		
	These actions were considered to have potential major positive outcomes, producing substantial measurable improvements in the resilience of the transport network to climate change impacts.			These actions were considered to have potential major positive outcomes, producing substantial measurable improvements in the resilience of the transport network to climate change impacts.		

LTP3 Goal Six: Maintain our Assets to a High Standard						
SA/SEA Objectives	LTP3 Actions and Interventions					
	1. Complete Asset Management Register			2. Produce effective asset management programme		
	<i>Interaction</i>	<i>Magnitude</i>	<i>Importance</i>	<i>Interaction</i>	<i>Magnitude</i>	<i>Importance</i>
	Stakeholders valued the importance of responding to this issue as high, as there are national statutory requirements and major human health, quality of life and environmental effects associated with climate change impacts.			Stakeholders valued the importance of responding to this issue as high, as there are national statutory requirements and major human health, quality of life and environmental effects associated with climate change impacts.		
15. To protect, manage and restore land, soil quality and geo-diversity	0			+	Major	High
	Significance:			Significance: Highly Significant		
				Comments Stakeholders considered that measures to ensure the transport system takes account of the impact on the environment would produce positive outcomes for land and soil quality. These actions were considered to have potential major positive outcomes, producing substantial measurable changes for land and soil quality. Stakeholders valued the importance of responding to this issue as high, as there are national statutory requirements and major quality of life and environmental effects associated with land and soil quality.		

Appendix E. SA/SEA Consultation Responses

Table E.1: SA/SEA Consultation Comments

Consultation Comments Received	Mott MacDonald response
<i>Letter dated 23rd November 2010, from Clare Warburton, Natural England.</i>	
<p>Methodology</p> <p>We welcome and support the efforts made by the Merseyside Transport Partnership in preparing the SA Report and we are pleased to see that our comments made at the SEA Scoping stage have been taken forward (as detailed in Appendix A of the SA Report). We are pleased to see Natural England's comments on issues and opportunities have been incorporated into Table 4.4 and that the SA/SEA objectives have been amended to take account of our comments.</p>	<p>No action required.</p>
<p>The SA Report is well laid out and the Non-Technical Summary provides a clear summary of the findings of the assessment, although we do have some reservations relating to the lack of identification of the significant effects that have been predicted to result from the implementation of the LTP (see more detailed comment on this issue below).</p>	<p>No action required. Significant effects addressed below.</p>
<p>With respect to the assessment of the LTP3 Strategy we note that a very thorough appraisal of the LTP3 goals and major schemes has been undertaken using a workshop format and we welcome this robust approach to identification and prediction of effects. However we are concerned that there is no clarity as to which of the identified effects are considered to be significant. It is a requirement of the SEA Regulations to identify, describe and evaluate the likely significant effects on the environment of implementing the plan and therefore as it stands the SEA does not fully accord with the Regulations.</p>	<p>A column will be added to the Appraisal tables to determine the significance of the effect.</p>
<p>When undertaking the initial appraisal on the LTP3 Strategic options (Section 6) it has clearly been identified which of the effects were considered to be significant using the '+++' and '---' nomenclature. Unfortunately the more detailed appraisal of the LTP3 strategy that followed has not taken forward this approach and it is therefore not clear whether an individual appraisal result (e.g. '-' 'major' 'medium' as identified in relation to Merseytram Line 1 for SA/SEA objective 5) is considered significant or not.</p>	<p>As above.</p>
<p>The need to describe the significant effects identified in the appraisal is recognised in Section 10 of the SA Report, i.e. "Monitoring the significant sustainability effects of implementing the LTP3 is an essential ongoing element of the SA/SEA process." and "... the monitoring proposals outlined in Table 10.1 have been selected from SA/SEA indicators presented in Table 4.6 and focus on significant affects ...". However it is not clear from Table 10.1 what significant effects are to be monitored, as the proposed indicators are linked to SA/SEA objectives rather than being associated with identified significant effects.</p>	<p>Monitoring proposals have been reviewed against the actions/interventions that were identified as producing negative significant effects and Table 10.1 has been updated to reflect this.</p>

Consultation Comments Received	Mott MacDonald response
<p>On a point of clarity, the description of the methodology at the start of Section 7 makes reference to the “DfT Sustainability Appraisal methodology” on which the appraisal has been based. We note that the only DfT guidance document included in the References (Section 11) is the ‘Draft: Strategic Environmental Assessment for Transport Plans and Programmes – TAG Unit 2.11’. This guidance does not use the methodology that you have adopted and we would therefore welcome clarification as to which DfT methodology is being referred to here.</p>	<p>The methodology adopted is based on the DfT Tag Unit 2.11D Guidance and Merseytravel’s methodology, as adopted in the LTP2. Section 7 will be updated to reflect this.</p>
<p>Objectives and Indicators With regard to indicators we would like SA/SEA objective 13 to include a target on the length (km) of new access routes for walkers, cyclists and horseriders that are proposed to be created through the LTP.</p>	<p>An indicator for Objective 13 has been added that includes a target on the length of new access routes for walkers, cyclists and horse riders. .</p>
<p>Appraisal With regard to the findings of the assessment against the biodiversity objective (SA/SEA objective 5) there appears to be some inconsistency when compared to the findings of the HRA, specifically in relation to the LTP’s support for the SuperPort under Goal 1. Task 1 of the HRA has concluded that there is the potential for Likely Significant Effects (alone and in-combination) on the Mersey Narrows and North Wirral Foreshore proposed SPA and Ramsar; Liverpool Bay SPA; and Mersey Estuary SPA and Ramsar as a result of the LTP’s support for the SuperPort project. However the SA/SEA assessment for Goal 1 against the biodiversity objective makes no reference to the potential adverse effects. We would welcome clarity on this issue. There are similar inconsistencies with the Easter Access Transport Corridor which is assessed in the HRA but not in the SEA.</p>	<p>The action to support SuperPort was assessed collectively with the other actions under Goal 1. The Eastern Access Transport Corridor is an action under Goal 5 and has been assessed collectively under the ‘Goods’ topic. More information on the nature and scale of the EATC is now available and the HRA has been updated to state that there will no likely significant effects.</p>

Consultation Comments Received

We think that some impacts on biodiversity and landscape have not been included and would suggest modifications to the Appraisal Results. We believe the following actions in the LTP could have a positive and negative effect on biodiversity and landscape. The positives arise mainly from the modal shift that would potentially take cars off the road thereby potentially improving air quality, noise, and visuals impacts and with consequent effects on the natural environment and the landscape. However many of the above have the potential for negative impacts from land take or insensitive maintenance measures.

Goal 2:

Traffic	Biodiversity	D
	Landscape	D
Public Transport	Biodiversity	D
Freight	Biodiversity	+

Goal 3:

Cycling and Walking	Biodiversity	+/-
	Landscape	+/-

Goal 4:

Public Transport	Biodiversity	+/-
	Landscape	+/-

Goal 5:

Public transport/cycling/Maintenance	Biodiversity	+/-
	Landscape	+/-
Traffic	Biodiversity	+
	Landscape	+

Goal 6: We would like recognition of the potential negative impacts on biodiversity (see also comments below). We think it is misleading to assess the cumulative effects of all the LTP3 goals on the biodiversity and landscape objectives as neutral, as this does not take into account the assessment of major schemes. It is also difficult to assess whether this is an accurate conclusion given that there has been no assessment of the significance of the impacts.

For the major schemes we notice that the SuperPort is not included in this list. We are not sure if this is an LTP project or not. We would also prefer to see acknowledgment that there could be negative biodiversity impacts from the Edge Lane scheme and the Hall Lane Strategic Gateway due to landtake. We would also suggest that the Access to the Port of Liverpool scheme is likely to have negative effects on biodiversity and landscape.

Mott MacDonald response

The modifications suggested by Natural England have been made to the Appraisal results for Goals 2, 3, 4 and 5 with regards to the effects on biodiversity and landscape. However, under Goal 5, we believe that it is unlikely that there will be no negative effects on either landscape or biodiversity as, according to the individual actions of the LTP3 there will be no land-take as they largely refer to the upgrading and maintenance of the infrastructure.

We do agree, however that there may be positive, negligible effects on biodiversity and the landscape, as a well maintained transport infrastructure is likely to result in a reduction in carbon emissions due to an efficient transportation network; and improvements in environmental quality.

Goal 6

The actions specified in the LTP3 under Goal 6 largely refer to a review of the existing policy and policy areas. There are no individual actions that refer to infrastructure improvements and therefore it is unlikely that there will be any negative effects on biodiversity and landscape.

The assessment has been split into each of the six goals and then was further split into the action/intervention topics. Although each individual action was not assessed, they have each been considered during the assessment.

As stated above, a significance column has been added to the assessment tables.

SuperPort is not considered to be a Major Scheme, as it is more of a concept that has locational elements attached to it. The separate elements, for example access to the port of Liverpool and Liverpool John Lennon Airport would be subject to a separate assessment outside of the remit of the LTP. We have reviewed the assessment of the three major schemes (Edge Lane, Hall Lane Strategic Gateway and Access to the Port of Liverpool) and have changed the assessment to 'D – Dependant on Implementation'. A high level review of all three areas revealed that they each have low ecological value as they are all

Consultation Comments Received	Mott MacDonald response
<p>Mitigation and Enhancement</p> <p>We are pleased to see that the SA Report recommends a wide range of mitigation and enhancement measures and we look forward to these being incorporated into the final LTP3.</p> <p>We note that there are no biodiversity or landscape mitigation and enhancement measures proposed for the following goals, and would suggest the following additional measures are included:</p> <p>Major schemes:</p> <p>Additional measures for the biodiversity and landscape objectives: the need to recognise the importance of protecting and enhancing the natural environment, including biodiversity, landscape, geodiversity and soils, by avoiding, mitigating or compensating for negative impacts of traffic and transport infrastructure, where possible securing environmental gain from all activities affecting the maintenance, operation and improvement of the transport networks.</p> <p>Goal 2: Modal Shift</p> <p>An additional measure under landscape: public transport should provide options for travel to the natural environment as well as to other facilities and services.</p>	<p>located in built up areas. However, some trees and open space may be lost depending on the nature of the works.</p> <p>All of the suggested additional measures have been included in Section 8.1.</p>
<p>Goal 3 : Walking and cycling and Goal 5: Cycling</p> <p>An additional measure under landscape: cycling and walking networks (including the ROW network) should improve access to the local countryside and greenspaces close to where people live.</p> <p>An additional measure under health: recognising the mental and physical health benefits associated with access to the natural environment.</p> <p>Goal 4:</p> <p>An additional measure under objective 13 'more sustainable modes': recognising the role that walking and cycling (including Rights of Way) can play in accessing employment, education and healthcare.</p> <p>Goal 6:</p> <p>This goal has the potential to have a negative effect on biodiversity. Making the network more resilient to climate change can, if not done carefully, impact negatively on wildlife. A mitigation measure would be welcome on this.</p>	<p>A mitigation measure on this issue has been added.</p>
<p>Transport networks can also play a role in providing valuable ecosystem services that can actually assist in the management of, and adaptation to climate change. For example, linear transport features (such as canal towpaths, PROW, road verges, cycle routes and railway embankments) are well suited to enhancing wildlife connectivity across our countryside, as well as providing areas for carbon storage, enabling better water conservation, and in towns and cities, providing valuable cooling systems. This is recognised in the recent Lawton review, 'Making Space for Nature'. An enhancement measure recognising this would be welcome.</p>	<p>An enhancement measure on this issue has been added</p>

Consultation Comments Received	Mott MacDonald response
<p>Letter dated 30th November 2010, from Cllr Malcolm Kennedy Cabinet Member for Regeneration and Transport, Liverpool City Council.</p> <p>There is still uncertainty regarding the long term future of the RSS. The RSS has been included within the SA/SEA because much of the LTP3 development has been influenced by the policies. Despite the ongoing uncertainty, the document may need to review current policy developments in line with the localism agenda.</p>	<p>Local planning policy has been reviewed in the SA/SEA. Priorities may change as a result of the localism agenda and the LTP3 should be reviewed in light of any changes.</p>
<p>Not all of the major schemes have been referenced in the SA/SEA with North Liverpool and International Gateway the main omissions. Monitoring the significant sustainability effects of implementing the LTP3 is an essential ongoing element of the SA/SEA process. However, despite detailing a comprehensive monitoring programme and identifying potential data sources, it does not say who will be accountable or who will oversee the results.</p>	<p>North Liverpool and International Gateway are not classified as major schemes in the LTP3 and were therefore not assessed.</p> <p>Section 10 of this report has been updated to include information on who is responsible for the monitoring process.</p>
<p>Email dated 16th November 2010, from Sarah Jolly, Climate Change Officer, Merseyside LTP Support Unit.</p> <p>Some comments on the Integrated Assessment and a couple of spellings I noticed. How do the proposed SA/SEA monitoring indicators relate to the ones which Motts are looking at for LTP3? There seem to be an awful lot of them as it stands.</p>	<p>The proposed SA/SEA monitoring indicators have been cross checked against the proposed 17 LTP3 monitoring indicators that were discussed in a workshop on Friday 17th December. The list of SA/SEA indicators has been revised and updated to ensure that the relevant indicators were taken forward where significant negative effects were identified for each action/intervention.</p>
<p>Pg. ix, 1st paragraph, lines 1-3: Don't think we can claim that electric charging infrastructure will improve accessibility given the high upfront cost of purchase</p>	<p>Comment addressed. Sentence amended to include '...modal shift and the provision of a charging network for electric and low emission vehicles...'</p>
<p>Pg. ix, 2nd paragraph, line 4: Should read 'examining funding streams for cycle training'</p>	<p>Comment addressed.</p>
<p>Pg. ix, 2nd paragraph, line 15: Missing word - 'what road safety measures are implemented'</p>	<p>Comment addressed</p>
<p>Pg. x, 2nd paragraph, lines 8-9: 'Actions to improve the movement of people and goods are likely to promote the use of more environmentally friendly modes' doesn't sound right, could it be removed or changed to 'Actions to improve the movement of people and goods focus on promoting the use of more environmentally friendly modes'.</p>	<p>Comment addressed</p>
<p>Pg. xi, 3rd paragraph, line 7: Should read 'Therefore, an overall neutral effect...'</p>	<p>Comment addressed</p>

Consultation Comments Received	Mott MacDonald response
<p>Pg. xii, 1st paragraph, lines 1-3: Agree that landtake, habitat loss, waste generation, resource use are likely to happen, but whilst disturbance to heritage assets could happen I wouldn't think that it is likely.</p>	<p>We believe that there is a potential for heritage assets to be disturbed as the provision of new transport infrastructure could (depending upon implementation) impact the setting of heritage assets or disturb undiscovered archaeological remains. Therefore, based on this reasoned justification this particular comment has not been addressed.</p>
<p>Pg 17, 4th paragraph, line 1: Should read 'reducing the need to travel and encouraging accessible public transport.'</p>	<p>Comment addressed.</p>
<p>Pg 22, 1st row, 3rd column: Could we alter the 2nd point to read 'Increase electric charging point network and infrastructure for low emission vehicles and fuels'</p>	<p>Comment addressed.</p>
<p>Pg 23, 4th row, 3rd column: Might be worth including something about freight here as it is a significant contributor to air quality problems in certain areas</p>	<p>Comment addressed. The following, in relation to freight has been included: Opportunities to reduce freight movements; Encourage alternative fuels and modes; and Encourage strategic freight networks.</p>
<p>Pg 25, 2nd row, 3rd column: As above, can we alter the point about electric vehicles to include other low emission vehicles and fuels? Nothing about climate change adaptation currently.</p>	<p>Comment addressed. Climate Change Adaptation is already covered in the same section: <i>'Making use of green infrastructure associated with transport networks for climate change adaptation e.g. carbon storage, sustainable drainage, energy generation and water conservation'.</i></p>
<p>Pg 40, 2nd paragraph, line 1: The sub-topic is focussed on delivering infrastructure for low emission vehicles and fuels, not just electric vehicles. Can we make sure that the IA refers to both not just electric vehicles?</p>	<p>Comment addressed.</p>
<p>Pg 40, 2nd paragraph, lines 6-7: As above, I don't think that electric cars would have a positive effect on accessibility.</p>	<p>Comment addressed.</p>
<p>Pg 46, 3rd paragraph, line 6: Table 7.5 shows that the Travelwise actions are likely to have positive effects on a number of SEA objectives but only air quality is picked out in this sentence – reduced reliance on motorised transport would have a positive impact on resource use, sustainable transport and climate change also.</p>	<p>This summarised section has been updated to include the comment about resource use, sustainable transport and climate change.</p>
<p>Pg 58, Table 8.1: Not clear on what is meant by 'in the short-term the LTP3 should highlight the impacts of not encouraging the development of infrastructure for electric vehicles' – perhaps the sentence could be clarified. Also think that the point should be under Goal 2 rather than Goal 1.</p>	<p>Sentence deleted as the LTP3 already addresses the benefits of low emission and electric vehicles.</p>

Consultation Comments Received	Mott MacDonald response
<p>Pg 58, table 8.2: A lot of these points don't seem to relate to the actions under the goal; I've identified a few below but there are quite a lot: Row 1. Traffic 'ensure smart ticketing does not inadvertently discriminate against people from deprived backgrounds...' shouldn't be in the traffic section, more applicable to row 3. Public transport. 'cycling and walking to help ensure potential safety blackspots are addressed' - move to row 2. Modal shift. 'cost of using public transport can be a barrier to those on lower incomes' move to row 3. Public transport. Row. 2. Modal Shift 'SUDS and other measures may act as mitigation measures' – move to row 7. Network maintenance and management.</p> <p>As above, the references to electric vehicles need changing to include other low emission vehicles and fuels.</p>	<p>All points have been moved to the most appropriate actions, as mentioned,</p>
<p>I would also say that some of the points are reiterations of the actions proposed within LTP3 rather than enhancements or mitigations, and needs some more work e.g. Row 3. Public Transport 'procurement of low emission buses, decarbonisation of the rail network'. There's also some evidence of this in other tables e.g. Table 8.3 Row 2. Road Safety 'consider low speed zones'.</p>	<p>The mitigation and enhancement measures have been cross0checked against the actions in the LTP3 and updated where appropriate to avoid duplication.</p>
<p>Pg 64, 3rd bullet point As above, this point could be clearer – it also needs clarification that the actions in LTP3 refers to electric and low emission vehicles not just electric vehicles.</p>	<p>All points that reference electric vehicles have been updated to consider low emission vehicles also.</p>
<p>Pg 67, Table 10.1 Row 1, could we include reduced GHG emissions from transport as an indicator as we already have the information through the Merseyside Atmospheric Emissions Inventory?</p>	<p>Indicator added.</p>
<p>Email dated 22nd November 2010, from Judith Nelson, English Heritage.</p>	
<p>Thank you for your email sent on the 1st November 2010 consulting English Heritage on the above report. EH has produced guidance on SEA/SA and the historic environment see http://www.helm.org.uk/upload/pdf/Strat-env-ass.pdf?1290424305</p> <p>This guidance includes a list of relevant plans and programmes and critically for Merseyside the UNESCO World Heritage Convention is missing as is the Liverpool WHS management plan and SPD.</p>	<p>Appendix B of this report has been updated to include a review of the UNESCO World Heritage Convention is missing as is the Liverpool WHS management plan and SPD.</p>
<p>The appraisal includes objectives relating to the historic environment and local character (4&6) but goes on to find that the "effect depends on implementation". (table 6.1). The report could have helpfully drawn out or given examples of how interventions could be implemented in ways which avoided or minimised and mitigated harmful impacts and maximised opportunities for enhancing the historic environment, i.e. building on table 4.4.</p>	<p>Section 8 of this report details specific examples of mitigation and enhancement measures that relate to the historic environment.</p>

Consultation Comments Received	Mott MacDonald response
<p>The appraisal results in section 7.2 highlight some potential negative impacts for heritage assets but the reasons why are not explained in the commentary. For example why should better walking and cycling routes harm heritage assets. Making sympathetic improvements to the public realm, maintaining and decluttering streetscapes can both enhance the historic environment and make places more pleasant to walk in. If there are harmful impacts what can be done about them.</p>	<p>The effects on Heritage Assets are also scheme dependent as some routes may aid accessibility to a cultural heritage site. The use of old railway lines as an example, may aid cultural and historical interpretation of the route with the provision of information about the route etc, and access to railway structures.</p>
<p>The report highlights potential negative impacts on the Historic environment from the proposed Merseytram lines. It will be important that early consultation is had with both English Heritage and Liverpool/Merseyside conservation staff about this matter. The appraisal report could highlight this for inclusion in the LTP and the need for development and proposals to safeguard the significance of heritage assets and their setting.</p>	<p>A mitigation and enhancement table has been included in Section 8 for the Major Schemes and this comment has been highlighted in the table as a potential mitigation measure to safeguard the significance of heritage assets and their setting.</p>



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Tuesday, 16 March 2021

REPORT TITLE:	HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME 2021-22
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

This report seeks approval for the proposed programme of surfacing work and footway works so that supplier engagement and detailed design may commence, enabling the works to be completed in 2021/22.

The effective delivery of the Council's structural maintenance programme contributes to the Wirral Plan 2025, in particular: working for safe and pleasant communities and working for a sustainable environment.

The services carried out will take place across all Wards.

This report has been classed as a Key Decision and included on the Council's Forward Plan.

RECOMMENDATIONS

The Environment, Climate Emergency and Transport Committee is recommended to:

- (1) Approve the programme of works for Carriageway Improvements – Classified Roads 2021-22 as set out in Appendix 1 of this report;
- (2) Approve the programme of works for Carriageway Improvements – Unclassified Roads 2021-22 as set out in Appendix 2 of this report;
- (3) Approve the programme of works for Footway Improvements 2021-22 as set out in Appendix 3 of this report, and

- (4) Authorise the Director of Neighbourhood Services, in consultation with the Chair and Party Spokespersons of the Environment, Climate Emergency and Transport Committee to amend the delivery of the programmes having regard for available resources and risk-based prioritisation of locations selected for treatment.

SUPPORTING INFORMATION

1.0 REASON FOR RECOMMENDATIONS

- 1.1 This investment in the maintenance of the highway network enables the Council to comply with its statutory duty to maintain the highway. An element of this funding will be specifically allocated to the Council for delivery of schemes on the Key Route Network (KRN), supporting the Council's main strategic routes providing links to economic growth and regeneration sites, and cannot be used for any other purpose.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 In accordance with the Council's Highway Asset Management Strategy and KRN priorities, the programme has been developed using a risk-based approach and prioritised within the funding available against condition and assessment criteria is considered the most appropriate option.
- 2.2 Do nothing is not an option as an element of the anticipated funding will have been specifically allocated to the KRN with a reputational risk to the Council should we not invest it.

3.0 BACKGROUND INFORMATION

- 3.1 The highway network and other transport infrastructure assets together represent by far the largest capital asset the Council holds, and the value of replacing those assets is estimated to be £2.48 billion. The highway network for which Wirral Council is responsible comprises approximately 1,200 kilometres of road.
- 3.2 All Liverpool City Region (LCR) transport funds now form part of the Single Investment Fund (SIF) which is governed by an Assurance Framework. In 2016 /17 it was agreed that this funding would be allocated to districts formulaically with out the need for further prioritisation.
- 3.3 At the meeting of the Combined Authority on 2 February 2017 it was further agreed that this approach would be generally retained.
- 3.4 Approval is sought for the proposed programme of surfacing work and footway works to allow for contractor engagement and detailed design to commence, enabling the works to be completed in 2021/22. As all this year's Capital funding streams are yet to be confirmed the programme will be amended accordingly depending on quantum of funding received.
- 3.5 In 2020 Wirral Council appointed Gaist, a roadscape and highways technology company, to carry out a digitised visual condition survey of the highway network known as AssetStream. This allows rapid interpretation of asset data to support robust decision making on highways maintenance interventions and long-term strategic decision making supporting the Highways Asset Management Strategy. The plethora of data received from surveys conducted in late 2020 has been analysed by specialist engineers in Neighbourhoods directorate and that data, together with: professional experience; site inspections; reports received from the

public and reports received from Ward Members, has been used to formulate the programmes included at appendices 1, 2 and 3 to this report in accordance with the Council's Highway Infrastructure Asset Management (HIAM) Policy and Strategy.

- 3.6 Historically, Wirral's roads have been classified as in either Good (Green), Fair (Amber) and Poor (Red) condition. However, the latest condition survey enables roads to be classified in 5 bands, namely 'Very Good', 'Good', 'Fair', 'Poor' and 'Very Poor' condition. This will allow greater sophistication in the analysis of the data and therefore better investment decisions.
- 3.7 The current overall Wirral road network condition, based on recent surveys, is shown in Table 1. All the recorded measurements indicate the percentage of the network according to road classification. The condition of the Principal and Non-Principal Classified roads are key measures in the achievement of the Wirral Plan 2025.

Road Classification	Percentage of Asset Group in Condition band				
	1	2	3	4	5
	Very good	Good	Fair	Poor	Very Poor
'A' Class Roads, Principal	45%	6%	45%	3%	1%
'B' Class Roads, Non - Principal	43%	3%	51%	2%	1%
'C' Class Roads, Non - Principal	35%	3%	55%	5%	2%
Unclassified Roads	29%	5%	54%	8%	4%

Table 1. Network condition data 2020.

4.0 FINANCIAL IMPLICATIONS

- 4.1 Liverpool City Region Combined Authority (LCRCA) has recently indicated that in 2021/22 the government's allocation to LCRCA for highway maintenance is expected to be £13m lower than in 2020/21; £21.1m compared with £34.2. However, further applicable grant funding streams may be available during 2021/22.
- 4.2 Based on indications received regarding devolution of the LCRCA transport allocations it is anticipated that Wirral will receive an initial £3,500,000 for highway maintenance including £390,000 ringfenced to the KRN.
- 4.3 The estimated cost of delivering all the proposed schemes at Appendix 1, 2 and 3 is greater than the anticipated capital funding for 2021/22 and provides for a three-year programme. This is to allow certainty of priority, having regard to available resources, yet flexibility to revise the programme in the event of network constraint issues, or individual scheme estimates revisions once designs are prepared in detail.

5.0 LEGAL IMPLICATIONS

- 5.1 Section 41 of the Highways Act 1980 imposes a duty on the Council, as Highway Authority, to maintain highways at the public expense. The Council also has a

devolved duty to maintain and improve Liverpool's City Region's Key Route Network in accordance with Section 6 of the Highways Act 1980.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 Existing staff resources will be used for the detailed investigation, design and monitoring of these schemes. Maintenance activity will be carried out through the Highways Service or discrete contracts as appropriate.
- 6.2 Preventative maintenance to highway assets will increase their residual life and asset value, and spending is targeted to maintain carriageway condition indicators.

7.0 RELEVANT RISKS

- 7.1 The highway network is constantly deteriorating hence without a structural maintenance programme to address the highest priority locations, the network will deteriorate further, the asset value will decrease and the cost of carrying out more significant maintenance interventions at a later date will be disproportionately higher.
- 7.2 Withdrawal of funding would lead to deterioration of the network which would have an adverse effect on the number of substantiated claims received by the authority for slips, trips and falls together with road traffic accidents.
- 7.3 Failure to deliver the programme in year would result in reputational damage to the Council and potentially the City Region and may affect future funding allocations.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 All members were consulted and given the opportunity to suggest locations for inclusion in this Programme. The proposed schemes listed but not currently identified for 2021/22 will be continually reviewed and the programme may be amended where necessary based on current road network condition data as detailed in Section 3.5, financial and other constraints, in consultation with applicable Ward Members.
- 8.2 The consultation process has followed the following guiding principles of fair consultation:
 - It should be at a time when proposals are at a formative stage.
 - Must include sufficient reasons for particular proposals to allow those consulted to give intelligent consideration and an intelligent response.
 - Those consulted should be made aware of the factors that are of decisive relevance to the decision.
 - Adequate time should be given for consideration and response.
 - The product of the consultation should be conscientiously taken into account by the decision makers in finalising their statutory proposals/ when the ultimate decision is taken.

9.0 EQUALITY IMPLICATIONS

9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.

(a) Yes and impact review is attached –

<https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments/equality-impact-assessments-2017/delivery>

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 The recommendations contained within this report are expected to reduce emissions of greenhouse gases by improving the condition of road and footway surfaces, maintaining the network to enable the smooth passage of all road users.

10.2 Increased use of surface treatment solutions, in place of planning and resurfacing, which is a key consideration of works planned under this programme, leads to a considerable decrease in use of fossil fuel and disposal of contaminated waste. The Council intends to engage with suppliers to quantify reductions and available data will be reported separately.

10.3 Well maintained highways help support sustainable and active travel modes.

REPORT AUTHOR: Linda Summers
(Inspection and Contracts Manager)
telephone: 0151 606 2267
email: lindasummers@wirral.gov.uk

APPENDICES

Appendix 1 Proposed Carriageway Improvements – Classified Roads 2021-22

Appendix 2 Proposed Carriageway Improvements – Unclassified Roads 2021-22

Appendix 3 Proposed Footway Improvements 2021-22

BACKGROUND PAPERS

Gaist - Network Condition Data

Gaist Network Performance Indicators

Highways Asset Management Strategy

Highways Asset Management Policy

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Cabinet Member Decision - Highway Structural Maintenance Programme 2020-21 Detailed Programme for Footways and Additional Highway Infrastructure	28 September 2020
Cabinet Member Decision - Highway Structural Maintenance Programme 2020-21 Detailed Programme For Key Route Network	22 July 2020
Cabinet Member Decision - Highway Structural Maintenance Programme 2020-21 Local (Unclassified) Roads Programme	24 June 2020
Leader of the Council Decision - Highway Structural Maintenance Programme 2020/21	24 March 2020
Cabinet Member Report Highway Structural Maintenance Programme 2019/20 - Local (Unclassified) Roads Programme	26 April 2019
Cabinet – Highway Structural Maintenance Programme 2019/20	25 March 2019
Cabinet – Highway Structural Maintenance Programme 2018/19	26 March 2018

This page is intentionally left blank

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED CARRIAGEWAY IMPROVEMENTS
CLASSIFIED ROADS 2021-22

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR
DOCKS LINK	FROM POULTON BRIDGE ROAD RAB	BIDSTON & ST JAMES	SURFACE DRESSING	£142,410	2021-2022
BIRKENHEAD ROAD	BRIDGE BY MEOLS STATION	HOYLAKE & MEOLS	HOT ROLLED ASPHALT	£37,443	2021-2022
PASTURE ROAD	RAILWAY BRIDGE (MORETON STATION)	LEASOWE & MORETON EAST	HOT ROLLED ASPHALT	£60,039	2021-2022
WEXFORD ROAD	BEND AT BUDWORTH ROAD	OXTON	HOT ROLLED ASPHALT	£43,638	2021-2022
BROMBOROUGH ROAD	QUARRY ROAD TO BROMBOROUGH CAR SALES	BROMBOROUGH	HOT ROLLED ASPHALT	£36,717	2021-2022
WALLASEY BRIDGE ROAD	RAB (INC RAB) TO TIP ENTRANCE	BIDSTON	HOT ROLLED ASPHALT	£70,295	2021-2022
POULTON HALL ROAD	POULTON ROAD TO BLAKELEY ROAD	WALLASEY	HOT ROLLED ASPHALT	£28,464	2021-2022
ROYDEN ROAD	UPTON BYPASS TO HOUSE 27	UPTON	COUNTYFALT	£26,387	2021-2022
STATION ROAD	THE QUADRANT TO CARR LANE	HOYLAKE & MEOLS	HOT ROLLED ASPHALT	£24,234	2021-2022
KINGS PARADE	COASTAL DRIVE RAB	NEW BRIGHTON	HOT ROLLED ASPHALT	£34,881	2021-2022
SOUTH PARADE	RIVERSDALE ROAD TO SANDY LANE	WEST KIRBY & THURSTASTON / HOYLAKE & MEOLS	HOT ROLLED ASPHALT	£127,050	2021-2022
BRECK ROAD	FROM MILL LANE TO FOX HEY ROAD	SEACOMBE / LISCARD	HOT ROLLED ASPHALT	£156,618	2021-2022
CHURCH ROAD	SEYMOUR STREET TO WHETSTONE LANE	BIRKENHEAD & TRANMERE	HOT ROLLED ASPHALT	£49,959	2021-2022
OLD CHESTER ROAD	WOODBURN BOULEVARD TO THORPE BANK	BEBINGTON / ROCK FERRY	HOT ROLLED ASPHALT	£58,212	2021-2022
REEDS LANE	LEVEL CROSSING TO MARRAM CLOSE	MORETON WEST AND SAUGHALL MASSIE	HOT ROLLED ASPHALT	£40,320	2021-2022
ROWSON STREET	WELLINGTON ROAD TO RAB	NEW BRIGHTON WALLASEY/ LISCARD	HOT ROLLED ASPHALT	£15,960	2021-2022

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED CARRIAGEWAY IMPROVEMENTS
CLASSIFIED ROADS 2021-22

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR
TOLLEMACHE ROAD	JUNCTION WITH UPTON ROAD	BIDSTON & ST JAMES / CLAUGHTON	HOT ROLLED ASPHALT	£26,838	2021-2022
TOLLEMACHE ROAD	HOUSE 202 TO 106	BIDSTON & ST JAMES / CLAUGHTON	HOT ROLLED ASPHALT	£84,042	2021-2022
LEASOWE ROAD	REEDS LANE TO CASTLEWAY EAST BOUND CARRIAGEWAY	LEASOWE & MORETON EAST	HOT ROLLED ASPHALT	£67,179	2021-2022
HARRISON DRIVE	BAYSWATER ROAD TO RAB AT COASTAL DRIVE	WALLASEY	HOT ROLLED ASPHALT	£47,817	2021-2022
MEOLS DRIVE	MARKET STREET TO GRAHAM ROAD	HOYLAKE & MEOLS	SURFACE DRESSING	£57,360	2021-2022
ST PAULS RD	WHEATLAND LANE TO CHURCH ROAD	SEACOMBE	SURFACE DRESSING	£29,448	2021-2022
MAINWARING ROAD	LISCARD RD TO POULTON RD	SEACOMBE	SURFACE DRESSING	£11,744	2021-2022
DOCK ROAD	CASHEL ROAD TO POULTON BRIDGE ROAD	SEACOMBE	SURFACE DRESSING	£53,120	2021-2022
CORPORATION ROAD	PRICE STREET TO CAVENDISH STREET	BIDSTON & ST JAMES	SURFACE DRESSING	£14,136	2021-2022
CORPORATION ROAD	STANLEY ROAD TO BEAUFORT ROAD	BIDSTON & ST JAMES	SURFACE DRESSING	£43,960	2021-2022
FENDER LANE	SELECTED	BIDSTON & ST JAMES	SURFACE DRESSING	£24,496	2021-2022
NEW CHESTER ROAD	TORR DRIVE TO WOODEAR ROAD	BROMBOROUGH	SURFACE DRESSING	£55,904	2021-2022
EASTHAM VILLAGE ROAD	FERRY ROAD TO NEW CHESTER ROAD	EASTHAM	SURFACE DRESSING	£23,896	2021-2022
NEW CHESTER ROAD	NEVILLE ROAD JUNCTION	EASTHAM	SURFACE DRESSING	£34,408	2021-2022
NEW CHESTER ROAD	MILL ROAD TO HEATHER DENE	EASTHAM	SURFACE DRESSING	£23,344	2021-2022
NEW CHESTER ROAD	PORT CAUSEWAY	BROMBOROUGH	SURFACE DRESSING	£20,176	2021-2022
BRIMSTAGE ROAD	SELECTED	BROMBOROUGH	SURFACE DRESSING	£28,616	2021-2022

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED CARRIAGEWAY IMPROVEMENTS
CLASSIFIED ROADS 2021-22

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR
MOUNT ROAD	REST HILL ROAD AREA	BEBINGTON	SURFACE DRESSING	£14,176	2021-2022
MOUNT ROAD	BRACKENWOOD ROAD	BEBINGTON	SURFACE DRESSING	£14,408	2021-2022
ARROWE PARK ROAD	WOODCHURCH ROAD TO CHERRY ORCHARD PUB ENTRANCE	GREASBY, FRANKBY & IRBY	SURFACE DRESSING	£15,312	2021-2022
ARROWE PARK ROAD	WOODLAND ROAD TO POLICE STATION	PENSBY & THINGWALL	SURFACE DRESSING	£27,496	2021-2022
MONTGOMERY HILL	SELECTED	GREASBY, FRANKBY & IRBY	SURFACE DRESSING	£13,928	2021-2022
TELEGRAPH ROAD	SELECTED	HESWALL	SURFACE DRESSING	£22,056	2021-2022
TELEGRAPH ROAD	SELECTED	HESWALL	SURFACE DRESSING	£14,200	2021-2022
BIRKENHEAD ROAD	QUEENS AVENUE TO HOYLE ROAD	HOYLAKE & MEOLS	SURFACE DRESSING	£77,680	2021-2022
BIRKENHEAD ROAD	FORNALLS GREEN LANE TO BIRCH ROAD	HOYLAKE & MEOLS	SURFACE DRESSING	£14,656	2021-2022
MEOLS DRIVE	ROSEACRE TO BRIDGE ROAD	HOYLAKE & MEOLS	SURFACE DRESSING	£15,464	2021-2022
STORETON ROAD	BIRCH ROAD TO SALEM VIEW	OXTON	SURFACE DRESSING	£12,328	2021-2022
BARNSTON ROAD	HOLMWOOD DRIVE	PENSBY & THINGWALL	SURFACE DRESSING	£14,384	2021-2022
BRIGHTON STREET	BROUGHAM ROAD TO	SEACOMBE	SURFACE DRESSING	£18,568	2021-2022
BOROUGH ROAD	LISCARD ROAD TO STANLEY STREET	SEACOMBE	SURFACE DRESSING	£14,616	2021-2022
WHEATLAND LANE	ST PAULS ROAD TO KELVIN ROAD	SEACOMBE	SURFACE DRESSING	£12,576	2021-2022
MORETON ROAD	UPLAND ROAD TO FORD ROAD	UPTON	SURFACE DRESSING	£18,008	2021-2022
WALLASEY ROAD	GREEN LANE TO SANDY LANE	WALLASEY	SURFACE DRESSING	£13,336	2021-2022

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED CARRIAGEWAY IMPROVEMENTS
CLASSIFIED ROADS 2021-22

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR
COLUMN ROAD	GRAMMAR SCHOOL LANE TO KINGS DRIVE NORTH	WEST KIRBY & THURSTASTON ROAD	SURFACE DRESSING	£34,680	2021-2022
PUMP LANE	OAK MERE DRIVE TOWARDS SAUGHALL MASSIE ROAD	GREASBY, FRANKBY & IRBY	HOT ROLLED ASPHALT	£112,447	INDICATIVE SCHEME FOR 2022-2024
THURSTASTON ROAD	SCHOOL LANE TO TELEGRAPH ROAD	WEST KIRBY AND THURSTASTON	HOT ROLLED ASPHALT	£80,247	INDICATIVE SCHEME FOR 2022-2024
ARROWE PARK ROAD	HOSPITAL TO POOL LANE	UPTON	HOT ROLLED ASPHALT	£125,488	INDICATIVE SCHEME FOR 2022-2024
OLD CHESTER ROAD	THORPEBANK TO OAK ROAD	BEBINGTON / ROCK FERRY	HOT ROLLED ASPHALT	£78,384	INDICATIVE SCHEME FOR 2022-2024
SEAVIEW ROAD	DERWENT DRIVE TO HOSE SIDE ROAD	WALLASEY / NEW BRIGHTON	HOT ROLLED ASPHALT	£103,500	INDICATIVE SCHEME FOR 2022-2024
HOYLAKE ROAD	WORCESTER ROAD TO ARKLE ROAD	BIDSTON & ST JAMES	HOT ROLLED ASPHALT	£24,840	INDICATIVE SCHEME FOR 2022-2024
BEBINGTON ROAD ROUNDABOUT	BEDFORD ROAD / BEDFORD AVENUE	ROCK FERRY	HOT ROLLED ASPHALT	£51,612	INDICATIVE SCHEME FOR 2022-2024
LEASOWE ROAD	CASTLEWAY TO GARDEN SIDE	LEASOWE & MORETON EAST	HOT ROLLED ASPHALT	£221,260	INDICATIVE SCHEME FOR 2022-2024
LEASOWE ROAD	GARDENSIDE TO GREENLEAS ROAD	LEASOWE & MORETON EAST	HOT ROLLED ASPHALT	£242,328	INDICATIVE SCHEME FOR 2022-2024
LEASOWE ROAD	GREENLEAS TO WALLASEY VILLAGE	LEASOWE & MORETON EAST	HOT ROLLED ASPHALT	£358,800	INDICATIVE SCHEME FOR 2022-2024
KINGS PARADE	VARIOUS LENGTHS	NEW BRIGHTON	HOT ROLLED ASPHALT	£309,948	INDICATIVE SCHEME FOR 2022-2024
SEABANK ROAD	LINCOLN DRIVE TO STEEL AVENUE	NEW BRIGHTON	HOT ROLLED ASPHALT	£78,200	INDICATIVE SCHEME FOR 2022-2024
MEOLS DRIVE ROUNDABOUT	THE KINGS GAP / STATION ROAD	HOYLAKE & MEOLS	HOT ROLLED ASPHALT	£23,805	INDICATIVE SCHEME FOR 2022-2024
UPTON BY-PASS RBT	ARROWE PARK RD TO ARROWE PARK ROAD (AT SAINSBURYS)	UPTON / GREASBY, FRANKBY & IRBY	HOT ROLLED ASPHALT	£71,806	INDICATIVE SCHEME FOR 2022-2024
TOWN MEADOW LANE	LINGHAM LANE TO MILLHOUSE LANE	MORETON WEST & SAUGHALL MASSIE	HOT ROLLED ASPHALT	£142,968	INDICATIVE SCHEME FOR 2022-2024
MILLHOUSE LANE	HOYLAKE ROAD TO TOWN MEADOW LANE	MORETON WEST & SAUGHALL MASSIE	HOT ROLLED ASPHALT	£95,550	INDICATIVE SCHEME FOR 2022-2024

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED CARRIAGEWAY IMPROVEMENTS
CLASSIFIED ROADS 2021-22

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR
ARROWE PARK ROAD	FORD ROAD TO UPTON BYPASS	UPTON	HOT ROLLED ASPHALT	£81,459	INDICATIVE SCHEME FOR 2022-2024
WOODCHURCH ROAD	ARROWE PARK ROAD TO M53 SLIPROAD	PENSBY AND THINGWALL	HOT ROLLED ASPHALT	£209,916	INDICATIVE SCHEME FOR 2022-2024
LAIRD STREET	ARKLE ROAD TO GAMLIN STREET	BIDSTON & ST JAMES	SURFACE DRESSING	£17,240	INDICATIVE SCHEME FOR 2022-2024
THERMAL ROAD	PORT CAUSEWAY TO RIVERBANK	BROMBOROUGH	SURFACE DRESSING	£20,000	INDICATIVE SCHEME FOR 2022-2024
UPTON ROAD	WARREN DRIVE TO VYNER ROAD NORTH	BIDSTON & ST JAMES	SURFACE DRESSING	£52,850	INDICATIVE SCHEME FOR 2022-2024
NORTH WALLASEY APPROACH	SELECTED	BIDSTON & ST JAMES	SURFACE DRESSING	£37,010	INDICATIVE SCHEME FOR 2022-2024
PARK ROAD NORTH	PARK ROAD WEST TO LAIRD STREET	BIDSTON & ST JAMES	SURFACE DRESSING	£91,050	INDICATIVE SCHEME FOR 2022-2024
BEBINGTON ROAD	TOWNFIELD LANE TO PARKSIDE ROAD	BEBINGTON	SURFACE DRESSING	£23,960	INDICATIVE SCHEME FOR 2022-2024
BEBINGTON ROAD	BEDFORD DRIVE TO CHURCH ROAD RAB	BEBINGTON	SURFACE DRESSING	£39,690	INDICATIVE SCHEME FOR 2022-2024
FRANKBY ROAD	HILLBARK TO GREASBY ROAD	GREASBY, FRANKBY & IRBY	SURFACE DRESSING	£48,710	INDICATIVE SCHEME FOR 2022-2024
FRANKBY ROAD	WELL LANE TO SHOPPING ENTRANCE	GREASBY, FRANKBY & IRBY	SURFACE DRESSING	£17,200	INDICATIVE SCHEME FOR 2022-2024
GREASBY ROAD	BROOKDALE AVENUE NORTH TO UPTON BYPASS	GREASBY, FRANKBY & IRBY	SURFACE DRESSING	£27,880	INDICATIVE SCHEME FOR 2022-2024
BARNSTON ROAD	SELECTED	HESWALL	SURFACE DRESSING	£96,360	INDICATIVE SCHEME FOR 2022-2024
BRIMSTAGE ROAD	SELECTED	HESWALL	SURFACE DRESSING	£130,120	INDICATIVE SCHEME FOR 2022-2024
MARKET STREET	ALDERLY ROAD TO THE KINGS GAP	HOYLAK & MEOLS	SURFACE DRESSING	£24,320	INDICATIVE SCHEME FOR 2022-2024
UPTON ROAD	GLEBELAND ROAD TO RAVENSTONE CLOSE	LEASOWE & MORETON EAST	SURFACE DRESSING	£81,580	INDICATIVE SCHEME FOR 2022-2024
RAKE LANE	MORTUARY ROAD	LISCARD	SURFACE DRESSING	£18,610	INDICATIVE SCHEME FOR 2022-2024

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED CARRIAGEWAY IMPROVEMENTS
CLASSIFIED ROADS 2021-22

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR
RAKE LANE	OSBOURNE AVENUE	NEW BRIGHTON	SURFACE DRESSING	£15,370	INDICATIVE SCHEME FOR 2022-2024
WALLASEY ROAD	WINCHESTER DRIVE TO WESTWOOD GROVE	LISCARD	SURFACE DRESSING	£24,300	INDICATIVE SCHEME FOR 2022-2024
KINGS PARADE	SELECTED	NEW BRIGHTON	SURFACE DRESSING	£29,670	INDICATIVE SCHEME FOR 2022-2024
KINGS PARADE	SELECTED	NEW BRIGHTON	SURFACE DRESSING	£18,630	INDICATIVE SCHEME FOR 2022-2024
PENSBY ROAD	WHALLEY LANE TO SPARKS LANE	PENSBY & THINGWALL	SURFACE DRESSING	£16,010	INDICATIVE SCHEME FOR 2022-2024
CHURCH ROAD	WELL LANE TO TOWER HILL	BIRKENHEAD & TRANMERE	SURFACE DRESSING	£15,790	INDICATIVE SCHEME FOR 2022-2024
BEBINGTON ROAD	CAVENDISH DRIVE TO ALEXANDRA DRIVE	ROCK FERRY	SURFACE DRESSING	£17,090	INDICATIVE SCHEME FOR 2022-2024
FRANKBY ROAD	FULTON AVENUE TO WOODLAND ROAD	WEST KIRBY & THURSTASTON ROAD	SURFACE DRESSING	£16,000	INDICATIVE SCHEME FOR 2022-2024
CALDY ROAD	KIRBY PARK TO MELLONCROFT DRIVE	WEST KIRBY & THURSTASTON ROAD	SURFACE DRESSING	£57,390	INDICATIVE SCHEME FOR 2022-2024
CALDY ROAD	CALDY WOOD TO CROFT DRIVE EAST	WEST KIRBY & THURSTASTON ROAD	SURFACE DRESSING	£48,010	INDICATIVE SCHEME FOR 2022-2024
BANKS ROAD	DEE LANE TO HOSCOTE PARK	HOYLAKE & MEOLS	SURFACE DRESSING	£16,440	INDICATIVE SCHEME FOR 2022-2024
BANKS ROAD	ALEXANDRA ROAD TO SANDY LANE	WEST KIRBY & THURSTASTON ROAD	SURFACE DRESSING	£32,770	INDICATIVE SCHEME FOR 2022-2024
ROLLESTON DRIVE	BELVIDERE ROAD TO GROVE ROAD	WALLASEY	STRUCTURAL REPAIRS 2021 - HOT ROLLED ASPHALT	£22,655	INDICATIVE SCHEME FOR 2022-2024
UPTON BYPASS	ALL	UPTON / MORETON WEST & SAUGHALL MASSIE / GREASBY,FRANKBY & IRBY	RHINOPHALT	£242,320	INDICATIVE SCHEME FOR 2022-2024
RIVACRE ROAD	SELECTED	EASTHAM	STRUCTURAL REPAIRS	£10,000	INDICATIVE SCHEME FOR 2022-2024
NORTH ROAD	SELECTED	EASTHAM	UTILAYER	£10,000	INDICATIVE SCHEME FOR 2022-2024

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED CARRIAGEWAY IMPROVEMENTS
UNCLASSIFIED ROADS 2021-22

ROAD NAME	WARD	PROPOSED TREATMENT	PROPOSED YEAR
Red Hill Road	Bebington	Micro Asphalt	2021-2022
Harley Avenue	Bebington	Micro Asphalt	2021-2022
Green Lane	Bebington	Micro Asphalt	2021-2022
The Highcroft	Bebington	Micro Asphalt	2021-2022
Beresford Avenue	Bebington	Micro Asphalt	2021-2022
Gorseville Crescent	Bebington	Micro Asphalt	2021-2022
Acres Road	Bebington	Micro Asphalt	2021-2022
Crofton Road	Rock Ferry	Micro Asphalt	2021-2022
Birkett Road	Rock Ferry	Micro Asphalt	2021-2022
Byrne Avenue	Rock Ferry	Micro Asphalt	2021-2022
College Close	Bidston & St James	Micro Asphalt	2021-2022
Deepdale Close	Bidston & St James	Micro Asphalt	2021-2022
Deeside Close	Bidston & St James	Micro Asphalt	2021-2022
Priory Street	Birkenhead & Tranmere	Micro Asphalt	2021-2022
Carlton Road	Birkenhead & Tranmere	Micro Asphalt	2021-2022
Parkfield Avenue	Birkenhead & Tranmere	Micro Asphalt	2021-2022
Jackson Street	Birkenhead & Tranmere	Micro Asphalt	2021-2022
Dock Road South	Bromborough	Micro Asphalt	2021-2022
Lodge Lane	Bromborough	Micro Asphalt	2021-2022
Mainwaring Road	Bromborough	Micro Asphalt	2021-2022
Brookhurst Close	Clatterbridge	Micro Asphalt	2021-2022
Brookhurst Road	Clatterbridge	Micro Asphalt	2021-2022
Somerville Close	Clatterbridge	Micro Asphalt	2021-2022
Parkgate Lane	Clatterbridge	Micro Asphalt	2021-2022

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED CARRIAGEWAY IMPROVEMENTS
UNCLASSIFIED ROADS 2021-22

ROAD NAME	WARD	PROPOSED TREATMENT	PROPOSED YEAR
Alistair Drive	Clatterbridge	Micro Asphalt	2021-2022
Priory Close	Clatterbridge	Micro Asphalt	2021-2022
Sandiway	Clatterbridge	Micro Asphalt	2021-2022
Angus Road	Clatterbridge	Micro Asphalt	2021-2022
Birkdale Avenue	Clatterbridge	Micro Asphalt	2021-2022
Bruce Crescent	Clatterbridge	Micro Asphalt	2021-2022
Ainsdale Close	Clatterbridge	Micro Asphalt	2021-2022
Grosvenor Place	Cloughton	Micro Asphalt	2021-2022
Grosvenor Road	Cloughton	Micro Asphalt	2021-2022
Vyner Road South	Cloughton	Micro Asphalt	2021-2022
Delamere Avenue	Eastham	Micro Asphalt	2021-2022
Greenfields Avenue	Eastham	Micro Asphalt	2021-2022
Willington Avenue	Eastham	Micro Asphalt	2021-2022
Grampian Way	Eastham	Micro Asphalt	2021-2022
Hillary Road	Eastham	Micro Asphalt	2021-2022
Mill Park Drive	Eastham	Micro Asphalt	2021-2022
Park Road	Eastham	Micro Asphalt	2021-2022
Tarvin Road	Eastham	Micro Asphalt	2021-2022
Ferry Road	Eastham	Micro Asphalt	2021-2022
St John's Road	Eastham	Micro Asphalt	2021-2022
Westminster Drive	Eastham	Micro Asphalt	2021-2022
Coombe Road	Greasby, Frankby & Irby	Micro Asphalt	2021-2022
Escolme Drive	Greasby, Frankby & Irby	Micro Asphalt	2021-2022
Backford Road	Greasby, Frankby & Irby	Micro Asphalt	2021-2022

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED CARRIAGEWAY IMPROVEMENTS
UNCLASSIFIED ROADS 2021-22

ROAD NAME	WARD	PROPOSED TREATMENT	PROPOSED YEAR
Grange Road	Heswall	Micro Asphalt	2021-2022
Andrew's Walk	Heswall	Micro Asphalt	2021-2022
Gayton Road	Heswall	Micro Asphalt	2021-2022
Acre Lane	Heswall	Micro Asphalt	2021-2022
Stevens Road	Heswall	Micro Asphalt	2021-2022
Brimstage Road	Heswall	Micro Asphalt	2021-2022
Broadmead	Heswall	Micro Asphalt	2021-2022
Wheatland Road	Heswall	Micro Asphalt	2021-2022
Sandham Grove	Heswall	Micro Asphalt	2021-2022
Whitehouse Lane	Heswall	Micro Asphalt	2021-2022
Tudorway	Heswall	Micro Asphalt	2021-2022
Elwyn Road	Hoylake & Meols	Micro Asphalt	2021-2022
Shrewsbury Road	Hoylake & Meols	Micro Asphalt	2021-2022
Victoria Drive	Hoylake & Meols	Micro Asphalt	2021-2022
Castleway North	Leasowe & Moreton East	Micro Asphalt	2021-2022
Green Lane	Leasowe & Moreton East	Micro Asphalt	2021-2022
St Mary's Street	Liscard	Micro Asphalt	2021-2022
Marlowe Road	Liscard	Micro Asphalt	2021-2022
Colville Road	Liscard	Micro Asphalt	2021-2022
Manor Lane	Liscard	Micro Asphalt	2021-2022
Torrington Road	Liscard	Micro Asphalt	2021-2022
Birch Avenue	Moreton West & Saughall Massie	Micro Asphalt	2021-2022
Digg Lane	Moreton West & Saughall Massie	Micro Asphalt	2021-2022
Douglas Drive	Moreton West & Saughall Massie	Micro Asphalt	2021-2022

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED CARRIAGEWAY IMPROVEMENTS
UNCLASSIFIED ROADS 2021-22

ROAD NAME	WARD	PROPOSED TREATMENT	PROPOSED YEAR
Coastal Drive	New Brighton	Micro Asphalt	2021-2022
St George's Park	New Brighton	Micro Asphalt	2021-2022
Alton Road	Oxton	Micro Asphalt	2021-2022
Shrewsbury Road	Oxton	Micro Asphalt	2021-2022
Budworth Close	Oxton	Micro Asphalt	2021-2022
Claughton Firs	Oxton	Micro Asphalt	2021-2022
Palm Grove	Oxton	Micro Asphalt	2021-2022
Shavington Avenue	Oxton	Micro Asphalt	2021-2022
Holmwood Avenue	Pensby & Thingwall	Micro Asphalt	2021-2022
Holmwood Drive	Pensby & Thingwall	Micro Asphalt	2021-2022
Landican Lane	Pensby & Thingwall	Micro Asphalt	2021-2022
Gibson Close	Pensby & Thingwall	Micro Asphalt	2021-2022
Portal Road	Pensby & Thingwall	Micro Asphalt	2021-2022
Whaley Lane	Pensby & Thingwall	Micro Asphalt	2021-2022
Anderson Close	Pensby & Thingwall	Micro Asphalt	2021-2022
Ashlea Road	Pensby & Thingwall	Micro Asphalt	2021-2022
Bader Close	Pensby & Thingwall	Micro Asphalt	2021-2022
Acrefield Road	Prenton	Micro Asphalt	2021-2022
Burrell Close	Prenton	Micro Asphalt	2021-2022
Everest Road	Prenton	Micro Asphalt	2021-2022
Moss Grove	Prenton	Micro Asphalt	2021-2022
Glenavon Road	Prenton	Micro Asphalt	2021-2022
Elmbank Street	Seacombe	Micro Asphalt	2021-2022
Winford Street	Seacombe	Micro Asphalt	2021-2022

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED CARRIAGEWAY IMPROVEMENTS
UNCLASSIFIED ROADS 2021-22

ROAD NAME	WARD	PROPOSED TREATMENT	PROPOSED YEAR
Parry Street	Seacombe	Micro Asphalt	2021-2022
Corbyn Street	Seacombe	Micro Asphalt	2021-2022
Crewe Green	Upton	Micro Asphalt	2021-2022
Goodaker's Meadow	Upton	Micro Asphalt	2021-2022
Eltham Green	Upton	Micro Asphalt	2021-2022
Upton Park Drive	Upton	Micro Asphalt	2021-2022
Heath Drive	Upton	Micro Asphalt	2021-2022
Loretto Drive	Upton	Micro Asphalt	2021-2022
Bradda Close	Upton	Micro Asphalt	2021-2022
Inman Road	Upton	Micro Asphalt	2021-2022
Whitewell Drive	Upton	Micro Asphalt	2021-2022
Gainsborough Road	Wallasey	Micro Asphalt	2021-2022
Groveland Avenue	Wallasey	Micro Asphalt	2021-2022
Kinross Road	Wallasey	Micro Asphalt	2021-2022
Paignton Road	Wallasey	Micro Asphalt	2021-2022
Southbourne Road	Wallasey	Micro Asphalt	2021-2022
Northcote Road	Wallasey	Micro Asphalt	2021-2022
Sea Road	Wallasey	Micro Asphalt	2021-2022
Brookway	Wallasey	Micro Asphalt	2021-2022
Gloucester Road	Wallasey	Micro Asphalt	2021-2022
Village Way	Wallasey	Micro Asphalt	2021-2022
Station Road	West Kirby & Thurstaston	Micro Asphalt	2021-2022
Douglas Road	West Kirby & Thurstaston	Micro Asphalt	2021-2022
Ennisdale Drive	West Kirby & Thurstaston	Micro Asphalt	2021-2022

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED CARRIAGEWAY IMPROVEMENTS
UNCLASSIFIED ROADS 2021-22

ROAD NAME	WARD	PROPOSED TREATMENT	PROPOSED YEAR
Kirby Mount	West Kirby & Thurstaston	Micro Asphalt	2021-2022
Newton Drive	West Kirby & Thurstaston	Micro Asphalt	2021-2022
Rectory Road	West Kirby & Thurstaston	Micro Asphalt	2021-2022
Smithy Hey	West Kirby & Thurstaston	Micro Asphalt	2021-2022
Calder Road	Bebington	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Brimstage Avenue	Bebington	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Rest Hill Road	Bebington	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Marsh Lane	Bebington	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Greenville Close	Bebington	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
thornton road	Bebington	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Thornton Grove	Bebington	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Conway Close	Bebington	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Greenville Road	Bebington	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Delamere Close	Bidston & St James	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Denston Close	Bidston & St James	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Desmond Close	Bidston & St James	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Parkfield Place	Birkenhead & Tranmere	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Knox Street	Birkenhead & Tranmere	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Victoria Road	Birkenhead & Tranmere	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Wellington Terrace	Birkenhead & Tranmere	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Poolbank Road	Bromborough	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Wharf Street	Bromborough	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Sunningdale Drive	Clatterbridge	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Wentworth Drive	Clatterbridge	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED CARRIAGEWAY IMPROVEMENTS
UNCLASSIFIED ROADS 2021-22

ROAD NAME	WARD	PROPOSED TREATMENT	PROPOSED YEAR
Rocklands Lane	Clatterbridge	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Cunningham Drive	Clatterbridge	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Fairhaven Drive	Clatterbridge	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Duncansby Drive	Clatterbridge	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Brome Way	Clatterbridge	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Keswick Avenue	Clatterbridge	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Brookhurst Avenue	Clatterbridge	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Goostrey Close	Clatterbridge	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Gotham Road	Clatterbridge	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Wolfrick Drive	Clatterbridge	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Benty Heath Lane	Clatterbridge	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Elton Drive	Clatterbridge	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Malcolm Crescent	Clatterbridge	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Selston Close	Clatterbridge	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Beechway	Clatterbridge	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Pine Avenue	Clatterbridge	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Acre Lane	Eastham	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Argyll Avenue	Eastham	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Crossdale Road	Eastham	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Dale Road	Eastham	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Edgewood Drive	Eastham	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Elton Close	Eastham	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Gorsefield Avenue	Eastham	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Gorsefield Close	Eastham	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED CARRIAGEWAY IMPROVEMENTS
UNCLASSIFIED ROADS 2021-22

ROAD NAME	WARD	PROPOSED TREATMENT	PROPOSED YEAR
Hatton Avenue	Eastham	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Ince Avenue	Eastham	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Kelsall Avenue	Eastham	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Norley Avenue	Eastham	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Princes Avenue	Eastham	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Stanney Close	Eastham	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Woodlea Close	Eastham	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Hillview Road	Greasby, Frankby & Irby	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Pickerill Road	Greasby, Frankby & Irby	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Sea View Lane	Greasby, Frankby & Irby	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Thorstone Drive	Greasby, Frankby & Irby	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Wood Lane	Greasby, Frankby & Irby	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Woodside Road	Greasby, Frankby & Irby	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Gayton Lane	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Brooklet Road	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Dee Park Close	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Downham Drive	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Border Road	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Greenfield Lane	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Dee Park Road	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Lightfoot Lane	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Long Meadow	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Meadowcroft	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Milton Crescent	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED CARRIAGEWAY IMPROVEMENTS
UNCLASSIFIED ROADS 2021-22

ROAD NAME	WARD	PROPOSED TREATMENT	PROPOSED YEAR
Fir Way	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Pear Tree Close	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Hindertons Drive	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Parklands Drive	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Redstone Drive	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Roscote Close	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Rhodesway	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Rooks Way	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Speedwell Close	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Ryecroft Road	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Seabank Road	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Speedwell Drive	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Strathearn Road	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Station Road	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Westway	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
The Spinney	Heswall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Barn Hey Crescent	Hoylake & Meols	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
The Royal	Hoylake & Meols	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Hazeldene Avenue	Liscard	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Hillside Road	Liscard	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
St Bride's Road	Liscard	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Wallacre Road	Liscard	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Serpentine Road	Liscard	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
St Vincent Road	Liscard	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED CARRIAGEWAY IMPROVEMENTS
UNCLASSIFIED ROADS 2021-22

ROAD NAME	WARD	PROPOSED TREATMENT	PROPOSED YEAR
Neville Road	Liscard	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Station Road	Liscard	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Edgehill Road	Moreton West & Saughall Massie	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Tarran Way East	Moreton West & Saughall Massie	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Fairview Close	Oxton	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Beresford Road	Oxton	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Landican Road	Pensby & Thingwall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Axholme Close	Pensby & Thingwall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Devonshire Road	Pensby & Thingwall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Lyndhurst Close	Pensby & Thingwall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Meadow Walk	Pensby & Thingwall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Oaklea Road	Pensby & Thingwall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Regents Close	Pensby & Thingwall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Ridgefield Road	Pensby & Thingwall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Ridgemere Road	Pensby & Thingwall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Sandridge Road	Pensby & Thingwall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
The Leas	Pensby & Thingwall	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Osmaston Road	Prenton	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Boswell Road	Prenton	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Johnson Road	Prenton	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Prenton Dell Road	Prenton	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Prenton Hall Road	Prenton	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Prospect Road	Prenton	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Eleanor Road	Bidston & St James	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED CARRIAGEWAY IMPROVEMENTS
UNCLASSIFIED ROADS 2021-22

ROAD NAME	WARD	PROPOSED TREATMENT	PROPOSED YEAR
Fourth Avenue	Bidston & St James	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Vyner Road South	Bidston & St James	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Deverill Road	Rock Ferry	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Kipling Avenue	Rock Ferry	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Shakespeare Avenue	Rock Ferry	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Tennyson Avenue	Rock Ferry	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Wordsworth Avenue	Rock Ferry	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Gorsebank Street	Seacombe	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Harlech Street	Seacombe	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Hood Street	Seacombe	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Acacia Grove	Seacombe	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Hawthorne Grove	Seacombe	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Arborn Drive	Upton	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Crosby Close	Upton	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Eltham Close	Upton	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Ford Close	Upton	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Hilary Drive	Upton	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Oakland Drive	Upton	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
South Drive	Upton	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Troutbeck Close	Upton	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Keighley Avenue	Wallasey	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Longacre Close	Wallasey	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Auburn Road	Wallasey	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Bidston Avenue	Wallasey	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED CARRIAGEWAY IMPROVEMENTS
UNCLASSIFIED ROADS 2021-22

ROAD NAME	WARD	PROPOSED TREATMENT	PROPOSED YEAR
Breckside Avenue	Wallasey	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Broadway Avenue	Wallasey	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Inchcape Road	Wallasey	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Lycett Road	Wallasey	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Malpas Grove	Wallasey	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Croft Drive East	West Kirby & Thurstaston	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Eaton Road	West Kirby & Thurstaston	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Lang Lane South	West Kirby & Thurstaston	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Melloncroft Drive West	West Kirby & Thurstaston	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Princes Avenue	West Kirby & Thurstaston	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Priory Road	West Kirby & Thurstaston	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024
Slessor Avenue	West Kirby & Thurstaston	Micro Asphalt	INDICATIVE SCHEME FOR 2022-2024

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED FOOTWAY IMPROVEMENTS 2021-22

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR	COUNCILLOR REQUEST
ALLPORT LANE	SELECTED.	BROMBOROUGH	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	2021-2022	C
ALLPORT ROAD	A41 TO BRIDLE ROAD	BROMBOROUGH	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	2021-2022	C
CHURCH STREET	SELECTED BETWEEN BRIGHTON ST AND LISCARD RD.	SEACOMBE	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	2021-2022	C
GRAMMAR SCHOOL LANE	CALDY GRANGE CLOSE TO GORSE LANE.	WEST KIRBY & THURSTASTON	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	2021-2022	
HIGHER BEBINGTON ROAD	TEEHEY LANE TO 156. EVEN NUMBER SIDE ONLY.	BEBINGTON	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	2021-2022	
KINGS ROAD	BROADWAY TO BRIMSTAGE AVENUE.	BEBINGTON	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	2021-2022	
LOVE LANE	SELECTED	LISCARD	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	2021-2022	
PENSBY ROAD	FISHERS LANE TO TARUS GARAGE. SERVICE ROAD.	PENSBY	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	2021-2022	C
ACACIA GROVE	ALL	HOYLAKE & MEOLS	FOOTWAY SLURRY	£1,010	2021-2022	
ALNWICK DRIVE	ALL	MORETON WEST & SAUGHALL MASSIE	FOOTWAY SLURRY	£3,620	2021-2022	
AMBERLEY AVENUE	ALL	MORETON WEST & SAUGHALL MASSIE	FOOTWAY SLURRY	£1,750	2021-2022	
AMBERLEY CLOSE	ALL	MORETON WEST & SAUGHALL MASSIE	FOOTWAY SLURRY	£693	2021-2022	

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED FOOTWAY IMPROVEMENTS 2021-22

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR	COUNCILLOR REQUEST
ASHVILLE ROAD	OAKDALE TO CROSSFIELD ROAD	SEACOMBE	FOOTWAY SLURRY	£2,445	2021-2022	
BAFFIN CLOSE	INCLUDE ADOPTED SECTION HOUSE 38 TO TWICKENHAM DRIVE	LEASOWE & MORETON EAST	FOOTWAY SLURRY	£775	2021-2022	
BEBINGTON ROAD	KINGS LANE TO ALEXANDRA DRIVE	ROCK FERRY	FOOTWAY SLURRY	£2,450	2021-2022	C
BEBINGTON ROAD	OLD CHESTER ROAD TO NUMBER 137	ROCK FERRY	FOOTWAY SLURRY	£2,555	2021-2022	C
BEBINGTON ROAD	CROFTON ROAD TO TUDOR ROAD	ROCK FERRY	FOOTWAY SLURRY	£345	2021-2022	C
BEDFORD AVENUE	ALL	ROCK FERRY	FOOTWAY SLURRY	£3,933	2021-2022	
BENTINCK STREET	FOX STREET TO CONWAY STREET	BIRKENHEAD & TRANMERE	FOOTWAY SLURRY	£1,500	2021-2022	
BIRCH ROAD	JUNCTION OF DOVEPOINT ROAD	HOYLAKE & MEOLS	FOOTWAY SLURRY	£1,680	2021-2022	
BIRKENHEAD ROAD	JUNCTION OF SHERWOOD ROAD TO JUNCTION OF HOYLAKE ROAD	HOYLAKE & MEOLS	FOOTWAY SLURRY	£3,673	2021-2022	
BRUNSFIELD CLOSE	ALL	MORETON WEST & SAUGHALL MASSIE	FOOTWAY SLURRY	£1,280	2021-2022	
BURNSIDE AVENUE	ALL	SEACOMBE	FOOTWAY SLURRY	£510	2021-2022	
BURNSIDE ROAD	ALL	SEACOMBE	FOOTWAY SLURRY	£978	2021-2022	

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED FOOTWAY IMPROVEMENTS 2021-22

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR	COUNCILLOR REQUEST
CAMBRIAN CLOSE	ALL	MORETON WEST & SAUGHALL MASSIE	FOOTWAY SLURRY	£388	2021-2022	
CAMBRIAN ROAD	ALL	MORETON WEST & SAUGHALL MASSIE	FOOTWAY SLURRY	£2,073	2021-2022	
CHARLECOMBE STREET	ALL	BIRKENHEAD & TRANMERE	FOOTWAY SLURRY	£465	2021-2022	
CHINA FARM LANE	ALL	WEST KIRBY & THURSTASTON	FOOTWAY SLURRY	£4,693	2021-2022	
CRAVEN STREET	PARK CLOSE TO CRAVEN CLOSE	BIRKENHEAD & TRANMERE	FOOTWAY SLURRY	£1,000	2021-2022	
CRONTON AVENUE	ALL	LEASOWE & MORETON EAST	FOOTWAY SLURRY	£800	2021-2022	
DOCK ROAD	OPPOSITE SIDE TO NEW CYCLE ROUTE	SEACOMBE	FOOTWAY SLURRY	£3,755	2021-2022	
EASTHAM VILLAGE ROAD	NEW CHESTER ROAD (SOUTH END) TO LAMP COLUMN 10 AND HOUSE 29 TO NEW CHESTER ROAD (NORTH)	EASTHAM	FOOTWAY SLURRY	£7,523	2021-2022	C
EASTWAY	ALL	LEASOWE & MORETON EAST	FOOTWAY SLURRY	£5,235	2021-2022	
EDGAR COURT	ALL	BIDSTON & ST JAMES	FOOTWAY SLURRY	£150	2021-2022	
FAIRVIEW CLOSE	ALL	OXTON	FOOTWAY SLURRY	£965	2021-2022	
FELTON CLOSE	ALL	MORETON WEST & SAUGHALL MASSIE	FOOTWAY SLURRY	£710	2021-2022	

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED FOOTWAY IMPROVEMENTS 2021-22

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR	COUNCILLOR REQUEST
FISHERS LANE	IRBY ROAD TO PENSBY ROAD	PENSBY & THINGWALL	FOOTWAY SLURRY	£10,938	2021-2022	
FOREST CLOSE	ALL	HOYLAKE & MEOLS	FOOTWAY SLURRY	£1,535	2021-2022	
FRANKLIN ROAD	ALL	LEASOWE & MORETON EAST	FOOTWAY SLURRY	£2,213	2021-2022	C
GILWELL AVENUE	ALL	MORETON WEST & SAUGHALL MASSIE	FOOTWAY SLURRY	£1,233	2021-2022	
GILWELL CLOSE	ALL	MORETON WEST & SAUGHALL MASSIE	FOOTWAY SLURRY	£233	2021-2022	
GREASBY ROAD	OUTSIDE SHOPS NEAR MACDONALD DRIVE	GREASBY, FRANKBY & IRBY	FOOTWAY SLURRY	£3,415	2021-2022	
HERON ROAD	ALL	HOYLAKE & MEOLS	FOOTWAY SLURRY	£100	2021-2022	
HERTFORD DRIVE	ALL	NEW BRIGHTON	FOOTWAY SLURRY	£3,918	2021-2022	
HUDSON ROAD	ALL	LEASOWE & MORETON EAST	FOOTWAY SLURRY	£2,258	2021-2022	
INGESTRE ROAD	MILL HILL TO ROSE MOUNT - EVEN NUMBER FOOTWAY SIDE ONLY	OXTON	FOOTWAY SLURRY	£750	2021-2022	
JAMESBROOK CLOSE	ALL	BIDSTON & ST JAMES	FOOTWAY SLURRY	£1,750	2021-2022	
KENSINGTON GARDENS	ALL	MORETON WEST & SAUGHALL MASSIE	FOOTWAY SLURRY	£605	2021-2022	

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED FOOTWAY IMPROVEMENTS 2021-22

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR	COUNCILLOR REQUEST
KIRKFIELD GROVE	KIRKFIELD GROVE TO ROCK LANE EAST	ROCK FERRY	FOOTWAY SLURRY	£1,558	2021-2022	
LAUREL ROAD	ALL	BIRKENHEAD & TRANMERE	FOOTWAY SLURRY	£988	2021-2022	
LIVINGSTON ROAD	ALL	LEASOWE & MORETON EAST	FOOTWAY SLURRY	£2,490	2021-2022	
MAGAZINE BROW	EVEN SIDE HOLLAND ROAD TO HOUSE 26 ODD SIDE HOLLAND ROAD TO HOUSE 21	NEW BRIGHTON	FOOTWAY SLURRY	£1,118	2021-2022	
MEREBANK	ALL	CLAUGHTON	FOOTWAY SLURRY	£378	2021-2022	
MERSEY LANE SOUTH	ALL	ROCK FERRY	FOOTWAY SLURRY	£730	2021-2022	
MILL HILL	ALL	OXTON	FOOTWAY SLURRY	£1,015	2021-2022	
MILL LANE	ALL	GREASBY, FRANKBY & IRBY	FOOTWAY SLURRY	£7,263	2021-2022	
MONTGOMERY HILL	ALL	GREASBY, FRANKBY & IRBY	FOOTWAY SLURRY	£4,358	2021-2022	C
MORPETH CLOSE	ALL	MORETON WEST & SAUGHALL MASSIE	FOOTWAY SLURRY	£848	2021-2022	
MOUNT PLEASANT	ROSEMOUNT TO POPLAR ROAD RIGHT-HAND SIDE	OXTON	FOOTWAY SLURRY	£1,000	2021-2022	
MOUNTWOOD ROAD	ALL	PRENTON	FOOTWAY SLURRY	£2,583	2021-2022	

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED FOOTWAY IMPROVEMENTS 2021-22

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR	COUNCILLOR REQUEST
MUMFORDS LANE	JUNCTION OF DOVEPOINT ROAD	HOYLAKE & MEOLS	FOOTWAY SLURRY	£1,438	2021-2022	
NEW CHESTER ROAD	OLD HALL ROAD TO OPPOSITE ALLPORT ROAD	EASTHAM	FOOTWAY SLURRY	£5,175	2021-2022	
OAKDALE ROAD	GENEVA ROAD TO WHEATLAND LANE	SEACOMBE	FOOTWAY SLURRY	£3,775	2021-2022	
PALM GROVE	BITMAC STRIP LEFT-HAND SIDE ONLY GOING DOWN PALM HILL FROM SHREWSBURY ROAD	OXTON	FOOTWAY SLURRY	£875	2021-2022	C
PAULSFIELD DRIVE	ALL	MORETON WEST & SAUGHALL MASSIE	FOOTWAY SLURRY	£1,790	2021-2022	
PIPERS LANE	DELAVOUR JUNCTION - 19 BOTH SIDES	HESWALL	FOOTWAY SLURRY	£1,508	2021-2022	
POPLAR ROAD	RIGHT-HAND SIDE ROSLIN ROAD TO VICTORIA MOUNT TO FAIRCLOUGH LANE	OXTON	FOOTWAY SLURRY	£175	2021-2022	C
PRENTON DELL AVENUE	ALL	PRENTON	FOOTWAY SLURRY	£933	2021-2022	
PRENTON LANE	ALL	PRENTON	FOOTWAY SLURRY	£5,085	2021-2022	
PROSPECT ROAD	ALL	PRENTON	FOOTWAY SLURRY	£3,283	2021-2022	
QUARRY AVENUE	ALL	CLATTERBRIDGE	FOOTWAY SLURRY	£6,810	2021-2022	C
RAEBURN AVENUE	ALL	WEST KIRBY & THURSTASTON	FOOTWAY SLURRY	£2,570	2021-2022	C

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED FOOTWAY IMPROVEMENTS 2021-22

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR	COUNCILLOR REQUEST
ROTHBURY CLOSE	ALL	MORETON WEST & SAUGHALL MASSIE	FOOTWAY SLURRY	£1,043	2021-2022	
SANDBROOK LANE	HOYLAKE ROAD TO GLEBLANDS ROAD	MORETON WEST & SAUGHALL MASSIE	FOOTWAY SLURRY	£1,173	2021-2022	C
SANDFIELD ROAD	ODD SIDE ONLY	NEW BRIGHTON	FOOTWAY SLURRY	£873	2021-2022	
SANDROCK ROAD	ODD SIDE FULL LENGTH EVEN SIDE FOUNTAIN ROAD TO MOUNT PLEASANT ROAD	NEW BRIGHTON	FOOTWAY SLURRY	£2,225	2021-2022	
SIDNEY ROAD	SEYMOUR STREET TO OLD CHESTER ROAD	BIRKENHEAD & TRANMERE	FOOTWAY SLURRY	£2,250	2021-2022	
ST ANNES STREET	VITTORIA STREET TO LIVINGSTONE STREET	BIDSTON & ST JAMES	FOOTWAY SLURRY	£868	2021-2022	
STANHOPE DRIVE	ALL	BROMBOROUGH	FOOTWAY SLURRY	£6,670	2021-2022	
THE LAWNS	VITTORIA STREET TO LIVINGSTONE STREET	CLAUGHTON	FOOTWAY SLURRY	£565	2021-2022	
THINGWALL ROAD EAST	85 TO 126A	PENSBY & THINGWALL	FOOTWAY SLURRY	£4,485	2021-2022	C
THOMPSON STREET	WARRINGTON STREET TO LEIGHTON STREET	BIRKENHEAD & TRANMERE	FOOTWAY SLURRY	£1,500	2021-2022	
THORNLEY ROAD	ALL	MORETON WEST & SAUGHALL MASSIE	FOOTWAY SLURRY	£1,635	2021-2022	
THURSTASTON ROAD	TELEGRAPH ROAD TO DELAVOUR ROAD	HESWALL	FOOTWAY SLURRY	£3,685	2021-2022	

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED FOOTWAY IMPROVEMENTS 2021-22

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR	COUNCILLOR REQUEST
TORWOOD	ALL	CLAUGHTON	FOOTWAY SLURRY	£685	2021-2022	
TOWN LANE	TEEHEY LANE TO INFANT SCHOOL BOTH SIDES	BEBINGTON	FOOTWAY SLURRY	£2,933	2021-2022	
TOWN LANE	ROSALIND AVENUE TO LARCHWOOD SHOPPING AREA SLURRY SEAL - LEFT SIDE ONLY	BEBINGTON	FOOTWAY SLURRY	£1,043	2021-2022	
WOOLER CLOSE	ALL	MORETON WEST & SAUGHALL MASSIE	FOOTWAY SLURRY	£1,045	2021-2022	
ABERDEEN STREET	ALL	BIDSTON & ST JAMES	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	
CONISTON AVENUE	ALL	CLAUGHTON	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	
DANGER LANE	HOYLAKE ROAD TO DANESWELL DRIVE	LEASOWE	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
DAVENHAM AVE	ALL	OXTON	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
FOUNTAIN STREET	47 - 89	BIRKENHEAD & TRANMERE	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	
GARRICK AVENUE	ALL	MORETON	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	
GLEGGSIDE	ALL - 400M LONG	WEST KIRBY & THURSTASTON	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	
GRANGE RD	1 TO 23 AND OPPOSITE SHOPPING AREA	WEST KIRBY & THURSTASTON	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED FOOTWAY IMPROVEMENTS 2021-22

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR	COUNCILLOR REQUEST
KINGS LANE	SELECTED	BEBINGTON	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	
MARIAN DRIVE	ALL	MORETON	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	
NORHBROOK RD / PARK RD/POULTON RD.	SCHOOL SIDE ONLY.	SEACOMBE	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	
OLD CHESTER ROAD	FARLOW RD. TO BIRKETT RD. EVEN NUMBERS SIDE.	ROCK FERRY	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	
TELEGRAPH ROAD	BOUNDARY LANE SERVICE RD. AND SHOPS OPPOSITE.	HESWALL	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	
TILSTOCK CRESENT	ALL	PRENTON	FOOTWAY RECONSTRUCTION	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
ALTON ROAD	VILLAGE ROAD TO DEVONSHIRE PLACE – PART RIGHT-HAND SIDE ONLY	OXTON	FOOTWAY SLURRY	£2,875	INDICATIVE SCHEME FOR 2022 - 2024	
ATHELSTAN CLOSE	ALL	BROMBOROUGH	FOOTWAY SLURRY	£1,733	INDICATIVE SCHEME FOR 2022 - 2024	
BROMBOROUGH ROAD	CARRIED OVER FROM LAST YEARS PROGRAMME	BROMBOROUGH	FOOTWAY SLURRY	£5,000	INDICATIVE SCHEME FOR 2022 - 2024	C
CASTLEFORD RISE	ALL	LEASOWE & MORETON EAST	FOOTWAY SLURRY	£680	INDICATIVE SCHEME FOR 2022 - 2024	
CROFT LANE	ALL	BROMBOROUGH	FOOTWAY SLURRY	£4,263	INDICATIVE SCHEME FOR 2022 - 2024	
CROSSELY DRIVE	TEEHEY LANE TO BRAMLEY AVENUE OPPOSITE SCHOOL	HESWALL	FOOTWAY SLURRY	£1,508	INDICATIVE SCHEME FOR 2022 - 2024	

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED FOOTWAY IMPROVEMENTS 2021-22

Page 356

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR	COUNCILLOR REQUEST
DEVONSHIRE PLACE	PALM GROVE TO MANOR HILL	OXTON	FOOTWAY SLURRY	£1,250	INDICATIVE SCHEME FOR 2022 - 2024	
DITTON LANE	ALL	LEASOWE & MORETON EAST	FOOTWAY SLURRY	£360	INDICATIVE SCHEME FOR 2022 - 2024	
EDGEWOOD ROAD	ALL	HOYLAKE & MEOLS	FOOTWAY SLURRY	£1,245	INDICATIVE SCHEME FOR 2022 - 2024	
FARNWORTH AVENUE	ALL	LEASOWE & MORETON EAST	FOOTWAY SLURRY	£800	INDICATIVE SCHEME FOR 2022 - 2024	
FINDLEY DRIVE	ALL	LEASOWE & MORETON EAST	FOOTWAY SLURRY	£825	INDICATIVE SCHEME FOR 2022 - 2024	
FRANKBY ROAD	ALL	WEST KIRBY & THURSTASTON	FOOTWAY SLURRY	£6,105	INDICATIVE SCHEME FOR 2022 - 2024	
GARDEN HEY ROAD	ALL	MORETON WEST & SAUGHALL MASSIE	FOOTWAY SLURRY	£3,480	INDICATIVE SCHEME FOR 2022 - 2024	
GARWOOD CLOSE	ALL	LEASOWE & MORETON EAST	FOOTWAY SLURRY	£1,033	INDICATIVE SCHEME FOR 2022 - 2024	
GOOSE GREEN	ALL	HOYLAKE & MEOLS	FOOTWAY SLURRY	£375	INDICATIVE SCHEME FOR 2022 - 2024	
GORSEY LANE	POULTON ROAD TO NORWOOD ROAD	SEACOMBE	FOOTWAY SLURRY	£7,065	INDICATIVE SCHEME FOR 2022 - 2024	
GRANGE MOUNT	JUNCTION CATHCART STREET TO OPPOSITE 2	CLAUGHTON	FOOTWAY SLURRY	£2,183	INDICATIVE SCHEME FOR 2022 - 2024	
GREENWOOD ROAD	ALL	HOYLAKE & MEOLS	FOOTWAY SLURRY	£1,795	INDICATIVE SCHEME FOR 2022 - 2024	

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED FOOTWAY IMPROVEMENTS 2021-22

Page 357

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR	COUNCILLOR REQUEST
HADFIELD AVENUE	6A	HOYLAKE & MEOLS	FOOTWAY SLURRY	£20	INDICATIVE SCHEME FOR 2022 - 2024	
HALCYON ROAD	ALL	BIRKENHEAD & TRANMERE	FOOTWAY SLURRY	£1,725	INDICATIVE SCHEME FOR 2022 - 2024	
HILLVIEW ROAD	ALL	OXTON	FOOTWAY SLURRY	£1,513	INDICATIVE SCHEME FOR 2022 - 2024	
HOLLAND ROAD	SEABANK ROAD TO MAGAZINE BROW	NEW BRIGHTON	FOOTWAY SLURRY	£2,950	INDICATIVE SCHEME FOR 2022 - 2024	
IRBY ROAD	TOWNSHEND AVENUE TO THINGWALL ROAD (SOME FOOTWAY AND VEHICLE CROSSINGS)	GREASBY, FRANKBY & IRBY	FOOTWAY SLURRY	£4,720	INDICATIVE SCHEME FOR 2022 - 2024	
LEIGH ROAD	ALL	NEW FERRY	FOOTWAY SLURRY	£1,148	INDICATIVE SCHEME FOR 2022 - 2024	
MILL HILL ROAD	HEATHBANK AVENUE - MANOR LANE (VEHICLE CROSSINGS)	GREASBY, FRANKBY & IRBY	FOOTWAY SLURRY	£8,040	INDICATIVE SCHEME FOR 2022 - 2024	
NEW CHESTER ROAD	CARRIED OVER FROM LAST YEARS PROGRAMME	BROMBOROUGH	FOOTWAY SLURRY	£5,000	INDICATIVE SCHEME FOR 2022 - 2024	
NEW CHESTER ROAD	STANLEY LANE TO EASTHAM VILLAGE ROAD	EASTHAM	FOOTWAY SLURRY	£8,007	INDICATIVE SCHEME FOR 2022 - 2024	
NEWTON PARK ROAD	ALL	WEST KIRBY & THURSTASTON	FOOTWAY SLURRY	£2,755	INDICATIVE SCHEME FOR 2022 - 2024	
NORWOOD COURT	ALL	GREASBY, FRANKBY & IRBY	FOOTWAY SLURRY	£493	INDICATIVE SCHEME FOR 2022 - 2024	
OAKDALE ROAD	DOCK ROAD TO VERNON AVENUE	SEACOMBE	FOOTWAY SLURRY	£4,605	INDICATIVE SCHEME FOR 2022 - 2024	

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED FOOTWAY IMPROVEMENTS 2021-22

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR	COUNCILLOR REQUEST
OLD CHESTER ROAD	CHURCH ROAD TO THE TOWERS FLATS	ROCK FERRY	FOOTWAY SLURRY	£1,305	INDICATIVE SCHEME FOR 2022 - 2024	
OLD CHESTER ROAD	NO 101 TO UNION STREET	ROCK FERRY	FOOTWAY SLURRY	£1,015	INDICATIVE SCHEME FOR 2022 - 2024	
OLD CHESTER ROAD	UNION STREET TO OPPOSITE SOUTHWICK ROAD	ROCK FERRY	FOOTWAY SLURRY	£688	INDICATIVE SCHEME FOR 2022 - 2024	
OLD CHESTER ROAD	DOWNHAM ROAD TO SOUTHWICK ROAD	ROCK FERRY	FOOTWAY SLURRY	£583	INDICATIVE SCHEME FOR 2022 - 2024	
OLDFIELD CLOSE	ROSEALIND AVENUE - LARCHWOOD SHOPPING AREA	HESWALL	FOOTWAY SLURRY	£1,000	INDICATIVE SCHEME FOR 2022 - 2024	
OSMASTON ROAD	ALL	PRENTON	FOOTWAY SLURRY	£6,368	INDICATIVE SCHEME FOR 2022 - 2024	
PARKSIDE ROAD	SMALL SECTION 24 TO 58 (CUL DE SAC)	BEBINGTON	FOOTWAY SLURRY	£470	INDICATIVE SCHEME FOR 2022 - 2024	
PINE WALKS	ALL	PRENTON	FOOTWAY SLURRY	£4,523	INDICATIVE SCHEME FOR 2022 - 2024	
RALEIGH ROAD	ALL BITMAC SECTIONS	LEASOWE & MORETON EAST	FOOTWAY SLURRY	£4,825	INDICATIVE SCHEME FOR 2022 - 2024	
REEDS LANE	LEASOWE ROAD TO DITTON LANE	LEASOWE & MORETON EAST	FOOTWAY SLURRY	£1,070	INDICATIVE SCHEME FOR 2022 - 2024	C
RESERVOIR ROAD	ALL	PRENTON	FOOTWAY SLURRY	£1,378	INDICATIVE SCHEME FOR 2022 - 2024	
RESERVOIR ROAD NORTH	ALL	PRENTON	FOOTWAY SLURRY	£2,523	INDICATIVE SCHEME FOR 2022 - 2024	

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED FOOTWAY IMPROVEMENTS 2021-22

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR	COUNCILLOR REQUEST
RODNEY STREET	ALL	BIRKENHEAD & TRANMERE	FOOTWAY SLURRY	£3,740	INDICATIVE SCHEME FOR 2022 - 2024	
ROSE MOUNT	INGESTRE ROAD TO FAIRCLOUGH LANE - BOTH SIDES	OXTON	FOOTWAY SLURRY	£1,375	INDICATIVE SCHEME FOR 2022 - 2024	
SANDIWAY	ALL	HOYLAKE & MEOLS	FOOTWAY SLURRY	£805	INDICATIVE SCHEME FOR 2022 - 2024	
SEFTON ROAD	ALL	NEW FERRY	FOOTWAY SLURRY	£1,955	INDICATIVE SCHEME FOR 2022 - 2024	
SHACKLETON ROAD	ALL	LEASOWE & MORETON EAST	FOOTWAY SLURRY	£3,088	INDICATIVE SCHEME FOR 2022 - 2024	
TALBOT ROAD	ALL	OXTON	FOOTWAY SLURRY	£1,453	INDICATIVE SCHEME FOR 2022 - 2024	C
THE RAKE	13 TO JUNCTION OF BOTH SIDES (VARIOUS INBETWEEN CROSSINGS)	BROMBOROUGH	FOOTWAY SLURRY	£1,328	INDICATIVE SCHEME FOR 2022 - 2024	
THORNLEY ROAD	ALL	MORETON WEST & SAUGHALL MASSIE	FOOTWAY SLURRY	£1,635	INDICATIVE SCHEME FOR 2022 - 2024	
TOWER ROAD	ALL	PRENTON	FOOTWAY SLURRY	£1,208	INDICATIVE SCHEME FOR 2022 - 2024	
WHITFIELD LANE	MILNER ROAD - PENSBY ROAD	HESWALL	FOOTWAY SLURRY	£7,080	INDICATIVE SCHEME FOR 2022 - 2024	
BAYSWATER ROAD	TO BE CONFIRMED	WALLASEY	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
BERESFORD ROAD	TO BE CONFIRMED	OXTON	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED FOOTWAY IMPROVEMENTS 2021-22

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR	COUNCILLOR REQUEST
BRIMSTAGE ROAD	TO BE CONFIRMED	CLATTERBRIDGE	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
BROADWAY AVENUE	TO BE CONFIRMED	WALLASEY	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
CROFT DRIVE	TO BE CONFIRMED	LEASOWE & MORETON EAST	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	
GLOUCESTER ROAD	TO BE CONFIRMED	WALLASEY	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
GRAMPIAN WAY	TO BE CONFIRMED	LEASOWE & MORETON EAST	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
GREEN LANE	TO BE CONFIRMED	WALLASEY	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
GREENLEAS ROAD	TO BE CONFIRMED	WALLASEY	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
HARROGATE ROAD	TO BE CONFIRMED	EASTHAM	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
KILMALCOLM CLOSE	TO BE CONFIRMED	OXTON	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
KINGS PARADE	TO BE CONFIRMED	WALLASEY	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
KINROSS ROAD	TO BE CONFIRMED	WALLASEY	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
LEESWOOD ROAD	TO BE CONFIRMED	UPTON	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED FOOTWAY IMPROVEMENTS 2021-22

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR	COUNCILLOR REQUEST
MAYFIELD ROAD	TO BE CONFIRMED	CLATTERBRIDGE	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
MORETON ROAD	TO BE CONFIRMED	UPTON	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
NAPIER DRIVE	TO BE CONFIRMED	LEASOWE & MORETON EAST	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
NORTHCOTE ROAD	TO BE CONFIRMED	WALLASEY	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
PAIGNTON ROAD	TO BE CONFIRMED	WALLASEY	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
PARK ROAD	TO BE CONFIRMED	ROCK FERRY	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
PARKFIELD ROAD	TO BE CONFIRMED	CLATTERBRIDGE	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
PEMBROKE AVENUE	TO BE CONFIRMED	LEASOWE & MORETON EAST	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
PENSBY ROAD	TO BE CONFIRMED	PENSBY & THINGWALL	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
PLYMYARD AVENUE	TO BE CONFIRMED	EASTHAM	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
QUEENSWAY	TO BE CONFIRMED	WALLASEY	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
RIDGEWOOD DRIVE	TO BE CONFIRMED	PENSBY & THINGWALL	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME

PROPOSED FOOTWAY IMPROVEMENTS 2021-22

ROAD NAME	LIMITS	WARD	PROPOSED TREATMENT	ESTIMATE	PROPOSED YEAR	COUNCILLOR REQUEST
SHAVINGTON AVENUE	TO BE CONFIRMED	OXTON	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
SPARKS LANE	TO BE CONFIRMED	PENSBY & THINGWALL	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
STANLEY LANE	TO BE CONFIRMED	EASTHAM	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
THINGWALL DRIVE	TO BE CONFIRMED	PENSBY & THINGWALL	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
THINGWALL ROAD EAST	TO BE CONFIRMED	PENSBY & THINGWALL	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
UPLAND ROAD	TO BE CONFIRMED	UPTON	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C
WIMBOURNE AVENUE	TO BE CONFIRMED	PENSBY & THINGWALL	TO BE CONFIRMED	TO BE CONFIRMED	INDICATIVE SCHEME FOR 2022 - 2024	C



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE Tuesday, 16 March 2021

REPORT TITLE:	HIGHWAYS SERVICE DELIVERY 2021 TO 2026
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

This report recommends the delivery of highway services in Wirral be continued on an in-house plus top-up delivery model basis, with key contracts for the supply of civil engineering and structural maintenance works provision being re-procured.

The effective delivery of the Council's highways service contributes to the Wirral Plan 2025, in particular: working for safe and pleasant communities and working for a sustainable environment.

The services carried out will take place across all Wards.

This report has been classed as a Key Decision and included on the Council's Forward Plan.

RECOMMENDATIONS

The Environment, Climate Emergency & Transport Committee is recommended to:

- (1) Endorse the continuation of the Council's highway service delivery on an in-house plus top-up model basis, as outlined in section 2.0 of this report;
- (2) Approve the contract and procurement strategy set out in section 4.0 of this report, and
- (3) Authorise the Director of Neighbourhood Services, in consultation with the Chair and Party Spokespersons of the Environment, Climate Emergency and Transport Committee, to amend the number and scope of support service contracts set out in Appendix 1 to the report, as may be necessary to maintain effective statutory service provision.

SUPPORTING INFORMATION

1.0 REASON FOR RECOMMENDATIONS

- 1.1 The proposal to continue with a highway service delivery model based upon an in-house plus top-up model, but with new longer-term contracts for planned civil engineering and structural maintenance supply, will provide the Council with maximum flexibility, control and value for money when compared with all other available service delivery solutions.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 As a result of the review of the current service and other options considered in Appendix 3 to this report it is proposed that Wirral Council's highway services be continued on an in-house plus top-up delivery model basis, from April 2021 until at least April 2026. A list of support contracts is included at Appendix 1 and a schematic representation of the service delivery model is included at Appendix 2.

3.0 BACKGROUND INFORMATION

- 3.1 Wirral's highway network is the Council's largest total asset. Its current estimated gross replacement value is £2.48 billion and it consists of approximately 1,200 kilometres of road; 2,000 kilometres of footway; 38,000 street lights; 120 bridges and structures, and 60,000 road gullies. The Council has a statutory duty to maintain the highway network under the Highways Act 1980 (as amended). The Council's highway services were delivered under a single provider model from 2009 until 2018 using a private sector external supplier to carry out all works activities, both reactive and planned. Most recently Bam Nuttall Ltd (BAMN) operated the contract from 1 April 2014 until 30 September 2018. On 24 July 2018, the Leader of the Council decided to bring back all highway services under the Council's control from 1 October 2018. This was achieved through internalising a small direct works function for reactive works and directly procuring top-up services for planned works as described in Appendix 3 to this report.

4.0 PROPOSED CONTRACT AND PROCUREMENT STRATEGY

- 4.1 Six new term-service contracts for the provision of planned top-up services, listed as 'contract ID A' in Appendix 1 to this report, will be re-procured during 2021 with contracts proposed to commence on 1 December 2021. The contracts will be based upon the NEC3 Term Service Contract (TSC) standard form and main Contract Option A, priced contract with price list. The contract service information will be generally similar to that contained in the Council's current 'A' contracts but will incorporate revisions and amendments resulting from lessons learned by officers responsible for administering the service. The contracts will be five-year duration, 1 December 2021 until 30 November 2026, with conditional provision to extend by a further two years at the Council's sole discretion.

- 4.2 A comprehensive performance management framework and suite of KPIs will be included in all the contracts. Regular reports on performance of the contracts will be provided to the Neighbourhoods directorate management team and to the Environment, Climate Emergency and Transport Committee.
- 4.3 Competitive tenders will be invited under the Public Contracts Regulations services directive.
- 4.4 Tenders will be evaluated by senior officers from Neighbourhoods and Resources directorates using a 65/20/15, price/quality/social value, evaluation model. Results of the evaluation process and recommended preferred bidders for contract award will be presented to the Environment, Climate Emergency and Transport Committee for approval.

5.0 FINANCIAL IMPLICATIONS

- 5.1 There are no new financial implications arising from this report. The majority of planned works under the Structural Maintenance Programme (SMP) and Combined Authority Transport Plan Integrated Transport Block (ITB) are funded from capital grants devolved via the Liverpool City Region Combined Authority. In 2019/20 this included over £6 million capital SMP programme and over £1.1 million ITB programme. The current Highways and Infrastructure revenue service budget is approximately £7.2 million of which only £1.6 million is available for routine and reactive works on the highway network, approximately £1 million of which is delivered through the services described in this report. The remaining budget provides for staffing and service delivery across all other Highways and Infrastructure functions, including Network Management, Network Operations, Design and Commissioning and Service Support.
- 5.2 The estimated value of works likely to be ordered through the various top-up contracts are indicated in Appendix 1. However, the Council is not contractually committed to issue any particular value of work. All contract works task order instruction will be managed within the Highways and Infrastructure service, using a risk-based prioritisation approach consistent with the HIAM Strategy and Policy, as well as the Network Management Plan, and having regard for the pertaining budgetary provision at time of order and for the SMP and ITB programmes approved by the Council.

6.0 LEGAL IMPLICATIONS

- 6.1 The Council has a statutory duty to maintain the highway network under the Highways Act 1980 (as amended).
- 6.2 There is no known TUPE implication with this proposal as all top-up service supply contracts are currently with suppliers not providing the majority of their business to Wirral Council.

7.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 7.1 Staffing: The Council's service delivery and contract management team will be provided from current staffing resources and budgets within Highways and

Infrastructure service. However, the operational management structures required to effectively deliver the highways service HIAM strategy for the next five years will be considered as part of a Neighbourhoods directorate efficiency review.

7.2 ICT: The Council's highway asset inventory has recently moved onto the 'Insight' software package on a proprietary system provided by Symology. Where applicable this system will be linked to the service suppliers' ICT systems to manage the contracts more efficiently.

7.3 Assets: there are no additional assets implications at the present time.

8.0 RELEVANT RISKS

8.1 Without adequate top-up service support contracts the Council will be unable to meet its statutory obligations, so it is imperative that suppliers are procured within timescales that ensure continuity of support.

8.2 There is a small risk of insufficient market interest from suppliers but this is considered to be low based upon previous experience and recent engagement conducted.

9.0 ENGAGEMENT AND CONSULTATION

9.1 As part of the process of reviewing the Council's highway service in 2018, extensive engagement was conducted with other local authorities direct with chief officers and senior managers responsible for highway service delivery. Further informal discussions have been held recently with near neighbouring authorities. Based upon the experiences of others and the advice received, the most appropriate highway service delivery model for Wirral given the service scope and resources available was and remains the in-house plus top-up model.

9.2 Recent discussions have been held with neighbouring authorities regarding other options as described in Appendix 3 to this report.

9.3 A comprehensive soft-market testing exercise was conducted in 2018 to establish the appetite in the market for providing the necessary top-up services to Wirral Council. The findings of this exercise concluded that the in-house plus top-up service model was welcomed by prospective suppliers and this has been evidenced by good relationships that have developed with the current supply chain. Informal discussions with incumbent suppliers has revealed a strong willingness to engage in further procurement opportunities.

9.4 The planned work service top-up support contracts will include a comprehensive performance management framework (PMF) with a set of KPIs, with corrective actions for failure to meet performance targets. One of the KPIs will require customer satisfaction surveys to be completed by the supplier.

10.0 EQUALITY IMPLICATIONS

10.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact

Assessment is a tool to help Council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.

- 10.2 This report is concerned with a service model and associated procurement and legal processes so there are no direct equality implications arising from this report and no assessment is included. Equalities considerations is built into the procurement processes and any workforce implications will be considered.

11.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 11.1 As part of the process for procuring top-up services suppliers, tenderers will be required to not only evidence their legislative compliance and business procedures for effective environmental management, but will also be required to evidence how they intend to work with the Council towards its 2030 net zero carbon target. This evidence will be evaluated as part of the quality aspect of tender submissions and subsequently monitored as part of the contract management process with the successful suppliers.
- 11.2 The in-house plus top-up highways service delivery model has, and is expected to continue to, encourage a number of local Wirral-based suppliers in some of the contracts, which can provide local environmental and social value benefits.

REPORT AUTHOR: **Simon Fox**
(Assistant Director: Highways and Infrastructure)
telephone: 0151 606 2334
email: simonfox@wirral.gov.uk

APPENDICES

Appendix 1 – Top-up service support contracts
Appendix 2 – Schematic Highway Service Delivery Model

BACKGROUND PAPERS

Commercial tender submission information and benchmarking of rates.

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Leader of the Council Decision Report: Re-Commissioning of Highway Services from October 2018	27 July 2018
Cabinet Member for Community Services: Proposed Extension to Existing Highways Contracts	19 February 2020

This page is intentionally left blank

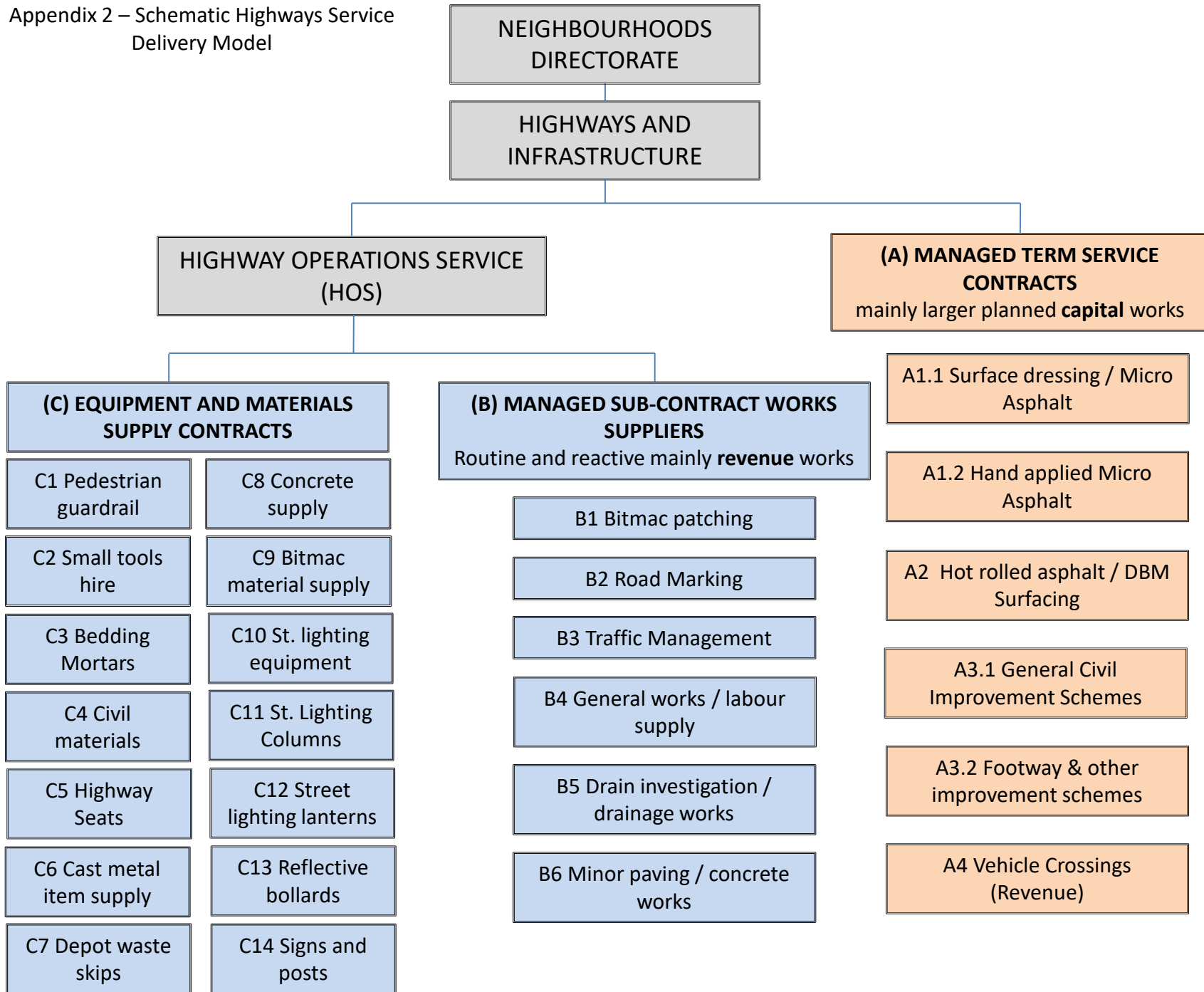
Appendix 1 – Top-up service support contracts**Current contracts**

Contract ID	Work Type	Supplier	up to the value of	Contract End Date	Proposed contract start date
A1.1	Surface Dressing	Kiely Bros	£1m	30th November 2021	N/A
A1.2	Micro-Asphalt	Kiely Bros	£2m	30th November 2021	N/A
A1.3	Hand-Applied Micro	Kiely Bros	£300k	30th November 2021	N/A
A2	Hot Rolled Asphalt	Hanson	£2m	30th November 2021	N/A
A3.1	Major Traffic Schemes	Cambrianway	£2m	30th November 2021	N/A
A3.2	Footway & Minor Traffic Schemes	not used	£1m	31st March 2019	N/A
A3.3	Off Road Cycleways	Cambrianway	£500k	30th November 2021	N/A
B1	Bitmac Patching	C & D	£500K	31st March 2021	N/A
B2	Road Lining	L & R	£250K	31st March 2021	N/A
B3	Traffic Management	TDL	£100K	31st March 2021	N/A
B4 interim	minor works	GBS	£95K	30th April 2021	N/A
C1	Pedestrian Guard Rail	Hugh Logan	£50k	31st March 2022	N/A
C2	Small tools hire	Brandon Hire	£70k	31st March 2022	N/A
C3	Bedding Mortars	going out to tender	£50k	31st March 2022	N/A
C4	Civil materials	going out to tender	£95K	31st March 2022	N/A
C5	Highway Seats	Broxap	£30k	31st March 2021	N/A

Proposed new contracts					
Contract ID	Work Type		up to the value of	Proposed contract end date	Proposed contract start date
A1.1	Surface dressing / Micro Asphalt		£3m per year	31st March 2026	1st December 2021
A1.2	Footway and carriageway hand applied Micro		£1.2m per year	31st March 2026	1st December 2021
A2	Hot rolled asphalt / DBM Surfacing		£2.5m per year	31st March 2026	1st December 2021
A3.1	General civil improvement schemes		£3m per year	31st March 2026	1st December 2021
A3.2	Footway & other improvement schemes		£2m per year	31st March 2026	1st December 2021
A4	vehicle crossings		£500k	31st March 2026	1st December 2021
B1	Bitmac patching		£700k per year	31st March 2023	1st April 2021
B2	Road Marking		£250k per year	31st March 2025	1st April 2021
B3	Traffic Management		£100k per year	31st March 2025	1st April 2021
B4	General works / labour supply		£700k per year	31st March 2023	1st May 2021
B5	Drain investigation / drainage works		£150k per year	31st March 2025	1st May 2021
B6	Minor paving / concrete works		£100k per year	31st March 2025	1st May 2021
C1	Pedestrian Guard Rail		£50k	31st March 2023	1st April 2022
C2	Small tools hire		£70k	31st March 2023	1st April 2022
C3	Bedding Mortars		£50k	31st March 2023	1st April 2022
C4	Civil materials		£95K	31st March 2023	1st April 2022
C5	Highway Seats		£30k	31st March 2023	1st April 2022
C6	Cast metal item supply		£100k	31st May 2022	1st June 2021
C7	Depot waste skips		£30k	31st May 2022	1st June 2021
C8	Concrete supply		£50k	31st May 2022	1st June 2021

C9	Bitmac material supply		£100k	31st May 2022	1st June 2021
C10	Street lighting equipment		£150k	31st May 2022	1st June 2021
C11	Street Lighting Columns		£300k	31st May 2024	1st June 2021
C12	Street lighting lanterns		£300k	31st May 2024	1st June 2021
C13	Reflective bollards		£100k	31st May 2024	1st June 2021
C14	Signs and posts		£200k	31st May 2024	1st June 2021

This page is intentionally left blank



This page is intentionally left blank

Appendix 3

HIGHWAYS SERVICE DELIVERY 2021 TO 2026

REVIEW OF CURRENT SERVICE AND OTHER OPTIONS

1.0 CURRENT SERVICE REVIEW

1.1 Management and administration

All service management, contract management, inspection, supervision, and administration functions are carried out by professional Council officers in the Highways and Infrastructure service, Neighbourhoods directorate. This includes the specification and design of task orders. No external suppliers engaged under this service are contracted to make decisions on works that are undertaken on the highway. The service is now managed in accordance with the Council's Highway Infrastructure Asset Management (HIAM) Strategy and Policy, which were approved by the Environment, Climate Emergency and Transport Committee on 3 December 2020. There is no proposal to change this aspect of service delivery at the present time. The operational management structures required to effectively deliver the HIAM strategy will be considered as part of a Neighbourhoods directorate efficiency review.

1.2 Direct Works

A new lean Council direct works service was established in October 2018 by internalisation of the routine functions previously delivered by the single supplier, including all reactive repairs and winter maintenance. This involved the transfer of approximately 20 BAMN employees into the Council's employment under the Transfer of Undertakings (Protection of Employment) Regulations (TUPE). As part of the contract settlement process with BAMN a number of plant and equipment assets were also transferred. The direct service is delivered by the Highway Operational Service (HOS) based at the Council-owned depot at Prenton Trading Estate. The service operates at cost within defined budgets and includes an internal market for activities and prices. A number of supply contracts for provision of materials and equipment to HOS are in place with some currently being re-procured. These are listed as 'contract ID C' in Appendix 1 to this report. There is no proposal to change this aspect of service delivery at the present time. The HOS service will be reviewed as part of a Neighbourhoods directorate efficiency review and any proposed changes will be the subject of a separate report and decision of the Environment, Climate Emergency and Transport Committee.

1.3 Direct works top-up support

A number of discrete works contracts are administered to support HOS with top-up support for ad-hoc specialist services, which it would not be economically viable to supply direct, including: road patching; minor civil engineering works; traffic management and road lining. These contracts are

currently being re-procured and are listed as 'contract ID B' in Appendix 1 to this report. These contracts will be evaluated and awarded under the Scheme of Delegation. Effectively these suppliers provide sub-contract works services to HOS, but are procured, administered and managed strictly in accordance with the Council's Constitution and Rules of Procedure. Providing a range of support contracts will help HOS avoid procurement rules breaches reported to Audit and Risk Management Committee. There is no proposal to change this aspect of service delivery at the present time.

1.4 Planned works top-up support

The majority of highway maintenance and improvement works activities, in terms of scope and value, are delivered through planned annual programmes under the Council's Structural Maintenance Programme (SMP) and Combined Authority Transport Plan (CATP). From 2021 these programmes will be presented for approval to the Environment, Climate Emergency and Transport Committee for individual planned projects due to be delivered in the following financial year, with an indicative programme for future years. Works delivered through the highway service under the SMP include road resurfacing and surface treatments, as well as footway reconstruction or improvements. Works delivered through the highway service under the CATP include civil engineering highway improvements as part of road safety or active travel initiatives. Major transport improvements are separately procured and managed, and do not form part of the highway service delivery model. To efficiently deliver the planned SMP and CATP works a number of top-up term service contracts are in place. These are listed as 'contract ID A' in Appendix 1 to this report. When first established in April 2019 these seven 'A' contracts were let for a period of 12 months, extendable by a further 12 months. Six of these contracts were extended by 12 months in April 2020. One contract extension was not taken-up and that contract has not continued. All six contracts have recently been further extended, with the approval of the suppliers and the Council's Procurement service, until 30 November 2021, under a government directive, PPN/01, allowing contract extensions for essential services during the Covid-19 pandemic. It is now proposed that six new 'A' contracts, as listed in Appendix 1, be procured during summer 2021 for commencement on 1 December 2021.

1.5 Effectiveness of current service model

- 1.5.1 When the Council's current top-up term-service contracts were extended in April 2020 a detailed review was conducted to evaluate prices against the previous single supplier contract. This review was considered in the decision taken by the Cabinet Member for Community Services on 19 February 2020. In summary the prices the Council is currently paying suppliers for planned highway structural maintenance works activities, which constitute approximately 75% of the value of the top-up services are significantly lower than under the previous single provider model. Examples include hot-rolled asphalt resurfacing, 48% lower and Micro-asphalt overlay, 15% lower. In addition, prices for top-up support to the direct works service are also

significantly lower than the previous model, and the market average, including: patching (including pot-hole repair), 34% lower; traffic management, 14% lower and road lining, 5% lower. This may be explained by a combination of reduced costs, overheads and risk in supplier's prices under the top-up model, because the work for Wirral is only part of the suppliers' business and such costs are distributed amongst multiple clients.

- 1.5.2 There is some evidence that prices in some of those contracts covering planned civil engineering improvement works, constituting approximately 25% of the top-up service, are slightly higher for some items compared to the previous single provider model. However, this may be explained by the extremely short-term, 12-month, contract durations initially established. Longer-term contracts, combined with longer-term programmes of work, as proposed, would be expected to yield better value for money for the Council, since suppliers could resource accordingly.
- 1.5.3 At the same time performance monitoring, based upon a range of key performance indicators (KPIs) included in the contracts demonstrated performance in excess of targets. This level of performance has been maintained over the past year on these contracts.
- 1.5.4 The effectiveness of the in-house plus top-up service model is evidenced by Wirral's annual efficiency savings of £484,958 reported by the CQC (cost, quality, customer) Efficiency Network in 2019/20 as well as an overall rating of 90, which is higher than the preceding 10 years. The CQC Efficiency Network benchmarks the cost of carriageway maintenance in local authority areas on a like for like basis, where the improvement of each authority is measured, and their efficiency savings quantified over time. There are currently 91 English Highway Authorities in the Network, of which Wirral is one. The CQC Efficiency Network is joint venture between the National Highways & Transport Network (NHT) and the University of Leeds. CQC analysis adjusts our total annual expenditure (TOTEX) less additional Investment on Carriageway Maintenance each year for network size and composition, traffic volume, road condition and wages so that it can be compared on a consistent basis over time and with every other member of the Network.
- 1.5.5 Each year the Council must present a statement to DfT evidencing its self-assessment of performance on Highway Infrastructure Asset Management. There are three assessment levels where level 3 is best. An authority must reach level 3 in order to secure its full allocated capital funding for highways without any deductions. Wirral Council has recently completed its self-assessment for March 2021 with assistance and audit from Essency Consulting, who are the independent consultants appointed by other Liverpool City Region (LCR) authorities to assist partners in completing their self-assessments. The Council has now achieved level 3 for the first time.

Previously the Council has been assessed at level 2 but has been 'protected' at level 3 status because of its membership of a devolution deal area.

2.0 OTHER OPTIONS CONSIDERED

2.1 The Highway Maintenance Efficiency Programme (HMEP) was a sector-led transformation and improvement initiative designed to maximise return from investment and drive efficiencies in highway maintenance services. The programme was established in 2011 with sponsorship from the Department for Transport (DfT) for a seven-year period, until 2018. When Wirral Council established its current highway service operating model in 2018 the HMEP's Procurement Toolkit was used to explore all eight service delivery model options suggested by HMEP, namely:

1. Private Funding (PFI)
2. Single Provider
3. Framework
4. Joint Venture
5. Multiple Providers
6. In-House + Top-Up
7. Teckal (public sector trading company)
8. In House

2.2 As a result of the toolkit analysis the first five models were rejected and ultimately the preferred delivery option approved by the Leader of The Council was an in-house plus top-up model as described below. At the time of that decision the Council was not in a position to establish a Teckal company, effectively trading as a commercial entity. Neither was it able to demonstrate any benefits from the very considerable financial investment that would be necessary to deliver all the services as a wholly in-house contractor. The current market for experienced highway operatives is very strong and matching salary expectations may be unaffordable and outside of the current staffing structure budgets. There would also be a very significant asset investment requirement in plant and equipment, which would not be fully productive since the majority of high-cost activities, such as road resurfacing, are seasonal. It would not be possible to deliver this model without considerable asset expansion and a long period of planning. The position has not changed in the intervening three years and for that reason, and given the relatively low financial value of the overall service, the options below are considered to be the only viable service delivery models for Wirral's highway services over the next five years.

2.3 **Single Provider**

This model was adopted by Wirral Council for a period of almost ten years from April 2009 until October 2018, except that Council retained the client function, rather than being externalised. All highway service construction activities up to a capped value of £250,000 per task order were delivered by a single external private sector supplier under a single term service contract, with two separate consecutive contracts and suppliers over that period. These contracts were based upon schedule of rates prices which included all of the supplier's risks and overheads, as well as operational and management costs. This did not achieve best value for money for the Council, or for the suppliers, since the Council's overall annual highways service is relatively low in value and managed by a well-resourced in-house client team. The single suppliers did not actively determine the works to be carried out, but the contracts required an annual plan to be agreed by both parties. The degree of control over programming of works by the supplier, the additional prices for works not fully defined in the contract and, in some cases, the quality of work delivered, did lead to some commercial issues. As a result, this model was rejected in 2018 and it is proposed it be rejected again for the same reasons.

2.4 **Joint Venture**

Another of the options explored in more detail at the time of establishing the current model, although rejected under the HMEP toolkit outputs, was joint venture working with neighbouring authorities. Indeed, one of the reasons for setting the top-up supply contracts over very short terms in 2018 was the possibility of re-visiting this option in 2020/21. Only closely neighbouring authorities would have the potential operational ability to provide joint services. Recent discussions with Liverpool City and Cheshire West & Chester Councils suggest there is limited current appetite for joint venture highways service provision and the timing of contractual obligations are not conducive at the present time.. However, both authorities recognise the need to keep this under review and the recommendations included in this report would not preclude aspects of the service potentially being delivered jointly in the future.

2.5 **In-house plus top-up**

Under this model the client retains control of service delivery and provides a direct works service, topped-up as necessary with single or multiple external suppliers. This is the model the Council has been operating since October 2018, with a lean direct works service and multiple top-up suppliers, as set out below. The benefits of this model include:

- Direct Council provision and control over reactive works;
- Greater flexibility, works ordered under the top-up contracts are conditional on budget availability and no work is guaranteed to suppliers;

- Significantly lower prices for structural maintenance items, which constitute the majority of the spend, provides better value for money for the Council;
- Retention of an internal professional client function, which is able to administer service management based upon policy, but with the ability to respond flexibly and quickly to shifting local need and Council priorities.



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Tuesday, 16 March 2021

REPORT TITLE:	ROAD SAFETY WORKING GROUP - FINAL REPORT
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

Further to a motion at Council on the 21 October 2020 on 'reducing road casualties' Council Resolved to task the Environment, Climate Emergency and Transport Committee so that it may review and refresh earlier work that was undertaken on the introduction of 20mph speed limits on all residential roads across the Borough with a view to making progress with their introduction. An additional motion on road safety was considered and withdrawn on the proviso that the Environment, Climate Emergency and Transport Committee also consider the existing Road Safety Strategy and make suggested recommendations based on evidence received by the panel and input by various stakeholders.

RECOMMENDATIONS

The Environment, Climate Emergency and Transport Committee is requested to:

1. Consider and comment on the final report of the road safety working group and,
2. Approve the recommendations of the Road safety Working Group Final Report attached as appendix 1

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATIONS

- 1.1 The working group produced recommendations which will produce better, long-lasting results, impacting significantly on road safety for Wirral residents. The aim of the review is to address both actual road safety and the perceived risk. The feeling of safety within the community increases confidence and participation in active travel.
- 1.2 The recommendations contained in the attached report will work alongside and compliment Wirral's Climate Emergency action plan and the Community Safety Strategy which is currently being developed.

The Council Motion on 21 October 2021 was referred to the Environment, Climate Emergency and Transport Committee due to the terms of reference which charge it with the following:

a) in co-ordinating the response to cross-cutting sustainability issues such as reducing carbon emissions, air quality issues, climate change response, improving resource efficiency and developing sustainable energy.

(b) in relation to all highways matters and as highway authority, street authority, bridge authority, including but not limited to public open spaces, street furniture on the highway and open spaces or parts of open spaces immediately adjacent to the highway;

(c) in relation to traffic management and transport and as traffic authority, including but not limited to public passenger transport and the co-ordination of transport for service users, traffic orders and rights of way issues.

(d) in relation to parking, including on and off-street parking and civil parking enforcement.

- 1.3 For the avoidance of doubt, Community Safety in its entirety falls under the remit of the Tourism, Communities, Culture and Leisure Committee. However, the governance and implementation of road safety strategies includes improving the built environment by providing the community with safer road design, pavements, road crossings, lighting and safe bicycle lanes. This also cross cuts into education and enforcement. Good road safety provision should support synergy between health, wellbeing, a safe and pleasant environment, and the reduction of carbon emissions.

As such, a politically balanced working group was convened comprised of 7 Members, and two sessions were held in January and February 2021. The full findings of this working group are found in Appendix 1 to this report.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 Members of the working group considered the existing road safety plan based on concerns around road safety in the borough. The working group also wanted to include insight from partners and the community safety team whilst revising the plan and seeking recommendations. The alternative option was to continue with the existing road safety strategy and not put forward any recommendations. This was discounted by the panel based on the outcome of discussions.

3.0 BACKGROUND INFORMATION

- 3.1 Information contained in the Council Motion of the 21 October 2020 raised concerns among Members of the Council. These are:

- In the last ten years, there has been no significant decline in the number of people killed and seriously injured on Britain's roads, after decades of reducing casualties.
- According to Department of Transport figures, there are still on average five fatalities and 68 serious injuries in England and Wales every day.
- In the preamble to the consultation published by the Department of Transport in July this year, the Under Secretary of State for Transport said the review sought to 'build the fairest and most operationally effective enforcement capability in police and other agencies to deliver the best outcome for the safety of all road users.
- In the same month, the HM Inspectorate of Constabulary published a damning report which predicted an increase in road deaths because,
 - according to the Chartered Institute of Public Finance and Accountancy, there has been a 34% cut in funding in real terms for road policing between 2012/3 and 2019/20, leading to a reduction of police officers available for these duties.
 - these officers receive insufficient training and operational support.
 - road policing is 'seen as less of a priority than it should be' in most local plans and there is an 'unclear national strategy.'
- The HM Inspectorate called for urgent action as 'roads policing is not optional.'
- In September 2020, Merseyside Police and the Merseyside Road Safety Partnership participated for five days in 'Project EDWARD' (Every Day Without a Road Death), as part of the welcome initiative to reduce road deaths.

- 3.2.1 This report also builds on the collaborative approach developed throughout the current COVID pandemic. Community partnership work during the pandemic has achieved real results and the aim is to harness the road safety recommendations and policy to build an outcome-rich, prioritisation of Road Safety-related projects within Combined Authority Transport Plan; and to Consider new Road Safety Action Plan proposed content, outcomes, and objectives; and feed into a more inclusive Community Safety Strategy.

3.4 The Community Safety Strategy is currently being consulted on, but the thematic drivers include the following:

- Anti-Social Behaviour (ASB)
- Crime and Violence Reduction
- Hate Crime
- Modern Slavery
- Community Safety
- Domestic Abuse
- Emergency Planning
- Road Safety

3.5 Each of these themes will develop its own sub-strategy that will feed into the overall Community Safety Strategy. Road Safety will feature in this strategy as it does not just consider technical and engineering aspects of our highways but also keeping pedestrians and road users safe, tying into the Neighbourhood Engagement theme. It may range from traffic flows and traffic signals, installing new crossings, ensuring adequate street lighting, traffic calming measures, road user education, improved partnership working including and enabling residents to report any faults/concerns at the earliest opportunity.

4.0 FINANCIAL IMPLICATIONS

4.1 This report is to summarise the findings of the road safety working group and recommendations to be included in the Road Safety Action Plan. There are no direct financial implications as a result of this report, however the recommendation contained within will have capital and budgetary implications.

4.2 The estimated cost of providing a speed limit review of all roads may be up to £200,000 revenue impact cost for external suppliers fees, which is currently not budgeted. The estimated cost of implementing 20mph zones in all the Council's residential and retail areas is up to £1.5million capital impact. This may be funded from the Council's Combined Authority Transport Plan (CATP) Integrated Transport Block funding, supplemented with Council Capital Programme funding where applicable, over a period of up to three years. The financial impact of additional active travel and School Streets infrastructure will depend upon scale but will be financed from future CATP programmes where not already programmed, and other available applicable grant funding. Staffing impact to support the recommendations would need to be met from the Neighbourhoods service review and remain cost neutral.

5.0 LEGAL IMPLICATIONS

- 5.1 This report is a summary of the working group and recommendations and there are no direct legal implications.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 This report is to summarise the findings of the road safety working group and recommendation. There are no direct resource implications because of this report, however the recommendation contained within may have some implications.

7.0 RELEVANT RISKS

- 7.1 Road safety plans and strategies need regular review and oversight to reduce the risk of fatalities and incidents.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 The primary aim of this report is to share the findings of the Road Safety Working Group and panel members were intent in delivering a fully rounded and formed recommendations. Members consulted with their communities and sought to engage with as many stakeholders as possible during the meetings of the working group.

9.0 EQUALITY IMPLICATIONS

- 9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.

This report is of information and summarises the findings of the working group. Future development of the recommendations may require equality impact assessments.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 In developing the recommendations, environmental and climate considerations are at the forefront, especially around the reduction of vehicle use and promotion of safe active travel.
- 10.2 Any specific Environment and Climate implications from individual schemes will be considered in reports and decisions relating to their implementation.

REPORT AUTHOR: Anna Perret
(Anna Perret)
email: annaperret@wirral.gov.uk

APPENDICES

- Appendix 1 – Final Report
- Appendix 2 – Merseyside Safer roads watch
- Appendix 3 – List of groups in Merseyside Safer Roads watch
- Appendix 4 – Existing action plan 2020/21
- Appendix 5 - Working Group Presentation

BACKGROUND PAPERS

Road Safety Strategy 2020/21

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Council	22 October 2020

Road Safety

**A report produced by the
Environment, Climate Emergency and Transport
Committee**

March 2021 Final Report

Overview

Further to a Motion at Council on the 21st October 2020 on 'reducing road casualties' Councillor Allan Brame moved and Councillor Stuart Kelly seconded a Motion submitted in accordance with Standing Order 13.

Following a debate conducted in accordance with Standing Order 15, and Councillor Brame having replied it was then:

Resolved -

Council notes that:

In the last ten years, there has been no significant decline in the number of people killed and seriously injured on Britain's roads, after decades of reducing casualties.

According to Department of Transport figures, there are still on average five fatalities and 68 serious injuries in England and Wales every day.

In the preamble to the consultation published by the Department of Transport in July this year, the Under Secretary of State for Transport said the review sought to 'build the fairest and most operationally effective enforcement capability in police and other agencies to deliver the best outcome for the safety of all road users'.

In the same month, the HM Inspectorate of Constabulary published a damning report which predicted an increase in road deaths because,

- according to the Chartered Institute of Public Finance and Accountancy, there has been a 34% cut in funding in real terms for road policing between 2012/3 and 2019/20, leading to a reduction of police officers available for these duties.*
- these officers receive insufficient training and operational support.*
- road policing is 'seen as less of a priority than it should be' in most local plans and there is an 'unclear national strategy.'*

The HM Inspectorate called for urgent action as 'roads policing is not optional.'

In September, Merseyside Police and the Merseyside Road Safety Partnership participated for five days in 'Project EDWARD' (Every Day Without a Road Death), as part of the welcome initiative to reduce road deaths.

Council resolves to:

(1) Ask Group Leaders to write to the Home Secretary and the Secretary of State for Transport, making clear this Council's position that funding in real terms for road policing should be restored; that the HM Inspectorate's recommendations be implemented in full as

a priority; and that a new national strategy for road policing and safety should be developed.

(2) Ask the Chief Executive to send copies of this letter to the Liverpool City Region Police and Crime Commissioner, the Police and Crime Panel and our local Members of Parliament to seek their support for the Council's position.

(3) Ask the Council's representatives on the Liverpool City Region Police and Crime Panel to request the Panel revisit the local policing plan to ensure that roads policing is sufficiently prioritised.

(4) Ask that this Motion be referred to the Environment, Climate Emergency and Transport Committee so that it may review and refresh earlier work that was undertaken on the introduction of 20mph speed limits on all residential roads across the Borough with a view to making progress with their introduction.

Scope

Further to this and subsequent conversations between political groups, it was decided that members of the environment, climate emergency and transport committee should form a working group. A scope was developed by officers and approved by the working group panel and is attached as an appendix to this report.

Members of the working group met over two sessions to discuss the above objectives alongside the current Wirral road safety action plan and a range of charts/graphs and data to show the progress on overall continued improvements in collision reduction in numbers of people killed or seriously injured; the proportions of types of road users injured and an update on engagement and education.

Alongside the Members of the working group, the Highways and Infrastructure team and the Road Safety team, there were also officers in attendance from Merseyside police, Wirral Council's Assistant Director of Highways and Infrastructure and members of road safety groups were also in attendance to feed into the discussion.

Session 1

Members received an update via a presentation which is included as an appendix to this report. The presentation included the following key points:

- An update and data on; total Injury Collision and casualties, including children, pedal and motor cyclists, and elderly drivers.
- An overview of ongoing and new priorities as well as an update on emerging issues.

The presentation informed the panel of a few key consideration, namely most collisions being on major routes, not minor. Officers also informed Members that a deregulation of additional powers for streets around schools is due this year. Points were also raised around current strategies which aim to make every road user aware of their vulnerability and how primary care services need make everyone aware on how to guide older road users around safety.

The presentation was followed up by a question-and-answer session. Members queried the improvement in road safety and asked where we were heading in the tables. Officers advised that even during a period of rising traffic volumes on our roads Wirral's collision numbers have in fact declined year on year and improved in relative terms to other local authorities. This however should not distract from the continued improvements Wirral wishes to make or reduce aspirations towards zero harm.

General discussion

A question was raised over delivery drivers and officers confirmed that they provided the 'mind your business programme' to businesses to discuss road safety, the best way to load vehicles and motor/pedal cyclist awareness. This has been provided to assist people who earn their living on the road, drive for work purposes or commute. This led to a query about elderly people with one member of the panel mentioned that elderly people often comment that they are less able to judge speed now they are older. Officers from the road safety team commented that this can also be the case with younger people and that whilst older people often still want to use their vehicles to get out into the community, they will often self-limit and stop driving at night or during the rush hour which can help road safety.

One Member queried what sort of guidance the elderly were given in regards to driving or surrendering licenses. Officers advised that over 2500 driving assessments of drivers over 60 had been completed and out of that only 6 were found who should not be driving. There are often difficult conversations with families about surrendering licenses as this can often lead to social isolation issues. In addition to this, the over 60's are a protected age bracket, and like all age groups there are variables in health, confidence and medical issues all of which can lead to problems around road safety. The programme the council offers concentrates on increasing confidence driving.

Members raised a point around the increased use of electric cars and queried if there were any issues caused by the lack of sound. This was noted a possible issue and that education would be needed to inform both drivers of electric vehicles and the public.

Cyclists

Further conversation focussed on pedal bikes and intimidation (both perceived and actual) from car users and queried if the Council and Police should be more tolerant of pavement cyclists. Officers commented to say this was illegal unless defined cycle lanes were provided and the only thing that would alter this would be a change in legislation. Members also asked how this worked in places such as Cambridge where cyclists use pavements. It was acknowledged that there this was accepted in places such as Cambridge but it is illegal and some of the pavements in Wirral are not suitable for cyclists. The increase in pedal bike use during lockdown in 2020 has increased cycling on pavements.

Members of the panel understood this but also commented on the Government's environmental strategy and the move away from car use. Officers commented to say they would have to work with the police and if there is not a change to government policy then they could have issues with other road users. It was suggested that a presentation on Gear Change could go to committee and that the authority needs to be supportive.

Road safety around schools

The discussion then focused on road safety around schools and why the authority didn't have more power to stop people parking illegally and queried the use of the camera car. Officers updated Members of a change in regulation which meant they could no longer enforce yellow line parking around schools without using the camera van. It can also be problematic to find suitable parking for the camera car. There are mobile cameras officers could look at and could be moved around sites, but it would be costly. Officers also highlighted the safer schools programme to help educate on the subject of road safety around schools.

Members requested figures on tickets issued. This was followed up by officers and circulated outside of committee.

	CCTV Camera Car Enforcement		
Year	Code 47 PCN's	Code 48 PCN's	TOTAL PCN's
2016	868	347	1215
2017	809	347	1156
2018	678	269	947
2019	1155	343	1498
2020	782	331	1113

Regarding cars idling, Members queried what stops the council putting double yellow lines outside schools. Officers responded to say that there are regulations for extra speed bumps but that is not possible in every location. There are 6 pilot schemes looking at where students live and how far they travel and officers commented that parking control methods needs to be proved as they do get objections from residents and blue badge holders. Officers also referred to the latest gear change policy noted that regulation change is a positive thing but noted that the technology required is also expensive.

Electric Scooters

Members queried in increase in the use of electric scooters and officers agreed that this was an emerging issue. It was noted that you can buy them, but they can't be used on public land unless they are let out by a public scheme. Users are required to have a driving licence and insurance.

Imbalance

A query was raised as to whether there is an imbalance in Collision rates in less affluent areas. Officers confirmed that this is something they consider and target road safety schemes to the location and prioritise funds. It was agreed that the working group needed to consider where they want to be and whether the priority should also be looking at perceptions of road safety as well as casualties and accident data. Members also asked for more information on Merseyside Safer Roads Watch (including Speed Watch) which can be found on an appendix to this report

Session 2

Members of the working group were shown several slides presenting data and officers confirmed we have moved up the table, which was a positive move. It was noted that there had been a small rise in pedal cycle casualties in older road users and a smaller rise in total road casualties, but officers also pointed out there can often be a slight fluctuation in year-on-year reporting, but that the curve was getting better.

Community safety strategy

Members received an update on the Community Safety Strategy from the Assistant Director for Neighbourhood Safety and Transport. They were presented with several slides around the new 5-year plan for community safety. This was being consulted on and officers aim to have it presented to the Tourism, Communities, Culture and Leisure. Members were advised that the plan focused on working with partner agencies to reduce crime and anti-social behaviour such as the use of scrambler bikes in communities. Officers have identified a key theme in vehicle and road safety and want to create a joined-up strategy with partners to tackle this. Out of 8 or 9 thematic schemes within the strategy, officers picked up on key elements and are looking to influence community and individual behaviours by using community groups and high visibility methods to tackle real and perceived concerns around road safety. Members were advised that the aim is to have a robust and interwoven road safety and community safety strategy.

A guest invited by the panel queried whether partners were planning to include local road safety groups and include those who have been bereaved of effected by road casualties. They were reassured by officers that it would be a co-produced strategy and referenced the Domestic Abuse strategy which was informed and curated by victims of domestic abuse. There also needs to be focus on what officers can do or is in their ability to do – culture and behavioural change will take longer to achieve. Officers assured guests that they will circulate dates for wider stakeholders.

It was also noted there is now more focus on collaboration between departments and partners by talking and consulting. There is more scope for doing things differently this time.

Road Peace

Members of the panel were keen to hear from local road safety groups and stakeholders and invited Pauline Fielding from Road Peace to the second session. Pauline became involved with road safety campaigning when her son was killed by a driver and never traced. The area of road was a noted safety concern, although not in Wirral, and subsequently the 60mph speed limit was reduced.

Pauline expressed her opinion that zero road casualties should be the ultimate goal and noted that the number of road casualties was dropping, but not at the same rate as the Netherlands or Scandinavian countries. She also commented that the reduction of speed limits to 20mph in residential areas was a priority as well as education in schools for both children and parents to inform. The Kickstart scheme, as an example, allowed children to play football after they had listened to road peace, Merseyside Police and the Fire Service and did activities related to road safety. There are initiatives and schemes out there and small interventions can make a bit difference.

Merseyside Police

Members had invited a representative from Merseyside police who assured the working group that Wirral have a very pro-active road safety team in Merseyside. They are a demanding team, because of the enthusiasm and initiatives they have and he thought this could also work well along the new community safety strategy. He did note that whilst the police are incredibly active in schemes such as security marking bicycles they don't always take the initiative to discuss road safety. Traffic Police should not be the only police teams proactively working to increase road safety.

Ed Lamb

Ed is a local resident who lives in Bebington and is a father of two. He started cycling again after 10 years of driving and started sharing videos of his journey on social media. He commented that he feels that in the UK the car is king, and this is partly due to a failure of planning and policy. Ed has been working closely with road safety groups and the cycle community to push for safer roads. He highlighted his concerns around the environment and climate emergency but feels this will require a cultural Mindshift away from car centric travel. Ed also felt that road safety can be a lever for change, encouraging people to walk and cycle which can encourage social interaction in lower traffic areas. Members were also reminded that in the 1970s the Netherlands made a choice to promote cycling which has reversed dependency on cars in some towns and cities.

Discussion

Members of the working group appreciated the input of the guests and queried the vision of where Wirral needs to be in terms of road safety and what the authority needs to aim for. They also discussed where the barriers are.

Officers from the Network management team were also in attendance and brought Members up to speed with projects such as the annual transport capital programme, and the School Streets projects. There is also a pilot scheme on behaviours on the Brackenwood Estate. This is being delivered through school streets and is a behaviour change intervention.

It was agreed by those in attendance that there needs to be a change in mindset and culture, not just around road safety but also linked in with health and the environment. It was felt that communications are essential to the success of that and would need putting in place. Resources are limited so they need to be channelled into areas which will be the most beneficial. Less traffic on the roads is the end goal which will benefit both the environment and road safety.

Members mentioned several areas which were of concern such as Glenavon Road in Prenton. They felt that the Schools Streets Scheme was a fairly simple project and asked why it wasn't moving forward. Officers responded to say that there had been some legal implications, but they hoped that in 2021 they would have the mandate to move forward.

Questions were also raised about how 'near misses' were reported and Members were advised that these were often reported anecdotally, so it was difficult to monitor. At Spital Junction, incidents had been reduced but there are concerns that further intervention could lead to increased use of 'rat runs' on other roads and back traffic up to the M53. Officers also commented that they needed to balance resources between high profile areas and other roads with worse accident records. They need to consider what can be done in terms of engineering and potential issues around waiting traffic and red light running – they do not want to push traffic onto other residential streets. They suggested that the 'look left, look right' road markings can often be an easy and effective solution. Anything structural such as footbridges are incredibly expensive and so not always solve the problem.

A further conversation was held with Members of the working group discussing the balance required when discussing road safety and raising concerns in the population which may put them off cycling and active travel. Residents also had raised concerns about road and pavement surfaces which they felt was adding to the apprehension around active travel and road safety.

They agreed that any active travel consultation should tap into the local knowledge and access to the community held by Councillors. Communities speak to councillors who can then feedback to officers.

20 mile an hour zone

The prospect of 20 mile an hour zones in residential areas was also discussed by the working group, with officers noting that this cannot be implemented without adding physical aspects such as signs and road markings and in some cases must be supplemented with physical traffic calming measures.

One Member commented that as well as reducing incidents another argument for imposing 20 Mile an hour zones is simply to create a more pleasant area to live. Road safety is a key priority for the Council, but there also should be a focus on reducing the more aggregating factors such as noise or air pollution.

After the sessions concluded, a member requested further information on 20 Mile per hour zones which can be found below.

Are we able to supply the date that 20mph Traffic Restriction Orders (TROs) were first used?

Officers do not have access to the records for this; however, they think it would have been a local safety scheme with traffic calming in the mid to late 1990's. In circa 2008 officers implemented TROs as part of the original constituency committees. They do not have the access to the historical costs of this. Each scheme has elements of street design, legal fees and signage which have costs involved. 20mph Zones have fewer signs but have physical measures. Each is dependent on lengths of roads and what is needed to conform to DfT standards. A rough estimate would be that we have probably invested about £2m on all the schemes we have already.

Numbers of 20mph restrictions?

Type	Zones/Areas	Number of Roads covered
20mph speed limits (no TCM)	18	30
20mph Zone with TCM	52	405
30mph areas with TCM	8	142

Enforcement?

Officers asked the police for feedback on enforcement of 20mph speed limits, however this is very difficult for them to get data on as there is no central listing. We are aware that the majority of local officer time (spent on enforcement) is directed to roads with poor casualty records as a priority, not necessarily local 20mph roads where the mean speeds should be at or below 24mph by design.

Recommendations

- Link the road safety strategy into the Community Safety Strategy The oversight and governance for holding partners to account can be delivered via the Community Safety Partnership. This will then allow for progress of the road safety action plan to be monitored via the CSP. Linking 'place based' community safety risks is the key here and road safety is an integral part of this.
- Wirral Council to explicitly adopt a Safe Systems/ Vision Zero approach to Road Safety, with a long term aim of zero KSI.
- Wirral Council to adopt a short term aim of an average reduction in KSI.
- The working group requested that officers look at reducing speed limits on all main roads and ensure consistent speed limits, avoiding small sections with higher limits.
- The working group requests that 20mph zones are introduced in all areas that are predominantly residential, retail, or educational. They note that this may take time to implement due to the resource and cost implications.
- Engage with other authorities that have implemented 20mph zones and link in with organisations such as Sustrans and Living Streets to share best practice.
- Consistent use of speed limit signs and use of existing street furniture columns where available.
- Use physical speed reduction methods such as chicanes where compliance is poor and residents are in support of this.
- Deliver the School Streets programme Wirral Wide.
- Ensure adequate funding for Road Safety Educational type schemes as well as Road Safety Officer training. This includes the continuation of initiatives like community Speedwatch; Mind Your Business, etc.
- The working Groups requests that crash sites involving young people/cyclists and all major junctions to be audited on bike and on foot.
- Ensure all elected members have regular opportunities for road safety training, similar to the carbon literacy opportunities currently available. Campaigners to be part of this.
- Guarantee ongoing interactive consultation/engagement with residents, campaigners and all elected members.
- Agree a percentage reduction in KSIs and /or collisions/all casualties and have regular updates to committee using an agreed dashboard and standard national comparison data.
- Officers to work with schools to add signage to junctions where schoolchildren cross, in order to raise awareness among drivers that children are likely to be crossing. They will need to refer to the relevant legislation.
- Seek all opportunities to secure additional funding and designate officer responsibility.
- Use all available highways and infrastructure spending with a view to improving road safety as an absolute priority.
- Lobby Government for additional funding and any necessary powers needed to improve road safety.
- Develop a pipeline of projects that can be brought forward for implementation when funding opportunities arise.

- Work with partners, including and especially Merseyside Police, on more and better enforcement of road safety eg. speeding and pavement parking.
- Work with PCC on this.
- Lobby for additional support from the Safer Roads Watch scheme.
- Deliver further on active travel networks and LTNs with improved consultation of local communities.
- Adequately fund our outreach and education activities, as a supplement to speed reduction, engineering for safer roads and better enforcement.
- Continue to deliver engagement via our communications team regarding the data showing how walking and cycling benefit local businesses and the local high street.
- Increase road safety information on existing council social media channels which already have engaged and large audiences.
- All road safety comms and documents to avoid the use of “accidents” and use more blame neutral terms such as “crash” or “collision”.
- All council policies and decisions to seek a reduction in car use.
- Promote active travel and awareness of the benefits to health, well-being, air quality, reduced GHG emissions, reduced noise pollution – as well as road safety.
- Align road safety with our Environment and Climate Emergency Action plan and well as the new LCR Road Safety Strategy.
- Work with Public Health and Children’s Services especially schools to achieve road safety targets. Collisions are the main cause of injury and death in many age groups, especially children and young people.
- Fund the additional staff that will likely be required to deliver these actions and save lives.

This page is intentionally left blank

Merseyside Safer Roads Watch (including Speed Watch)

In 2020, Merseyside Police and the Road Safety Partnership are promoting a Safer Roads Watch scheme to communities across Merseyside.

The scheme, which will be operated by community members with support from their local policing teams and councils, will aim to address the issues that affect the safety of residents and vulnerable road users. Issues such as;

- Speeding
- Obstructive and dangerous parking on pavements
- Zig-zag line parking around schools

Enforcement by police often only has a short-term effect and limited funding restricts local councils' abilities to assist. The answer lies in a joint approach with communities taking the lead. In addition, many drivers/offenders respond positively when detected and given advice and education, particularly when it originates from their fellow community members.

Members of the public will have the opportunity to become police volunteers (pending vetting and training) and be able to operate speed detectors and report other offences directly to their local policing team. Offenders will receive a letter from Merseyside Police, pointing out the relevant offence and highlighting consequences. More serious and repeat offenders will be dealt with by police.

Roadside operations will be authorised by the local policing team and may be supervised by an officer/PCSO or operated independently (once risk assessed by police).

Volunteer groups will periodically meet with police and local councils to review and plan and develop their schemes, potentially involving schools and local businesses to create and maintain a safer landscape for themselves, families and friends – community led with support from Merseyside Police and local councils.

Anyone interested in learning more about Safer Roads Watch is asked to contact Paul Mountford from the Safer Roads Team on 0151 777 7533 or by email – Paul.Mountford@merseyside.pnn.police.uk or via the contact page on the Merseyside Safer Roads Partnership website – merseysideroadsafety.org

This page is intentionally left blank

Number of groups were set up under the Safer Roads Watch Scheme.

Colleagues in Merseyside Police have advised that we have the current schemes in progress and Wirral's Road Safety Team are now working closely with the Police in supporting and setting up this initiative in Wirral.

AREA	NO. VOLUNTEERS	REGISTERED	VETTED	TRAINED	ACTIVE IN ROADSIDE OPPTS	NOTES
Raby Mere	1	Yes	Yes			*will join-up with Bromborough volunteer
Bromborough	1	Yes	Yes			*will join-up with Raby Mere volunteer
Noctorum	TBC					Residents group interested. Vetting forms emailed to lead contact
Caldy	1					vetting form sent

Port Sunlight	1					interest but not registered as of yet
---------------	---	--	--	--	--	---------------------------------------

Action Plan: 2020/21

Programme Name	Action	Partnership (Lead(s) listed in bold)	Main Target Age Group	Link to Councils Plan for 2020 & Transport Strategy
Engage	<p>Enhanced training for driving instructors and engagement via education settings.</p> <p>Wirral provide direction for this multi-agency project Focusing on key causation factors of road traffic collisions (<i>analysis of Merseyside Road Safety Collision Data and national best practice</i>). Key focus in the programme is sharing the roads with others including those defined as ‘vulnerable road users’.</p> <p>A panel of driving instructors attend regular, quarterly meetings receiving latest data in road traffic collisions, and presentations from industry experts. They receive specialist resources to use with their learners and regular newsletters. Equipped with this knowledge the driving instructors pass on these key messages to their learner drivers. Engage learners are not simply taught to pass their test- they are coached on how to be better and safer drivers. Direct benefit for other vulnerable road users.</p> <p>EXTERNALLY FUNDED BY BIDS AND GRANTS</p>	<p>Wirral Council’s Road Safety Team, Cheshire West & Chester Council, Merseyside Road Safety Partnership driving instructors, learner drivers and their families (where appropriate) schools & colleges</p>	17+	<p>PLEDGE: PEOPLE Protecting the most vulnerable Priority 1: keep traffic moving safely & efficiently.</p>
Re-Engage (pilot)	<p>Pilot project delivered across Merseyside and Cheshire West to support parents (or nominated adult) to be involved in key decisions during a learner/novice drivers’ development.</p> <p>In addition, this programme seeks this opportunity to reach a new audience (adults) providing updated road safety information and encouragement for safer driving. Key issues being promoted are speed awareness, ‘in-vehicle’ distractions, vehicle maintenance and sharing the road with others.</p> <p>NO FUNDING ALLOCATION AT PRESENT: ON HOLD</p>	<p>Wirral Council’s Road Safety Team, Cheshire West & Chester Council, Merseyside Road Safety Partnership driving instructors, learner drivers and their families (where appropriate) schools & colleges</p>	17+	<p>PLEDGE: PEOPLE Protecting the most vulnerable Priority 1: keep traffic moving safely & efficiently.</p>

Action Plan: 2020/21

<p>Mind Your Business (MYB)</p>	<p>An award-winning initiative developed by Wirral Road Safety Team. Delivered to an increasing number of businesses, managers and their staff. The project raises awareness of the consequences to businesses' being implicated in collisions. Works directly with the employees to educate on key causation factors of road traffic collisions. Includes promotion of safe, active travel.</p> <p>NO FUNDING ALLOCATION AT PRESENT, FOCUS IS GIVEN TO THE FUNDED 'BOLT ON PROJECT' BELOW DUE TO AVAILABLE STAFF RESOURCE.</p>	<p>Wirral Council Road Safety Team, Industry Experts, Local businesses</p>	<p>17+</p>	<p>PLEDGE: PEOPLE PLEDGE: THE ENVIRONMENT Protecting the most vulnerable Improving the local environment. Priority 1: keep traffic moving safely & efficiently. Priority 3: Encourage Healthy, Active Travel</p>
<p>Mind Your Business, Bolt-On Pilot Project Taxis & Trades</p>	<p>As part of a successful bid, Wirral Council's Road Safety Team were awarded £50,000 by a prominent Road Safety Charity to engage with taxi drivers and tradespeople. This project is set to start in 2018 and ends in 2021.</p> <p>Approximately 20% of collisions within Wirral involve people who were driving whilst at work and of those 75% were 'grey fleet' vehicles, taxis or white vans / tradespersons.</p> <p>New relationship with How's My Driving to be delivered during 2021.</p> <p>EXTERNALLY FUNDED BY GRANT</p>	<p>Wirral Council Road Safety Team, Wirral Council Taxi Licensing, Merseyside Police, Taxi Companies, Taxi Drivers, Wirral Council Trading Standards, Tradespeople</p>	<p>Age17+</p>	<p>PLEDGE: PEOPLE Protecting the most vulnerable Priority 1: keep traffic moving safely & efficiently.</p>
<p>Minibus Assessments for Council Staff driving children and adults around the borough</p>	<p>Theory sessions delivered to staff within Wirral educational establishments that transport children or vulnerable adults. All staff must take part in a theory and practical assessment, every 3 years.</p> <p>SCHOOLS FUND STAFF TO COMPLETE THE TRAINING.</p>	<p>Wirral Council Road Safety Team, Transport Department, Local Authority Establishments, other organisations requiring support</p>	<p>21+</p>	<p>PLEDGE: PEOPLE Protecting the most vulnerable Priority 1: keep traffic moving safely & efficiently</p>

Action Plan: 2020/21

<p>Nursery Education</p>	<p>Limited support available for Nursery Providers for access to advice on key issues which affect this age group for dissemination to their community.</p> <p>Nurseries included in email notifications of key events and activities.</p> <p>NO FUNDING ALLOCATION</p>	<p>Wirral Councils Road Safety Team: Private & Local Authority Providers</p>	<p>0-5 And parents / Carers</p>	<p>PLEDGE: PEOPLE Protecting the most vulnerable. Priority 1: keep traffic moving safely & efficiently. Priority 3: Encourage Healthy, Active Travel.</p>
<p>School/ College based Road Safety Education</p>	<p>Road Safety education is offered to all Wirral schools, for years 6, 7, 10 and school leavers.</p> <p>Programme is data-led and <i>the topics for interactive sessions are informed by the casualty risk factors for these key age groups. Reviewed annually.</i></p> <p>NO FUNDING ALLOCATON AT PRESENT</p>	<p>Wirral Council's Road Safety Team Wirral school pupils.</p>	<p>7 +</p>	<p>PLEDGE: PEOPLE PLEDGE: THE ENVIRONMENT Protecting the most vulnerable Improving the local environment. Priority 1: keep traffic moving safely & efficiently. Priority 3: Encourage Healthy, Active Travel.</p>
<p>Working Together Resource</p>	<p>Support and advice for Schools and Parents on Parking issues via a booklet emailed to schools. Aims to encourage empowerment in the local area, shared responsibility.</p> <p>Schools are supported and issues are discussed with Road Safety Team looking at their requirements. Enforcement support is also provided via Council and Merseyside Police.</p> <p>NO FUNDING ALLOCATION AT PRESENT.</p>	<p>Road Safety Team:</p>	<p>5-16 pupils and parents and SLT</p>	<p>PLEDGE: PEOPLE PLEDGE: THE ENVIRONMENT Protecting the most vulnerable, Improving the local environment. Priority 1: keep traffic moving safely & efficiently. Priority 3: Encourage Healthy, Active Travel.</p>

Action Plan: 2020/21

<p>Living Streets</p>	<p>Support the National Walk to School Initiative by identifying schools for Living Streets to work with, via partnership working.</p> <p>Recommendations for issues and concerns are taken into consideration for capital schemes. Enforcement support is also provided via Council and Merseyside Police.</p> <p>EXTERNALLY FUNDED</p>	<p>Living Streets & Wirral Council Road Safety Team,</p>	<p>All</p>	<p>PLEDGE: PEOPLE PLEDGE: THE ENVIRONMENT Priority 3: Encourage Healthy, Active Travel.</p>
<p>School Crossing Patrol Service</p>	<p>Manage School Crossing Patrol Service at established sites to assist school community safe, active travel on the route to and from school.</p> <p>FUNDED BY THE COUNCIL</p>	<p>Wirral Council Road Safety Team: Wirral Schools</p>	<p>ALL</p>	<p>PLEDGE: PEOPLE PLEDGE: THE ENVIRONMENT Protecting the most vulnerable Improving the local environment. Priority 1: keep traffic moving safely & efficiently. Priority 3: Encourage Healthy, Active Travel.</p>
<p>Motorbikes</p>	<p>BikeSafe is a multi-agency project improving the skills and knowledge of qualified full licence holders for motor bike riders aged 17+ Direct engagement with motorcyclists, face to face. New young/novice rider online training "Ride Free" developed by DVSA to assist young riders gain additional background knowledge in advance of obtaining their CBT. Key education messages for drivers included in all programmes. Enforcement of illegal / antisocial behaviour and criminality (Operation Brookdale)</p> <p>EXTERNALLY FUNDED BY BIDS, GRANTS AND COURSE ATTENDEES</p>	<p>Wirral Council : Merseyside Police : Wirral IAM : Sefton IAM : ROSPA</p>	<p>17+</p>	<p>PLEDGE: PEOPLE PLEDGE: THE ENVIRONMENT Protecting the most vulnerable Improving the local environment. Priority 1: keep traffic moving safely & efficiently.</p>

Action Plan: 2020/21

<p>Cycle Training for children</p>	<p>Free cycle training to all schools in Wirral. Sessions are delivered to Primary Schools in year 5 / Year 6 and Secondary Schools, to Year 7 pupils. Weekly meeting with providers across Merseyside.</p> <p>School Holiday cycle training provided to catch up with those schools who have missed out due to Covid. New Family cycle training initiatives available</p> <p>Mapping exercise of all provision across Wirral currently being completed.</p> <p>EXTERNALLY FUNDED BY GRANT</p>	<p>Bike Right Road Safety Team: Merseytravel : Wirral Primary and Secondary Schools :</p>	<p>10 - 16</p>	<p>PLEDGE: PEOPLE PLEDGE: THE ENVIRONMENT Protecting the most vulnerable, Improving the local environment. Priority 1: keep traffic moving safely & efficiently. Priority 3: Encourage Healthy, Active Travel.</p>
<p>Cycle Training for Adults</p>	<p>Wirral led on a bid across Liverpool City Region to access funding for cycle training for adults and associated promotional items in addition to comms plan for driver education.</p> <p>Access to free cycle training, projects with local policing teams. Wirral cycle map being updated and paid for externally because of this working relationship.</p> <p>EXTERNALLY FUNDED</p>	<p>Bike Right, Wirral Road Safety Team, Sefton Council, Merseyside Road Safety Partnership, Liverpool Combined Authority, Merseyside Police Residents</p>	<p>17+</p>	<p>PLEDGE: PEOPLE PLEDGE: THE ENVIRONMENT Protecting the most vulnerable, Improving the local environment. Priority 1: keep traffic moving safely & efficiently. Priority 3: Encourage Healthy, Active Travel.</p>
<p>Drive Safely for Longer, Driving Assessments</p>	<p>Wirral Road Safety Team developed this initiative to actively engage with Senior Road Users on the key casualty causation factors for the age group.</p> <p>2 hours with a driving instructor and a tailor made- fully evaluated education resource delivered to each driver. Basic eyesight test, vehicle inspection and document check also completed. Over 2500 assessments delivered in Merseyside & Cheshire.</p> <p>EXTERNALLY FUNDED BY BID</p>	<p>Wirral Council Road Safety Team, Driving Instructors, Senior Drivers from Merseyside & Cheshire</p>	<p>60+</p>	<p>PLEDGE: PEOPLE Protecting the most vulnerable Priority 1: keep traffic moving safely & efficiently</p>

Action Plan: 2020/21

<p>Safer for Longer workshop sessions</p>	<p>Interactive workshop session for older road users (aged 60+) discussing key road safety issues across various modes of transport and signposts to other organisations that can assist in keeping them safer for longer. Practical sessions on eyesight and reactions. Delivered to community groups. Workshop pack developed by Wirral Road Safety Team and initiative and resources rolled out across Merseyside.</p> <p>Course currently being developed for launch mid-February 2021 to be delivered online (owing to COVID)</p> <p>EXTERNALLY FUNDED BY BID</p>	<p>Wirral Council Road Safety Team, Merseyside Road Safety Partnership, Merseyside Police, senior drivers from Wirral.</p>	<p>60+</p>	<p>PLEDGE: PEOPLE PLEDGE: THE ENVIRONMENT Protecting the most vulnerable Improving the local environment. Priority 1: keep traffic moving safely & efficiently. Priority 3: Encourage Healthy, Active Travel</p>
<p>Engineering</p>	<p>Significant investment in schemes where the primary aim is to improve the highway network to assist primarily cyclists and pedestrians. Continue to identify additional funding to enable further programmes of works to be delivered which aid cyclists.</p> <p>Significant investment in measures to improve transport and reduce road casualties: <i>Local Safety & Local Journey Strategy - £410,000</i> <i>Traffic Signal Improvements - £350,000</i> <i>Accessibility Improvements - £150,000</i></p>	<p>Wirral Council</p>	<p>ALL</p>	<p>PLEDGE: PEOPLE PLEDGE: THE ENVIRONMENT Protecting the most vulnerable Improving the local environment. Priority 1: keep traffic moving safely & efficiently. Priority 3: Encourage Healthy, Active Travel</p>
<p>School Streets</p>	<p>6 pilot school areas identified.</p> <p>Consultancy commissioned to investigate and develop detailed measures.</p> <p>Deregulation of enforcement powers by Government to Local Authorities (2021 /22?)</p> <p>EXTERNALLY FUNDED</p>	<p>Wirral Council, WSP, Local Schools</p>	<p>All</p>	<p>PLEDGE: PEOPLE PLEDGE: THE ENVIRONMENT Protecting the most vulnerable Improving the local environment. Priority 1: keep traffic moving safely & efficiently Priority 3: Encourage Healthy, Active Travel.</p>

Action Plan: 2020/21

<p>Partnership Working: Enforcement activity</p>	<p>Attend quarterly Joint Agency Group meetings to discuss key issues affecting Wirral and how to make best use of resources available. Work closely with Merseyside Police to inform locations with concerns.</p> <p>Drink / Drug Drive, close pass, mobile phones, speed (see below)</p> <p>NSL parking enforcement targeted at key locations including schools, junctions etc.</p>	<p>Wirral Council, Merseyside Police, NSL</p>	<p>ALL</p>	<p>PLEDGE: PEOPLE PLEDGE: THE ENVIRONMENT Protecting the most vulnerable Improving the local environment. Priority 1: keep traffic moving safely & efficiently Priority 3: Encourage Healthy, Active Travel.</p>
<p>Speed Management</p>	<p>Partnership working with Merseyside Police to explore new technologies to seek robust enforcement of traffic speed as well as exploring measures to raise driver/rider awareness of the damage speeding has in our community.</p> <p>Continue to support communities through the joint Community Speedwatch (now Safer Roads Watch) initiative with Merseyside Road Safety Partnership and Merseyside Police which aims to raise the awareness of excessive speed and poor driving behaviour.</p>	<p>Merseyside Police: Merseyside Road Safety Partnership: Wirral Council : Members of the community</p>	<p>ALL</p>	<p>PLEDGE: PEOPLE PLEDGE: THE ENVIRONMENT Protecting the most vulnerable Improving the local environment. Priority 1: keep traffic moving safely & efficiently Priority 3: Encourage Healthy, Active Travel.</p>

This page is intentionally left blank



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Tuesday, 16 March 2021

REPORT TITLE:	HOYLAKE BEACH WORKING GROUP - FINAL REPORT
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

This report provides Members of the committee with an update on one of the recommendations from the meeting of the Environment, Climate Emergency and Transport Committee of 3rd December 2020 to:

- Produce a Communications Strategy for the development of the beach management plan for Hoylake in consultation with a politically proportionate working group.

Members of the working group attended a meeting on the 22 February 2021 to discuss and make recommendations on communications strategy for the development of the beach management plan for Hoylake. This report is a summary of this meeting.

The future management of Hoylake beach strategically aligns with both the Sustainable Environment and Safe and Pleasant Communities themes of the Wirral Plan 2025.

This report affects Hoylake & Meols ward.

It is not a key decision.

RECOMMENDATION/S

The Environment, Climate Emergency and Transport Committee are recommended to:

- Note the report and its contents,
- Agree the recommendations contained within Hoylake Beach Working group final report which is attached to this report as appendix 1

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 The recommendation from Environment, Climate Emergency and Transport Working Group on 3 December 2020 required that a Communications and Engagement Strategy be produced in consultation with a politically proportionate Working Group. The Working Group met on 22 February 2021 and the draft Communication and Engagement Strategy are presented within a separate report 'Hoylake Beach Management' for Committee approval.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The draft Communications and Engagement Strategy has been developed in consultation with the Working Group. The Working Group considered options regarding the stages and timings at which consultation with the public should take place. The majority consensus of the working group was that a project site be established to facilitate engagement with the public whilst the Ecology and Geomorphology Study (EGS) is undertaken. Once the Study is complete and its findings published on the project site public consultation can take place.

3.0 BACKGROUND INFORMATION

- 3.1 Assent from Natural England for all beach management activities expires on 31st March 2021. In order to determine appropriate future beach management options for Hoylake an improved understanding of the ecology of the area combined with a study which considers how Hoylake beach has changed and is likely to change under a range of climate change scenarios is required.
- 3.2 There is significant public interest in the management of Hoylake beach. Engagement with the public and consultation on options to manage Hoylake beach are required. A Communications and Engagement Strategy is required to effectively manage the engagement and consultation process.
- 3.3 A politically proportionate Working Group was been established to assist in the production of a Communication and Engagement Strategy. The Working Group met on 22nd February 2021 and agreed that an effective Strategy requires the establishment of:
- Project Site to allow for dissemination of information available to date such as Natural England's Discretionary Advice, flood risk data and sea level rise predictions and also in future (EGS), timelines for each stage of the development of the Hoylake Beach Management Plan and engagement and future consultation on development of the options for the Hoylake Beach Management Plan.
 - Steering Group of officers to ensure service objectives are fully considered during the development of the Hoylake Beach Management Plan.

- 3.4 The Working Group considered whether an initial phase of consultation could be undertaken during the production of the EGS, however the majority consensus concluded that the evidence base of the EGS, along with the regulatory requirements set out in Natural England's Discretionary Advice should help manage expectations of future management of Hoylake Beach and that consultation should not be undertaken until after delivery of the EGS. There was also majority consensus that the Project Site should be established in order to start engagement with the public during the production of the EGS with the site being used to inform, map out timescales and receive comments.
- 3.5 The working group agreed that the Project Site should allow full access to all scientific and evidential data and that non-technical summaries also be made available. The brief and specification for the EGS requires the production of a non-technical executive summary.
- 3.6 Some Councillors on the Working Group believed that residents and those living closest to the beach should have a greater say than those living in other parts of Hoylake and elsewhere.
- 3.7 The draft Communications and Engagement Strategy identifies an 18 month period from the completion of the EGS in October 2021 for the implementation of a Hoylake Beach Management Plan based on:
- Initial consultation
 - Definition of Objectives
 - Short Listing of Options
 - Consultation on Options
 - Approval of Preferred Option
 - Habitat Regulation Assessment screening
 - Application for assent to Natural England

This would result in the implementation of a Hoylake Beach Management Plan from April 2023.

- 3.8 The draft Communications and Engagement Strategy at Appendix B of the 'Hoylake beach management update' has been produced to reflect the majority consensus of the Working Group.

4.0 FINANCIAL IMPLICATIONS

- 4.1 There are no direct financial implications arising from this report.

5.0 LEGAL IMPLICATIONS

- 5.1 This report is a summary of the finding of the working group which met on 22nd February 2021 and there are no direct legal implications.

5.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 5.1 This report is a summary of the findings of the working group and as such there are no direct resource implications. However, the delivery of the Communications and Engagement Strategy, including establishing the Project Site can be undertaken by utilising existing staff and resources within the Parks and Environment service area with support from the wider Neighbourhoods Directorate and other Council resources.

6.0 RELEVANT RISKS

- 6.1 Hoylake beach management has recently been subject to press and social media attention. Without an approved Communications and Engagement Strategy there is a risk that the decision-making process for any future beach management will not be seen to have been made based on scientific evidence and the views of all stakeholders. By approving the production of a Communication and Engagement Strategy, a clear strategy for a transparent and open process can be determined.

7.0 ENGAGEMENT/CONSULTATION

- 7.1 This report recommends committee note the comments of the Hoylake beach working group and supports the separate 'Hoylake Beach Management report' which asks Committee to approve the draft Communication and Engagement Strategy which sets out the timescales, objectives and methods for undertaking engagement and consultation.

8.0 EQUALITY IMPLICATIONS

- 8.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity. This report is for information to Members and as such, does not require in EIA.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 This report is for information purposes and as such, there are no direct environment and climate change implications. However, the recommendations contained within the report aim to contribute towards a robust engagement and consultation of potential beach management options.

REPORT AUTHOR: **Anna Perrett**
(Senior democratic Services officer)
Email: annaperrett@wirral.gov.uk

APPENDICES

Appendix 1 – Final Report

BACKGROUND PAPERS

Habitats Regulations Screening Assessment & Application for SSSI Assent Relating to Beach Management Operations at Wirral Beaches – AECOM March 2016

UK Climate Projections User Interface. (2019). Retrieved from <https://ukclimateprojectionsui.metoffice.gov.uk/products>

Natural England advice to Wirral Council regarding beach management – Natural England March 2020

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Environment, Climate Emergency and Transport Committee	03 December 2020
Special Meeting - Environment Overview and Scrutiny Committee Call-in Hoylake Beach Management	21 August 2020
Executive Member Decision Hoylake Beach Management	13 March 2020

This page is intentionally left blank



Hoylake Beach – Consultation and Engagement Working Group

**A report produced by the
Environment, Climate Emergency and
Transport Committee**

March 2021 Final Report

This report provides Members of the committee with an update on the recommendations from the meeting of the Environment, Climate Emergency and Transport Committee of 3rd December 2020 to:

- Procure an independent study as a scientific evidence base upon which to develop future management options for Hoylake beach.
- Produce a Communications Strategy for the development of the beach management plan for Hoylake in consultation with a politically proportionate Working Group.
- Produce a specification for a request for assent of non-vegetation management activities.

The future management of Hoylake beach strategically aligns with both the Sustainable Environment and Safe and Pleasant Communities themes of the Wirral Plan 2025.

Working Group

Further to the second recommendation members agreed to a cross party working group made up of 7 Members to ensure political proportionality.

The working group met on 22 February where they received a presentation of the draft strategy and the communication and engagement strategy.

The working group consisted of:

Cllr Elizabeth Grey (Chair)
Cllr Irene Williams
Cllr Christina Muspratt
Cllr Alison Wright
Cllr Helen Cameron
Cllr Chris Cooke
Cllr Alan Brame

Presentation

The draft Communication and Engagement strategy was circulated in advance of the meeting and Members received a presentation which covered the following:

- What needs to be established to deliver the Strategy and Hoylake Beach Management Plan.
- The framework around which the Hoylake Beach Management Plan will be developed.
- Set out the how and when we will consult and what the objective is for each stage of consultation.
- Proposed a timeline for each stage of consultation, plan development and plan implementation.

Members were informed of work which was still underway which included:

- The Launch of a Steering Group comprising of officers which cuts across all service areas impacted by Hoylake Beach
- Establish a political Working Group to ease approval through the Environment, Climate Emergency and Transport Committee.
- Gain Approval for an interactive project website, to be used as an area to inform and then to provide the framework for the public consultation further down the line.

Members were shown website options which provided an interactive forum for information sharing, input from residents and formal consultation. This has been used successfully by various council departments as a useful forum for brainstorming and collating information.

They were then advised of the proposed timeline for the consultation including;

- An initial consultation, then establishing the framework based on scientific studies to develop the shortlist,
- The consultation on these options and then,
- The approval and publication of the preferred option.
- Members were reminded that no one option may be suitable and there may need to be a compromise.

Discussion

Members discussed the timelines for the consultation, with several voicing concerns on the order of the engagement and consultation process. They reasoned that officers needed to engage with professional bodies prior to *public* consultation so the public can consider viable options and the parameters of what is feasible. Some Members thought it would be difficult to go immediately into a public consultation without scientific data and information.

Officers responded by saying that they understood this, but they wanted to include the public early due to the length of time the ecological survey will take. They were conscious that they wanted to engage during this process to avoid (what could be perceived as) inertia. Officers were keen to collate information and comments from the public whilst work was also being done in the background.

Members also referred to the call-in where there were comments from residents about the lack of engagement between the council and the community. The panel agreed that accusations of the lack of engagement should be mitigated by early discussion. Some of the panel also commented that they had no issue with using a portal system to receive public comments (prior to official consultation) but this will need to come with the caveat that they will be limited by the parameters of what the authority may be able to do, based on the outcome of scientific studies. It would be disingenuous for the authority to suggest that residents can put through ideas which fundamentally cannot be delivered. Members were concerned the discussion could end up being a circular debate without resolution.

Fundamentally, Members were concerned about opening a conversation without presenting the outcomes of the studies. However, they also saw that it is imperative that the community is involved early, due to a historic sense of disengagement. There is a great level of concern with residents and it needs to be an open conversation. The panel also raised a query regarding elderly people and those who do not use social media – how would they be communicated with? Members unanimously agreed that the interests of both sides should be considered.

The impact of COVID-19 was discussed with the understanding that time had been lost due to resourcing implications. They also noted that a lot of residents feel as if “things are done to them” and commented that this can lead to a greater feeling of discontent and disenfranchisement. Expectations can be managed by early engagement, but several Members still cautioned against consultation at an early stage due to potential outcomes of the geomorphic and ecological surveys which will confirm the legal parameters of what will eventually be allowed. Conversely, other Members of the working group also cautioned against any pre-determination as this may inflame opinion and people may disengage.

They also queried how the consultation would be undertaken and officers advised that given the timescales involved they hoped that there may be some face-to-face consultation allowed, to ensure visibility amongst the community and to include those who are digitally isolated. Some Members of the panel felt that the consultation should focus on local residents in the Hoylake and Meols constituency area, however there was not a consensus among all the Members on this.

After much discussion, Members agreed that early engagement was needed, but that officers needed to include clear information on existing data as well as upcoming scientific studies. Officers also need to be clear on the fact that it is a rolling process and an outcome will not be immediate. They noted the time scales were unfortunate, but there was little that could be done about this due to the impact the pandemic has had on resources.

The panel discussed what data could be included on an online portal and officers were able to advise that they could include the evidence already supplied in the geomorphic study. Members also requested that they have sight of the brief for the geomorphic study as soon as possible to ensure that there is not any pre-determination. Alongside this, they asked that the reports be presented in plain English, with an executive summary and this should be included within the brief.

Members also requested that the study be independent and not influenced by previous studies. They also queried where the flood risk data would come from – would it cover the area of Wirral or Hoylake or the whole of the Wirral coastal strategy.

Officers confirmed that they didn't have specific data for these areas and that this was done at a regional level. They have done targeted work on flood risk and sea levels in West Kirby. Hoylake is not one of the priority areas, unlike Moreton, West Kirby and Meols who have issues due to erosion. The Coastal Management strategy mostly considered risks and intervention, but also considers the Climate Emergency and flood risks. Members asked about surface level flooding in Hoylake, due to

rainfall and the build-up of sand. Officers responded to say that these drain out through the seawall, and once cleared the issue will resolve itself. There should not be any correlation between surface water and ground water, but consideration to ground level flooding should be put into the consultation.

Members then asked about membership of the steering group and which officers would sit on it. Officers confirmed that the steering group would comprise of all services effected by beach management and those who would be affected by budget implications. This group will work with and alongside the political working group.

Engagement will be as defined by natural England, so the portal will contain the dissemination of full fact information with the availability to leave comments, but these should not be seen by the public at that stage.

Recommendations

After much discussion, a majority of the working group felt that:

- The project site should be named– ‘Hoylake Beach information portal’ avoiding the term ‘consultation’ at this stage (but confirming there will be a public consultation once all the scientific information is available and options are agreed by Natural England).
- ‘Engagement’ is important (as suggested by Natural England), so the portal should contain all information to date. This should include the Natural England report and information on climate change, natural capital, carbon storage and predicted sea level rises and flood risk, allowing the public to comment, but not make these comments available to other users to avoid unnecessary hostility. The aim of this is to keep residents fully informed of legal constraints and scientific data. The data could be provided both as a summary and as long read hyperlinked versions. All comments are to get an appropriate response.
- The Procurement brief needs to be shared urgently via email (this has been actioned)
- The steering group membership should be confirmed as soon as possible and they should work closely with the Members working group. They and their work need to be open and transparent.
- Final consultation options and wording – Officers should ensure that the working group has a say in forming this and any academic or outside professional bodies eg. Merseyside Environmental Advisory Service, local universities, Cheshire Wildlife Trust etc are included as with the Local Plan consultation. The consultation is to be open to the wider public and will inform the final decision on beach management to be made by this committee.

This page is intentionally left blank



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Tuesday, 16 March 2021

REPORT TITLE:	HOYLAKE BEACH MANAGEMENT UPDATE
REPORT OF:	NICOLA BUTTERWORTH DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

This report provides Members of the Committee with an update on the recommendations from the meeting of the Environment, Climate Emergency and Transport Committee of 3rd December 2020 to:

- Procure an independent study as a scientific evidence base upon which to develop future management options for Hoylake beach.
- Produce a Communications Strategy for the development of the beach management plan for Hoylake in consultation with a politically proportionate Working Group.
- Produce a specification for a request for assent of non-vegetation management activities.

The future management of Hoylake beach strategically aligns with both the Sustainable Environment and Safe and Pleasant Communities themes of the Wirral Plan 2025.

This report affects Hoylake & Meols ward.

It is not a key decision.

RECOMMENDATION/S

The Environment, Climate Emergency and Transport Committee are recommended to :

1. Approve the procurement brief and specification for an ecological and geomorphological study, as set out in Appendix A to this report, and to agree to the procurement of a study as a scientific evidence base upon which to develop future management options for Hoylake beach.
2. Approve the draft Communications and Engagement Strategy for the development of the Hoylake Beach Management Plan as set out in Appendix B to this report.
3. Approve the specification for the continuation of non-vegetation management activities at Hoylake beach, as set out in Appendix C to this report, and submission to Natural England with an appropriate Habitat Regulations Assessment for assent.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 The procurement of an Ecological and Geomorphological Study (EGS) will provide a scientific evidence base upon which to develop future management options for Hoylake beach. The future beach management plan will require assent from Natural England under the Wildlife and Countryside Act 1981 via a Habitat Regulations Assessment (HRA). The findings of the survey will be used to support the HRA for the beach management plan.
- 1.2 The recommendation from 3rd December 2020 required that a Communications and Engagement Strategy be produced in consultation with a politically proportionate Working Group. The Working Group met on 22nd February 2021 and the draft Communication and Engagement Strategy presented here for approval as Appendix B is based on the outputs of that Working Group.
- 1.3 The recommendation from 3rd December 2020 required that the Environment, Climate Emergency and Transport Committee agree the specification for continued assent for non-vegetation management at Hoylake beach. The specification is attached as Appendix C.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The Committee recommended the production of a procurement brief and specification for an Ecology and Geomorphology Study. The document at Appendix A has been developed in response to that recommendation and no other option has been considered. The Committee also recommended identification of a suitable budget to fund the Study. No other funding sources, other than the Climate Emergency Funding have been identified.
- 2.2 The draft Communications and Engagement Strategy has been developed in consultation with the Working Group. The Working Group considered options regarding the stages and timings at which consultation with the public should take place. The majority consensus of the Working Group was that a Project Site be established to facilitate engagement with the public whilst the Ecology and Geomorphology Study is undertaken. Once the Study is complete and its findings published on the Project Site public consultation can take place.

3.0 BACKGROUND INFORMATION

- 3.1 Assent from Natural England for all beach management activities expires on 31st March 2021. In order to determine appropriate future beach management options for Hoylake an improved understanding of the ecology of the area combined with a study which considers how Hoylake beach has changed and is likely to change under a range of climate change scenarios is required.

- 3.2 There is significant public interest in the management of Hoylake beach. Engagement with the public and consultation on options to manage Hoylake beach are required. A Communications and Engagement Strategy is required to effectively manage the engagement and consultation process.

ECOLOGICAL AND GEOMORPHOLOGICAL STUDY

- 3.3 The extent, diversity and concentration of vegetation at Hoylake beach has to date not been fully surveyed. The proposed ecological study will include a National Vegetation Classification Survey of the inter tidal zone during a growing season. The information collected will provide sufficient data to support the development of an HRA Screening Report for future beach management. The inter tidal foreshore also provides habitat for non-breeding water birds. The study will review existing data on these birds and assess any potential impacts of the proposed management options.
- 3.4 Using existing available data a geomorphological study will consider historical changes in beach evolution and informed by the ecological study, provide predictions of future change under a range of climate change scenarios.
- 3.5 The joint study will also consider present and future flood risk at Hoylake under various beach management scenarios.
- 3.6 The brief and specification setting out the requirements for the EGS is attached as Appendix A. The procurement process will be undertaken via the procurement portal, The Chest. The Study requires the ecological survey to be undertaken over a growing season so the contract with the successful consultant has an anticipated start date of 4th May 2021. The consultant is expected to conclude the Study in October 2021.

COMMUNICATIONS AND ENGAGEMENT STRATEGY

- 3.7 A politically proportionate Working Group has been established to assist in the production of a Communication and Engagement Strategy. The Working Group met on 22nd February 2021 and agreed that an effective Strategy requires the establishment of:
- Web-based Project Site to allow for dissemination of information available to date such as Natural England's Discretionary Advice, flood risk data and sea level rise predictions and also in future (such as the EGS), timelines for each stage of the development of the Hoylake Beach Management Plan and engagement and future consultation on development of the options for the Hoylake Beach Management Plan.
 - Steering Group of officers to ensure service objectives are fully considered during the development of the Hoylake Beach Management Plan. The Steering Group will work with the :
 - Working Group, on all aspects of future engagement and consultation.
- 3.8 The Working Group considered whether an initial phase of consultation could be undertaken during the production of the EGS, however the majority consensus concluded that the evidence base of the EGS, along with the regulatory requirements set out in Natural England's Discretionary Advice should help manage expectations of future management of Hoylake Beach and that consultation should not be undertaken until after delivery of the EGS. There was also majority consensus that the Project Site should be established in order to start engagement with the

public during the production of the EGS with the site being used to inform, map out timescales and receive comments.

- 3.9 The Working Group agreed that the Project Site should allow full access to all scientific and evidential data and that non-technical summaries also be made available. The brief and specification for the EGS requires the production of a non-technical executive summary.
- 3.10 A minority of Councillors on the Working Group believed that residents and those living closest to the beach should have a greater say than those living in other parts of Hoylake and elsewhere.
- 3.11 The draft Communications and Engagement Strategy identifies an 18 month period from the completion of the EGS in October 2021 for the implementation of a Hoylake Beach Management Plan based on:
- Initial consultation
 - Definition of Objectives
 - Short Listing of Options
 - Consultation on Options
 - Approval of Preferred Option
 - Habitat Regulation Assessment screening
 - Application for assent to Natural England

This would result in the implementation of a Hoylake Beach Management Plan from April 2023.

- 3.11 The draft Communications and Engagement Strategy at Appendix B has been produced to reflect the majority consensus of the Working Group.

ASSENT FOR NON-VEGETATION BEACH MANAGEMENT

- 3.12 The removal of windblown sand from the sea wall as and when it accumulates is required for the safe management of traffic on the adjacent highway. Hazardous driving conditions can be caused either through wind-blown sand or through standing water which collects when the highway drainage system's outfalls are blocked by sand.
- 3.13 The requirements to manage the highway in a safe manner will still exist after the expiry of the existing assent in March 2021.
- 3.14 The specification for the assent application is included as Appendix C. The specification identifies locations for removal and deposit of accumulated sand on the foreshore. The specification also provides information about the timing, routes to be utilised and method of depositing sand. Natural England have advised that the Habitat Regulations Assessment that supported beach management operations in 2016 to 2021, requires revision to incorporate any updated data with regard to North Wirral Foreshore Site of Special Scientific Interest (SSSI).
- 3.15 The identified location for deposition of accumulated sand is below the Mean High Water Spring Tides (MHWST) level. Works below MHWST ordinarily require a Marine Licence from the Marine Management Organisation under the Marine and Coastal Access Act, however an exemption exists relating to works undertaken by a Coast Protection Authority in relation to beach re-profiling.

4.0 FINANCIAL IMPLICATIONS

- 4.1 A soft-market testing exercise has been undertaken with appropriate consultants to identify an approximate cost for the production of an Ecological and Geomorphological Study. The study is not eligible for capital funding. A fee of approximately £30,000 has been identified. The fee for the Study can be met by the Climate Emergency Budget.
- 4.2 The revision of the Habitat Regulations Assessment to support the assent application for non-vegetation beach management has not been costed but is likely to be in the region of £1,000. The fee can be met through existing budgets in Parks and Countryside.

5.0 LEGAL IMPLICATIONS

- 5.1 The foreshore at Hoylake is included in the following statutory sites: North Wirral Foreshore Site of Special Scientific Interest, Mersey Narrows and North Wirral Foreshore Special Protection Area /Ramsar site and Dee Estuary Special Area of Conservation.
- 5.2 North Wirral Foreshore SSSI is designated for the following features: aggregations of nonbreeding water birds and especially bar-tailed godwit, dunlin, knot and turnstone, intertidal sediments and saltmarshes.
- 5.3 Under the post EU withdrawal agreement Wirral Council is required to undertake a Habitats Regulations Assessment (HRA) under the European Directive 92/43/EEC (The Habitats Directive), to ascertain whether beach management operations at Hoylake have the potential to result in likely significant effects on the interest features of these reserves.
- 5.4 The Council also require assent under S28H of the Wildlife and Countryside Act 1981 to carry out beach management operations within the North Wirral Foreshore SSSI.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 The application for assent for limited beach management activities can be undertaken by utilising existing staff and resources within the Parks and Environment service area.
- 6.2 The delivery of the Communications and Engagement Strategy, including establishing the Project Site can be undertaken by utilising existing staff and resources within the Parks and Environment service area with support from the wider Neighbourhoods Directorate and other Council resources.

7.0 RELEVANT RISKS

- 7.1 The Discretionary Advice received from Natural England in March 2019 recommended both an ecological survey and a review of geomorphological processes. If this work is not undertaken then there would be no evidence to support

any beach management options put forward to Natural England and a risk that assent would not be granted.

- 7.2 Hoylake beach management has recently been subject to press and social media attention. Without an approved Communications and Engagement Strategy there is a risk that the decision making process for any future beach management will not be seen to have been made based on scientific evidence and the views of all stakeholders. By approving the production of a Communication and Engagement Strategy, a clear strategy for a transparent and open process can be determined.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 This report recommends approval of the draft Communication and Engagement Strategy which sets out the timescales, objectives and methods for undertaking engagement and consultation.

9.0 EQUALITY IMPLICATIONS

- 9.1 The potential impact of the proposals contained within this report have been reviewed and the impact review is attached – <https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments>

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 Climate Change is a key factor in influencing future sustainable beach management at Hoylake. There is currently a trend of accretion in foreshore volumes across the Hoylake frontage, with sediment fed into the area by easterly littoral drift and onshore movement from Liverpool Bay. The mean high water spring tide mark is located some 100 metres from the sea wall.
- 10.2 Future behaviour depends on the relative change in the rate of beach accretion and the rise in mean sea level, which current best estimates, based on 95 percentile medium emissions scenario, suggest will be 250mm higher than present by the middle of the century and 700mm higher than present by the end of the century. Increases in sea levels will impact on foreshore evolution and future flood risk.
- 10.3 The study will provide predictions of future foreshore change based on assessment of future climate change scenarios including predicted changes in areas of habitat; potential for development of other habitats; potential changes in bird feeding/roosting areas; etc, all of which are required to inform appraisal of a range of potential beach management actions/options and to evaluate the impacts on flood risk across the frontage. It will assist in enabling the Council to consider risks and adaptations from a changing climate

REPORT AUTHOR: Colin Clayton
(Colin Clayton, Assistant Director - Parks and Environment)
telephone: Tel: 0151 691 8361
email: colinclayton@wirral.gov.uk

APPENDICES

Appendix A – Ecological & Geomorphological Study Brief & Specification

Appendix B – draft Communications and Engagement Strategy

Appendix C – Specification for Application for Assent for Non-Vegetation Management

BACKGROUND PAPERS

Habitats Regulations Screening Assessment & Application for SSSI Assent Relating to Beach Management Operations at Wirral Beaches – AECOM March 2016

UK Climate Projections User Interface. (2019). Retrieved from

<https://ukclimateprojectionsui.metoffice.gov.uk/products>

Natural England advice to Wirral Council regarding beach management – Natural England March 2020

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Environment, Climate Emergency and Transport Committee	03 December 2020
Special Meeting - Environment Overview and Scrutiny Committee Call-in Hoylake Beach Management	21 August 2020
Executive Member Decision Hoylake Beach Management	13 March 2020

This page is intentionally left blank

Request for Quotation

Specialist Consultancy Services – Hoylake Beach Ecology and Geomorphological Study

Contract Reference: DNXXXXXX

RETURN OF REQUEST FOR QUOTATION RESPONSE

The closing date for quotation submissions is:

12 noon on 23/04/2021

<http://www.the-chest.org.uk>

CONTACT AND QUERIES

If any tenderer wishes to raise any queries which may have a bearing on the offer to be made or have any specific questions regarding this process, please liaise with Wirral Council Corporate Procurement **via The Chest** at the earliest opportunity, and in any case **not later than 12 noon, 3 working days prior to the closing date**. Questions raised after this time may not be responded to. Tenderers must ensure anonymity when raising questions.

Tenderers are advised that where such enquiries have been made, and it is appropriate to do so, the Council will distribute to all tenderers a copy of the enquiry and the written reply, with anonymity preserved, via The Chest. It is the tenderers responsibility to ensure that they check for any new information.

PLEASE DO NOT CONTACT OFFICERS VIA ANY OTHER METHOD AS A RESPONSE WILL NOT BE PROVIDED.

Tenderers or bidders are required to indicate those parts of their submission that they regard as commercially sensitive in the event that information requests are received from third parties.

USING THE CHEST

Supplier Guides on how to use The Chest can be found by clicking on the “Help” button at the top right-hand side of the screen.

In the event of any TECHNICAL problems using The Chest, please contact:

procontractsuppliers@proactis.com

Telephone: 0330 005 0352

Section 1 – Background to Requirements

1.1 Background to Project Requirements

In 1999, the Metropolitan Borough of Wirral (MBW), commissioned independent consultants to examine and report on the issue of rising beach levels at West Kirby and Hoylake at the NW corner of the Wirral Peninsula and to provide advice on the processes of long term change, identify management options and preferred management policies to provide the basis for public consultation (Jemmett A and Smith T, Jan 2000).

Subsequent to presentation of this report MBW invited public scrutiny and comment on suggested options and a series of twenty proposed actions for on-going management of the beaches (Metropolitan Borough of Wirral, March 2000).

The proposals identified were not formally adopted by the Council.

In 2010 Wirral Council applied for and received assent from Natural England (NE) and the Environment Agency (EA) for undertaking beach management at Hoylake for a period of 5 years, comprising:

- Spraying both *Spartina anglica* and *Puccinellia maritima* using approved glyphosate herbicide Round Up Bio-active Gold;
- Spraying isolated clumps of *Spartina anglica* using approved glyphosate herbicide Round Up Bio-active Gold using a hand-held lance spray;
- Mechanically raking the amenity beach using either a comb rake or a Barber Surf rake;
- Removal of accumulated windblown sand, to be recycled within the protected sites i.e. the Dee Estuary SSSI, SAC, Spa and Ramsar site; the North Wirral Foreshore SSSI and the Mersey Narrows and North Wirral Foreshore pSPA and pRAMSAR site.

In 2016, Wirral Council applied for consent for continuation of these activities at Hoylake as part of a wider beach management proposal that also included management of beaches at West Kirby, Wallasey and New Brighton and commissioned production of a Habitats Regulations Screening Assessment to support this application for consent (AECOM, March 2016).

In March 2016, Natural England granted assent for a period of 5 years beginning 1st April 2016 for the specific beach management actions as shown in box 1 below to be carried out at Hoylake.

The beach at Hoylake was selectively sprayed, within the limits as defined in Box 1 (see Figure 1) with glyphosate herbicide to control the growth of *Spartina anglica* and *Puccinellia maritima* from 2010 to 2019.

In August 2019 the spraying of the beach at Hoylake received adverse publicity on social media and in the press. In July 2019 Wirral Council had passed a motion 'Glyphosate Free Wirral' detailing how the Council intends to minimise glyphosate use with the exception of invasive species management.

In November 2019, the Council requested Natural England provide advices under their “Discretionary Advice Service” in relation to how they should go about defining management actions to “ensure that the natural environment is conserved, enhanced and managed for the benefit of future generations, whilst contributing to sustainable development”.

Box 1: Assented Beach Management Actions at Hoylake April 1st 2016 to March 31st 2021

Hoylake Beach

Beach management operations considered in the assessment of Hoylake beach are:

Spraying with Roundup glyphosate based weed killer between once per year in August; Raking three times a week during April to September (inclusive); and Removal of windblown sand from the sea wall as and when it accumulates.

The area to be raked extends from the lifeboat station to Red Rocks in a band 100 metres (m) wide, between 0-100m from the wall. Raking will be undertaken using a tractor and comb rake to remove vegetation followed by a tractor and Barber Surf Rake.

The area to be sprayed extends from the lifeboat station to red rocks, in a band 100m wide, between 0-100m from the wall using a tractor with a boom and in addition if necessary between 100-120m from the wall with knapsack sprayer (additional 20 mband).

Spraying with Roundup, a glyphosate based weed killer, has been deemed the best option for managing common cord grass at Hoylake beach, as physical removal (excavation of material) may lead to further spread of the species and, as test digging has shown, leaves the rhizome behind. Rotoburing is not possible at this location due to the soft sediment; smothering techniques and grazing are unsuitable at this location due to its use as an amenity beach and burning is not effective.

In 2020 the Council decided to halt both mechanical raking and the use of chemicals which control the growth of vegetation, by stopping the spraying of glyphosate onto the beach area, but with other management actions continuing i.e. the removal of wind blown sand from against the sea wall, which is controlled to a degree by fences attached to the promenade railings but which causes blocked drains and nuisance on the highway and to properties on located on North Parade. The current consent for these operations expires on 31st March 2021 and the Council is separately applying for NE assent to continue them for a further 24 months.

In addition, in March 2020, Natural England provided advice to the Council regarding beach management under their “Discretionary Advice Service” (DAS). A copy of this advice is included within the Tender documents.

A wide range of views are present regarding the future management of Hoylake beach including continued removal of grasses at Hoylake beach, using the existing techniques (glyphosate and/or mechanical operations) or alternative methods. Other views however advocate for allowing natural succession and the management of natural features and habitats.

The Council wishes to address all the conflicting views and reach a consensus on a way forward for managing the beach at Hoylake by producing a new Beach Management Plan (BMP) for the frontage.

In order to support development of the BMP the Council is commissioning this Ecology and Geomorphology study to provide data and information to enable informed decisions to be made.

The Specification for Services to be provided is fully described in the consultant's brief referenced in the specification section 2.1 below.

The bid document will be considered confidential and not disclosed to any third party without written permission from the authority.

Please note that the Council is not obliged to accept any quote.

Figure 1: Beach Management Areas at Hoylake Approved in 2016. Areas between Red Rocks and Lifeboat Station that are defined to be raked and sprayed.



1.2 Contract Duration

The anticipated contract duration is 26 weeks starting on 4th May 2021.

Section 2 – Specification of Services

2.1 Specification

2.1.1 Overall Study Requirements

The overall requirement of the commission is for the *Consultant* to carry out a study, the results of which, can be used as the basis for preparation of a Beach Management Plan that will define the requirements for future management of the beach at Hoylake for coastal defence, amenity and nature conservation.

2.1.2 Works Specification

Key Tasks

The commission comprises the following key tasks:

1. Production of an overview of historical evolution of the Hoylake frontage;
2. Review of available data;
3. Identification of historical changes in beach evolution;
4. Liaison with Council Project Steering Group by e-mail/video call, including a virtual workshop to identify key issues and drivers for future management;
5. Commission a separate ecological assessment of the frontage to include carrying out a National Vegetation Classification Survey of the inter tidal zone and collation of other relevant designated habitat data in order to provide sufficient data to support development of an HRA Screening report for on-going beach management, including relevant data on bird usage of the frontage;
6. Provide predictions of future change including assessment of a range of future climate change scenarios including predicted changes in areas of habitat; potential for development of other habitats; potential changes in bird feeding/roosting areas; etc. utilising results from (5);
7. Carry out an assessment of the “Natural Capital Value” of the frontage and how this might be influenced by coastal change under a range of future climate change scenarios as in (6). Liverpool John Moores University (LJMU) have completed a Natural Capital Baseline for the Liverpool City Region and they are to be engaged by the successful consultant to model changes under the different management scenarios. The contact at LJMU is TBC;
8. Review of present and future flood risk across the frontage under different potential management scenarios;
9. Review of groundwater behaviour behind the sea wall and how potential future beach management actions e.g. higher beach levels could impact on behaviour. This shall include for the provision and installation of ground water level monitoring equipment at three locations in the promenade footpath and monitoring of changes in water levels for a minimum 3 month

period to inform the study and for the on-going provision of data from the monitoring station for a further 9 months;

10. Provide advices and recommendations on potential future beach management actions/options including but not necessarily limited to:
 - Review of existing management arrangements;
 - Consideration of options based on natural development of the frontage;
 - Consideration of potential options for management zoning of the frontage to accommodate different beach usage arrangements.

This element should specifically involve:

- Identification of opportunities and constraints on future management activities;
- Definition of the impact of different options on environmental habitats/bird feeding and roosting areas;
- Review and consideration of advice provided under Natural England's DAS.

11. Production of draft and final study reports, including a non-technical executive summary; and

12. Provision of additional support to Council staff in production of BMP.

Specific Requirements

The Contractor shall allow specifically for the following in carrying out the commission.

General Project Management

The *Consultant* shall allow for the following:

- Attendance on site for a walk over survey with the Council's Project Manager and members of the Council Project Steering Group, at the outset, observing Covid 19 regulations;
- A start up meeting with the Client to confirm project arrangements;
- Arranging and facilitating a "Teams" virtual workshop with the Council Project Steering Group to identify and confirm key issues and drivers for future management;
- Attendance and management of Intermediate monthly progress meetings;
- A meeting following completion of a draft report to present findings;
- Producing minutes of above meetings; and
- Production of monthly progress reports detailing progress against programme, deliverables, and information required, activities planned etc.

All meetings, apart from the site walk over will be held virtually using Microsoft Teams, unless agreed otherwise with the Project Manager.

Production of Contract Deliverables

- The overall Contract deliverable under the Contract shall be a study report with the results of the ecological assessment presented as a stand-alone document and as an Appendix to the main report;
- All outputs shall be provided in formats compatible with Office 365, AutoCAD and Mapinfo, as appropriate.

Support in preparation of the BMP

The Consultant shall allow for up to 5 days of support by a senior named member of their project team to provide additional advice and review of the subsequent BMP (to be produced by the Council). This work will be carried out post completion of the study report and is to be remunerated on a time basis.

2.1.3 Data Available from Council

The following data will either be provided by the Client or is available from local, regional or national archives:

- Cross shore beach profile monitoring data (1986-2020);
- Typical cross sections through existing man-made coastal defences;
- Historical LiDAR surveys (various dates 2004-Present);
- Historical geo-rectified vertical aerial photography (1999-2018);
- Non geo-rectified vertical aerial photography (pre 1999);
- Historical oblique aerial photography (2008-2015);
- Local Sediment Analysis data from 1996, 2003, 2010 and 2015;
- Output from Environment Agency Coastal Boundaries Dataset;
- Climate change predictions from UKCP18;
- Core Count WeBs data for Hoylake sector for 2017/18 and 2018/19;
- 5-year (2014-19) WeBS core count synopses for Hoylake sector;
- Dot density maps for low tide bird count data for the Dee Estuary;
- Relevant background information and past correspondence relating to past NE SSSI assent and Habitats Regulation Assessment.

The above list is not exhaustive and the Consultant shall identify and access any other data that would assist in carrying out the project.

The following specific reports will be provided by the Client:

- AECOM. (March 2016). *Habitats Regulations Screening Assessment and Application for SSSI Assent Relating to Beach Management Operations at Wirral Beaches.*
- Jemmett A and Smith T. (Jan 2000). *The Beaches at West Kirby and Hoylake - Options for Managing Wind Blown Sand and Habitat Change.*
- Metropolitan Borough of Wirral. (March 2000). *The Beaches at West Kirby and Hoylake - Options for Managing Wind Blown Sand and Habitat Change. Consultation Document.*
- Natural England. March 2020. *Natural England Advice to Wirral Council regarding beach management.*

2.1.4 Consultant Requirements

The team to be employed by the *Consultant* on the commission shall be multi-disciplined and should have demonstratable experience in the following key areas:

- Geomorphological assessment of beach and dune frontages;

- Examination and development of engineering solutions in relation to surface water management, wind blown sand management, groundwater behaviour and flood risk mitigation;
- Carrying out ecological surveys in the coastal zone;
- Ecological assessment and management of activities within the coastal zone;
- Knowledge and management of regulatory processes for operations carried out in the coastal zone;
- Development of Beach Management Plans.

Copies of CVs of key staff (max 2 pages per project team member) are to be provided as part of the tender submission.

2.1.5 Arrangements for Proposal Submissions, Contract Award, Services Ordering and Remuneration

Consultants are invited, to submit via The Chest, electronic tendering portal, this completed Request for Quotation document clearly indicating how they would meet the requirements of this brief.

Any enquiries during the preparation of the proposal submissions should be made via The Chest. No direct contact must be made with any Council officer during the tender period.

Completed documents should be submitted via The Chest in accordance with the instructions provided. The Council will select a consultant from the proposals submitted using a project specific evaluation model based on a price/quality assessment, details of which are provided with this RFQ.

Contract terms and remuneration will be in accordance with the Wirral Council's standard Terms and Conditions and the NEC3 PSC. A copy of the intended contract is supplied with this Request for Quotation. Monthly accounts will be required by invoice to include a full schedule of hours worked.

Services through the commission will be ordered, managed, and remunerated as follows:

- A single purchase order will be raised after contract award
- Monthly account invoices will be submitted by the Consultant in both electronic and hard copy (with copies to the nominated Contract Officer and the Councils Accounts payable team – address included on the purchase order) clearly referencing the original purchase order number and referencing staff schedules which have incurred cost within the applicable month.

Section 3 - Evaluation

3.1 Evaluation

The award of this Contract will be on the basis of the most economically advantageous tender taking into consideration the following award criteria:

Price	50%
Quality	50%

A full breakdown of weightings for the different elements of the quality submission are provided below.

All Quality and Pricing information submitted will form the overall evaluation for calculating a bids final score.

Submissions deemed to be poorly presented will risk being removed from the evaluation.

3.2 Scoring Mechanism

If tenderers score less than a 3 on two or more of the method statements, Wirral Council reserves the right to exclude the tenderer.

Compliance questions - Tenderers are required to confirm their level of compliance with each of the requirements selecting the appropriate box. The Compliance questions will be marked as *pass* or *fail*. If you do not “Fully Comply” with any of the requirements, please provide details of why in the “Comments” section where the Evaluation Team will consider if your response is acceptable.

Additional support sheets will be accepted but must be clearly referenced with the contract reference number & title and be easy to follow.

Score	Rating	Definition
0	Unacceptable	Nil response or no relevance to the requirement
1	Poor	Response has insufficient relevance and provides no detail or explanation of how the requirement will be met
2	Inadequate	Response has partial relevance and addresses some aspects but with deficiencies with the detail or explanation of how the requirement will be met
3	Acceptable	Response is relevant and acceptable. The response addresses a broad understanding of the requirement but may lack details on how the requirement will be fulfilled in certain areas.
4	Good	Response has significant relevance and good. The response is sufficiently detailed to demonstrate a good understanding and provides details on how the requirements will be fulfilled.

5	Excellent	Response is completely relevant and excellent overall. The response is comprehensive, unambiguous and demonstrates a thorough understanding of the requirement and provides details of how the requirement will be met in full. Response adds value and may contain innovative solutions
---	-----------	--

Tenderers are required to complete the compliance table below (✓/x). This table will form a critical part of the appraisal process.

Section 4 - Compliance

Item	Description	Non-Comply	Part Comply	Fully Comply
1	Experience in geomorphological assessment and prediction of future evolution of the coast			
2	Experience in carrying out ecological surveys and environmental assessment			
3	Experience in flood risk assessment and groundwater monitoring			
4	Experience of implementation of the regulatory process in the coastal zone			
5	Experience in producing strategic management action plans in the coastal zone			

Section 5 - Method Statements

MS No.	Weighting %	MS Description
1	30%	<p>Quality: General experience (Word count max 1000) Please summarise general relevant experience of undertaking these types of project. You can provide no more than five case studies which link your response to the geomorphological assessment, ecological surveys, management of engineering assets at the shoreline, health & safety, regulatory, environmental and amenity issues set out in the specification. Please also provide full CVs for key staff members to be used (additional to the word count).</p>
2	30%	<p>Quality: Project Methodology (Word count max 1000) Please describe how you would go about carrying out the study and meet the requirements of the specification, with specific reference to how you would evaluate potential management arrangements for the Hoylake foreshore in the future and the uncertainties and constraints inherent in the requirements.</p>
3	20%	<p>Quality: Added Value (Word count max 750) Please describe, with evidence from previous case studies how the project team would add value to the Council's development of a Beach Management plan based on the requirements of the specification.</p>
4	10%	<p>Quality: Local Knowledge (Word count max 500) Please summarise any specific local experience and knowledge of working on schemes around the Wirral shoreline. Your response should focus on the specific issues occurring at Hoylake.</p>
5	5%	<p>Quality: Social Value (Word count max 1000) The Council's aspirations for Social Value are:</p> <ul style="list-style-type: none"> • Up skilling staff

		<ul style="list-style-type: none"> • Offering Apprenticeships • Local employment opportunities • Volunteers • Additional Services • Educational visits • Offering curriculum addition to schools • Creating Supply Chain opportunities • Improving environment, landscape • Donations to charity • Local businesses incorporated into Supply Chain • Creating skills & training opportunities • Offering work placements to school children and young adults • Community engagement • Targeting hard to reach groups • Core Labour Standards <p>Please provide a method statement detailing how your organisation will provide social benefits that will impact on economic, social and environmental well-being of the Wirral Borough, identifying how, during the commission, you will assist the Council in meeting its obligations under the Social Value (Public Services) Act 2012 and the Council’s strategic objectives of a thriving, healthy, accessible, safe and attractive Borough.</p>
6	5%	<p>Quality: GDPR Compliance (<i>Word count max 500</i>)</p> <p>Please provide a statement on what steps your organisation takes to ensure compliance with the General Data Protection Regulation 2016(GDPR) and the Data Protection Act 2018(DPA)? In particular how you:</p> <ul style="list-style-type: none"> • Show compliance with Council’s data processing requirements in the Council’s Data Processing Schedule • Put in place technical and organisational measures against unauthorised or unlawful processing of personal data and against accidental loss or damage to such data • Help the Council carry out data protection impact assessments before processing any personal data • Put in place training programmes for staff who have access to personal data and ensure their integrity and reliability • Keep records of data processing carried out under the Contract?

		<ul style="list-style-type: none">• Show compliance with any statutory requirement to appoint a data protection officer if applicable to you)• Decide whether or not to use sub-processors to process personal data on behalf of the Council under the Contract
Total	100%	

Section 6 - Cost Schedule

Tenderers must complete the pricing schedule as per the format included.

Offers must NOT comprise of Sales material that is unreferenced or meaningless to the submission of this quotation.

PRICING SCHEDULE

Tenderers shall complete the tables below for the provision of the services identified:

Task	Cost (£)	Average hourly rate (£)
Project Management, attendance at project meetings etc		
Liaison with Project Steering Group		
Review of data, historical evolution and beach change		
Carry out Ecological Study		
Future Coastal Evolution Assessment		
Natural Capital Value Assessment		
Definition of Future Flood Risk		
Ground Water Monitoring, including for post study completion collection and provision of results		
Identification of Potential Future Beach Management Arrangements		
Production of Contract Deliverables		
Provision of additional technical support		
Total:		

STAFF SCHEDULE

Name and qualifications	Project Role	No of hours	Hourly Rate (£)

For further details on pricing, please refer to our guidance notes below.

- All prices in the tender submission must be quoted in GBP.
- All prices quoted must exclude VAT.
- All prices must include installation costs, insurances, consumables, travel and subsistence etc.
- Any other costs must be separately identified.

All products supplied must remain competitively priced. The Council seeks to maximise opportunities for improved pricing due to technology changes, which will be reviewed during Contract Review Meetings.

Wirral Borough Council will not recognise any charges made by the supplier for the duration of the contract that were not received as part of this quotation, unless they represent additional costs brought about by a change of client needs.

Section 7 – Contract Performance

This contract is subject to continuous performance monitoring and management throughout the contract term.

The Service Provider will be required to register with the Council's online Contract Management Portal following the contract award. Contract performance is monitored in accordance with objectives and targets as set out within the contract specification, and the Service Provider shall provide regular performance monitoring and management information accordingly.

The Service Provider will be required to attend all meetings in connection with the Contract to which they may be invited, including regular progress meetings. The programme for these meetings will be agreed as part of any contract mobilisation process. Such meetings will be conducted through media technology, unless otherwise specified. Additional meetings may be held where necessary to address any matters between the review meetings.

Section 8 – Terms and Conditions**8.1 CONTRACT DATA****Part one – Data provided by the *Employer***

1 General The *conditions of contract* are the core clauses and the clauses for main Option A, dispute resolution Option W2 and secondary Options X2, X4, X9, X18 and Y(UK)2 of the NEC3 Professional Services Contract April 2013.

The *Employer* is
Wirral Borough Council, Town Hall, Brighton Street, Wallasey
Wirral CH44 8ED

The *Adjudicator* is
to be agreed between *Employer* and *Consultant* when deemed necessary
The *services* are
Described in Section 2

The *scope* is in
Section 1 and Section 2

The *language of this contract* is
English

The *law of the contract* is
the law of England and Wales, subject to the jurisdiction of the Courts of
England and Wales

The *period for reply* is
1 week

The *Adjudicator nominating body* is
the Institution of Civil Engineers

The *tribunal* is
Arbitration

2 The Parties' The *Employer* provides access to the following persons, places
main and things
responsibilities

access to access date
all Council-owned land and buildings related to the services 12th April

2021

3 Time The *starting date* is 12th April 2021
 The *completion date* is 15th October 2021

Subject to the *Consultant* meeting the contract performance measures set and at the Employer's sole discretion notified not less than 2 months before the completion date, with the written agreement of both parties the contract may be extended for a maximum period of 6 months on the same contract terms.

The *Consultant* submits revised programmes at intervals no longer than 4 weeks for each task order.

4 Quality The quality policy statement and quality plan are provided within 2 weeks of the Contract Date

Performance will be monitored in accordance with the Contract Specification and low performance payment deductions may apply. The *defects date* is 4 weeks after Completion of the whole of the services.

5 Payment The *assessment interval* is monthly

The *currency* of this contract is pounds sterling (£)

The interest rate is 2% per annum above the average base rate in force from time to time at the following banks: Barclays, Lloyds TSB, HSBC and Royal Bank of Scotland

6 Indemnity, Insurance and Liability

Event	Cover	Period following Completion of the whole of the services or earlier termination
Failure of the <i>Consultant</i> to use the skill and care normally used by professionals providing services similar to the <i>services</i> (Professional indemnity)	£1,000,000 for each and every event	6 years
Death or bodily injury to a person (not an employee of the <i>Consultant</i>) or loss or damage to property resulting from an action or failure to take action by the <i>Consultant</i> (Public liability)	£2,000,000 (two million pounds) and such insurance shall contain an indemnity to principals provision	12 months
Death or bodily injury to employees of the <i>Consultant</i> arising out of and in the course	£5,000,000 (Five million pounds)	12 months

of their employment in connection with this contract (Employers liability)		
--	--	--

Option X18:

- The Consultants liability to the Employer for indirect or consequential loss is limited to £1 million (one million pounds).
- The Consultant's liability to the Employer for Defects that are found until after the defects date is limited to the Contract Value.
- The end of liability date is 1 year after Completion of the whole of the services.

Part two – Data provided by the Consultant

The Consultant is

Name

Address

The key people are

.....
.....
.....
.....

The staff rates are (inserted at Section 6 above)

.....
.....
.....
.....

The activity schedule is

The tendered total of the prices is

Section 9 - Declaration

I/We the undersigned, hereby quote to supply the goods / service / products detailed in this tender, at the respective prices quoted. (Prices must not include VAT).

I certify that as far as I know, the information I have supplied is accurate.

I/We agree that this tender shall remain open to be accepted or not by the Council for a period of six weeks from the closing date for the receipt of tenders.

I/We agree that the Council may discontinue the tendering arrangements at any time before a tender has been accepted.

I/We accept the specification and standard terms and conditions embodied in the request for tender and undertake to be bound by them if my/our tender is accepted by Wirral Borough Council.

I/We certify that I/we have not now or will in the future, canvassed or solicited any member, officer or employee of the council and any other companies in the group of which the council forms part, in connection with this tender and that to the best of our knowledge and belief no person employed by me/us or acting on my/our behalf has done such an act.

I/We understand that the Council is not bound to accept any tender and will not be liable under any circumstances whatsoever for the costs I/we have incurred in preparing the tender.

The tender submitted herewith is a bona fide tender intended to be competitive.

I/We have not fixed or adjusted the amount of the tender by or under or in accordance with any collusive agreement or arrangement with any other person.

Declaration on following page to be completed and signed.

NAME OF CONTACT:	
DESIGNATION:	
COMPANY NAME:	
COMPANY NUMBER:	
REGISTERED OFFICE:	

ADDRESS (including postcode)	
TELEPHONE:	
FAX:	
EMAIL:	
SIGNATURE:	
DATE:	

This page is intentionally left blank

HOYLAKE BEACH MANAGEMENT COMMUNICATION & ENGAGEMENT STRATEGY

BACKGROUND

The assent for the current beach management operations at Hoylake Beach, comprising the removal of wind blown sand that builds up against the sea wall and blocks outfalls, expires at the end of March 2021. Spraying of the beach with herbicide and mechanical raking of the beach between the Lifeboat station and Red Rocks, to manage the growth of *spartina angelica*, which had previously received assent from Natural England for a period of 5 years from April 2016, has already ceased as a result of the Executive Member Decision of March 2020.

Advice has been received from Natural England ahead of the development of a new beach management plan which indicates the likely permissible operations for beach management whilst also accepting the wishes for both a more natural approach to management and also for the retention and future use of an amenity beach. Natural England also advised on the development of a baseline study of the existing ecology present at the beach combined with an assessment of how the beach has changed using existing monitoring data and also how it is likely to evolve taking into account the likely ecological changes and those associated with climate change. Understanding the likely beach response will allow various management options to be tested to determine their impact on the natural environment, land drainage and on flood risk as that increases with sea level rise.

Wirral's Environment, Climate Emergency and Transport Committee approved the development of a Communications and Engagement Strategy (CES) for Hoylake Beach Management at its December 2020 meeting. The final recommendation requires the Strategy to be developed with a Working Group established with cross party representation from Committee Members

Any stakeholder engagement process is intended to build trust and understanding between all parties involved with the aim of being inclusive, transparent and appropriate in its methods and application.

ESTABLISH ENGAGEMENT METHOD & GOVERNANCE

This draft CES seeks to establish the following to enable effective engagement on the development of the Hoylake Beach Management Plan (HBMP).

- **Hoylake Beach Information** on the haveyoursay.wirral.gov.uk website. The “haveyoursay” portal provides an ideal location to host and publicise the various stages of engagement and consultation. The portal provides a platform to host existing data and evidence relating to the project and tools, such as Ideas Board and Interactive Mapping that lend themselves

engagement and consultations on future management (see New Brighton Masterplan and Council Budget 2021-22 for examples). The portal will allow opportunities, constraints, timescales and deliverables to be clearly set out.

- **Steering Group.** The future management of Hoylake Beach cuts across and impacts on many different Council services:
 - Parks & Countryside (Christine Smyth)
 - Flood & Coastal Risk Management (Neil Thomas)
 - Highways (Brian Smith)
 - Waste & Recycling (Mike Cockburn)
 - Tourism & Communities (TBC)
 - Communications & Marketing (TBC)
 - Neighbourhoods & Engagement (Fergus Adams)

Establishment of a Steering Group with officer representation, identified above, will ensure all service objectives and impacts are fully considered during the development of the HBMP. The Steering Group will work with the Political Working Group and inform statutory bodies of progress.

- **Political Working Group.** The December 2020 Environment, Climate Emergency and Transportation Committee recommended a cross party working group review the CES prior to the approval by the next Committee. It is proposed that this group is established to review all consultation methods, materials, and consultation outputs prior to formal approval by the Committee.

STAGE 1 – DEFINE CONSTRAINTS AND EVIDENCE BASE

CONSTRAINTS

Any future HBMP will need to be subject to a Habitat Regulations Assessment (HRA). In order for the HBMP to receive assent from Natural England the management activities considered in the HRA need to align with the Natural England's objectives for North Wirral Foreshore Site of Special Scientific Interest (SSSI)

Wirral Council has used Natural England's Discretionary Advisory Service (DAS) to identify the constraints within which any future beach management at Hoylake must be implemented.

The DAS provides a steer for future beach management. The DAS should be set out as the framework within which the Council is looking to develop a HBMP at all stages of consultation.

Objective: Inform and educate to build a wider understanding of the regulations that apply.

Timescale: DAS complete

EVIDENCE BASE

Procure an Ecology and Geomorphology Study (EGS) for Hoylake Beach. The EGS will include an ecological survey of Hoylake Beach which will identify and map what species are growing where. The EGS will also use existing data to look at how Hoylake Beach has changed, how that change

is impacted by the ecology at Hoylake Beach and continuing natural coastal processes and also how Hoylake Beach will change when considering future climate change scenarios. The outputs of the EGS will be used to identify whether management options are sustainable.

Objective: Improve understanding of the current and likely future evolution of Hoylake Beach

Timescale: To be procured April 2021 once the Procurement Brief & Specification has Committee Approval.

STAGE 2 – ESTABLISH PROJECT SITE AND PUBLICISE ENGAGEMENT

PROJECT SITE

Establish the Hoylake Beach Management Project site on HaveYourSay.

Populate the site with the data and evidence collected to date. Identify reasons for undertaking public engagement on beach management, identify how the future HBMP must work (from Natural England's DAS) and publicise the survey and EGS, the outputs of which will be used to inform the future HBMP. The Project Site will also provide information on:

- Overall timeframe for the Project
- The objectives of each stage of engagement and consultation
- What will be delivered

Objective: To provide the basis for obtaining different views on future management requirements and arrangements.

Timescale: To be established in April 2021 once the Communication & Engagement Strategy has Committee Approval.

PUBLICISE ENGAGEMENT

Use Communications & Marketing to promote the Project Site.

Contact those bodies with a statutory responsibility eg Natural England, Environment Agency to make sure they are aware of the project.

Project Site to allow comments to be submitted at this stage. Comments would not be publicly visible.

Objectives: To promote the Project Site, raise awareness of the coastal processes causing change and the legal constraints future beach management must operate within. Ensure the development of the HBMP is an inclusive and transparent process and that the public are kept informed of progress.

Timescale: April 2021 once the Communication & Engagement Strategy has Committee Approval and Project Site established.

STAGE 3 – PUBLISH ECOLOGY & GEOMORPHOLOGY STUDY

PROJECT SITE

Following review by the Steering Group publish a non-technical summary and more detailed technical report of the EGS on the Project Site.

Objective: To publish the evidence base that will be used to inform development of the HBMP

Timescale: November 2021

STAGE 4 – INITIAL CONSULTATION

CONSULTATION - SEEKING YOUR VIEWS ON HOYLAKE BEACH MANAGEMENT

Identifying the framework set by the DAS, existing data and the findings of the EGS and using the tools available on the Project site, and promoted through Communications & Marketing, the first phase of consultation will seek a wide range of views from key stakeholders and the wider public, on the future management of Hoylake Beach. By setting within the regulatory and evidential framework there is an opportunity to manage expectations of consultees by clearly setting out how the ideas and options identified will be taken forward.

Objective: To gather all views on the future of Hoylake Beach and inform development of a series of SMART (Specific, Measurable, Achievable, Realistic and Timely) objectives for future management.

Timescale: December 2021 – February 2022.

Output: Long list of potential management options, screened against the DAS and appraised against the findings of the EGS and definition of Objectives for Future Management

Approval: Pre-consultation approval required on consultation methods, questions and supporting information.

STAGE 5 – OBJECTIVES FOR FUTURE MANAGEMENT

OBJECTIVES

Based on the outputs of the initial consultation a series of objectives for the future management of Hoylake Beach can be established. The Objectives for Future Management can be published on the Project Site so that the transparent process continues and consultees can see how their views are being used to shape the future management options. The future management options can be tested against the objectives prior to further consultation.

Objective: maintain transparent process and demonstrate how views are considered and taken forward.

Timescale: March 2022

Output: Objectives for the future management of Hoylake Beach

Approval: Political approval required to agree objectives, both through the Political Working Group and Committee.

STAGE 6 – DEVELOP SHORT LIST OF MANAGEMENT OPTIONS

SHORT LIST

Following review of all screened in options and ideas from the first phase of consultation into a long list, a short list of management options will be developed to identify options that are sustainable when screened against the findings of the EGS and the objectives for future management of the beach at Hoylake.

The Short List of options will be subject to further consultation to identify a preferred management option. Ideally no more than 4 management options to be identified so that the consultation is clear and unambiguous.

Timescale: June 2022

Output: Short List of Options for further public consultation

Approval: Committee approval to consult on the Short List of Options required

**STAGE 7 – CONSULT ON SHORT LISTED OPTIONS FOR FUTURE MANAGEMENT
CONSULTATION**

Using the Project Site and tools and promoted by Communications & Marketing consult on the options for the future management of Hoylake Beach.

Objective: to identify a preferred approach for the future management of Hoylake Beach

Timescale: July 2022 – September 2022

How: Using project website and possibly through live online Q&A sessions

Output: Preferred option for Hoylake Beach Management Plan, recognising that this may be a hybrid of all options put forward.

**STAGE 8 – APPROVAL OF HOYLAKE BEACH MANAGEMENT PLAN
COMMITTEE APPROVAL**

Using the evidence of the initial and subsequent consultation, the scientific evidence bases of the EGS and the constraints as set out in Natural England's DAS, present the proposals for the future HBMP to Environment, Climate Emergency and Transportation Committee.

Once approved publish the HBMP on the Project Site

Timescale: October 2022-December 2022

Output: Approval of the draft HBMP and approval to develop an HRA for submission to Natural England in order to gain assent for implementation of the HBMP.

**STAGE 9 – HABITAT REGULATIONS ASSESSMENT & NATURAL ENGLAND ASSENT
HABITAT REGULATIONS ASSESSMENT**

Undertake an HRA against the methods of implementing the management of Hoylake Beach as set out in the HBMP. Upon completion and following approval by Working Group and/ or Committee submit to Natural England.

NATURAL ENGLAND

NE review the HRA for HBMP and issue assent notice.

Timescale: January 2023 – March 2023

Output: HRA for submission

STAGE 10 – DELIVER HOYLAKE BEACH MANAGEMENT PLAN

Manage Hoylake Beach in accordance with the HBMP and any conditions imposed by Natural England

Update Project Site with HBMP.

Timescale: April 2023 onwards

Removal of Sand from Hoylake Beach adjacent to North Parade

Problem: windblown sand accumulates at slipways and access points, and blows from here into the road. Sand gets into the drains and causes blockage, which is expensive to rectify, and flooding which can cause hazardous driving conditions. Sand-trap fences have been installed to retain sand at the edge of the beach. Sand-trap fences are very effective at helping prevent sand-blow into the road, but over time it continues to build up at the fences, and blows from there into the road.

Main locations: 1) top of King's Gap, 2) Alderley Road slipway, 3) the beach adjacent to the New Lifeboat Station.

Wind-blown sand will be removed from these locations and relocated 150m from the sea wall toward the tide line (as per map fig 1). The sand will be spread out and flattened.

Operation must happen at low tide to minimise disturbance to birds.

Using a tractor and trailer - aim to make as little as possible impact on any grasses, by taking a direct line.

1) Photograph from the beach of King's Gap Slipway showing sand accumulations



2) Photograph from the beach of Alderley Road slipway and Hoylake Sailing Club showing sand accumulations



3) Photograph from the beach of sand accumulation at the new Lifeboat Station west slipway



Fig 1. Plan of Hoylake Beach between Courtney Road and the Lifeboat Station:

Black circles show sand accumulations.

Black crosses show target destinations - 150m from the promenade.

Red line shows the position of Mean High Water Spring Tides

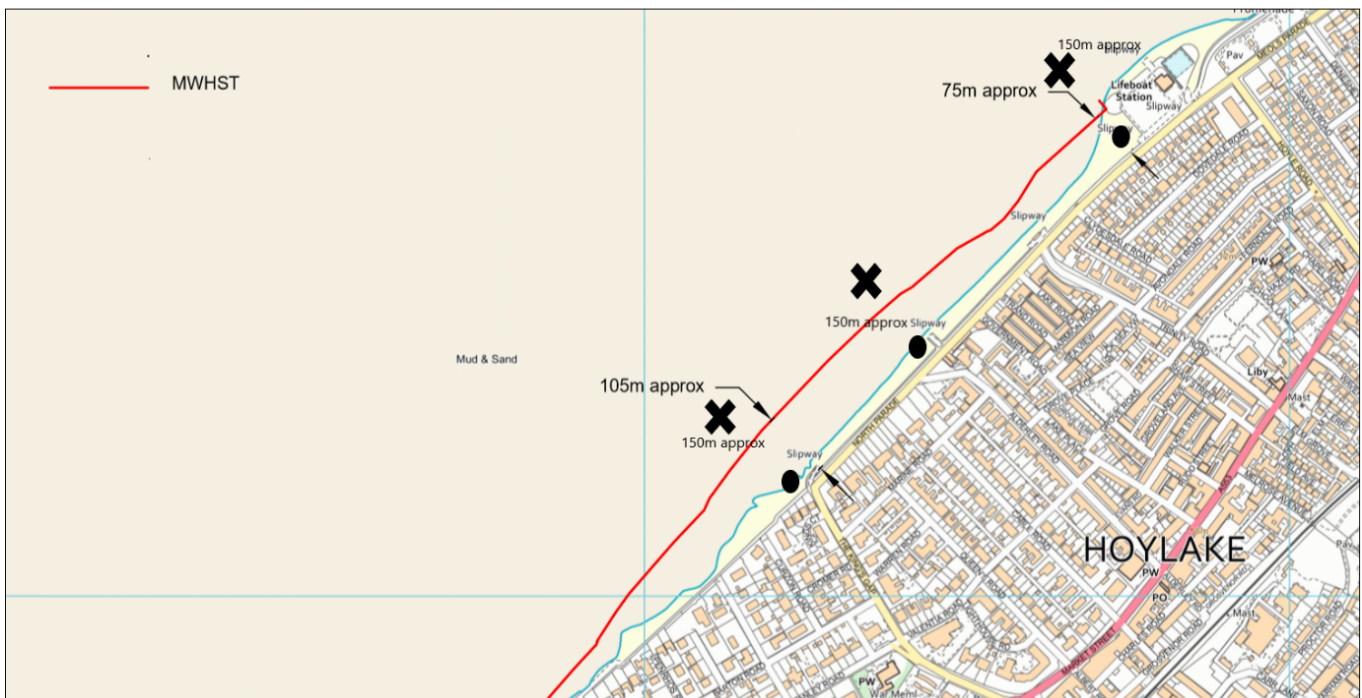


Figure 1 - Plan of Hoylake Beach between Courtney Road and the Lifeboat Station

Natural England advice to Wirral Council regarding beach management

Natural England's statutory purpose, as set out in the Natural Environment and Rural Communities Act 2006, is to ensure that the natural environment is conserved, enhanced and managed for the benefit of present and future generations, thereby contributing to sustainable development. Our role includes providing advice to others, being a regulator and working in partnership with others including public bodies.

The following information forms the basis of Natural England's advice related to the challenges Wirral Council are facing in managing the Wirral coastline. In providing this we recognise the environment is dynamic, there are statutory requirements and strong interests and views which are often in conflict. It should also be noted that in the intertidal area there may be other statutory bodies that may need to be consulted, such as the Environment Agency and Marine Management Organisation.

Natural England's advice is provided in the following sections:

- Summary of statutory sites on the Wirral coastline
- Statutory sites at Hoylake
- Coastal dynamics
- Factors driving growth of foreshore vegetation
- Vegetation control
- Drainage
- Wider values and opportunities
- Issues that could be picked up within a wider plan
- Ideas for way forward

Natural England advice is provided from the perspective of its statutory role in giving advice on protected sites.

Summary of statutory sites on the Wirral coastline

- Nearly the whole of the Wirral coastline is covered by a range of overlapping statutory designations including nationally important Sites of Special Scientific Interest (SSSIs) and international Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar Wetland sites.
- The SSSIs of Wirral coastline are: Mersey Estuary, Mersey Narrows, North Wirral Foreshore, Dee Estuary and Red Rocks. These sites are all important for their non-breeding birds with some important for features including saltmarsh, intertidal sediment communities, sand dunes and breeding birds.

- The SPAs and Ramsar sites are: Mersey Estuary, Mersey Narrows and North Wirral Foreshore, Dee Estuary and Liverpool Bay (SPA only). These are all important for non-breeding birds with Dee Estuary also being important for some breeding birds.
- The SAC: Dee Estuary, note this extends on to the North Wirral Foreshore. This is important for a range of features including its intertidal sediments, reefs, saltmarsh and sand dunes.
- Information relating to the designated sites including Conservation Objectives, Supplementary Advice on Conservation Objectives and the Advice on Operations are available on Natural England's [designated sites view](#) system. Geographic information on the designated sites and other information relating the natural environment can be found on the following website: magic.defra.gov.uk
- Wirral Council, Natural England and other public bodies have several statutory conservation duties:
 - To further the conservation and enhancement of SSSIs – Section 28G of the [Wildlife and Countryside Act 1981 \(as amended\)](#),
 - Statutory duty to conserve biodiversity - Section 40 of the [Natural Environment and Rural Communities Act 2006](#) (NERC Act). Specific habitats and species are identified, through Section 41 (NERC Act 2006) identified as being of principle importance for conserving biodiversity. Lists of [Priority habitats](#)
 - [The Conservations of Habitats and Species Regulations 2017](#) (as amended) (aka the Habitat Regulations) includes a duty of competent authorities (as defined in Regulation 7) to have regard for the requirements of the Habitats and Wild Birds Directive in the exercise of their statutory functions (Regulation 9(3)).
 - Further guidance on public bodies responsibilities for SSSIs can be found from the following webpage: <https://www.gov.uk/guidance/sites-of-special-scientific-interest-public-body-responsibilities>

Statutory sites at Hoylake (see Annex 1 for some further detail)

- The foreshore at Hoylake is included in the following statutory sites: North Wirral Foreshore SSSI (unit 1 East Hoyle Bank), Mersey Narrows and North Wirral Foreshore SPA/Ramsar site and Dee Estuary SAC.
- North Wirral Foreshore SSSI is designated for the following features: aggregations of non-breeding water birds and especially bar-tailed godwit, dunlin, knot and turnstone, intertidal sediments and saltmarshes.
- Wetland Bird Survey (WeBS) Alerts (using WeBS data from 2014/15 to 2018/19) indicate bar-tailed godwit, knot and turnstone on North Wirral Foreshore SSSI have significant declines which would lead to these features and so the site to be in unfavourable condition.
- Liverpool Bay SPA, a marine site is located off Hoylake but it is below mean low water.

Coastal dynamics

- Sea level rise and coastal change are inevitable. Sustainable coastal management needs to take account of natural coastal change.
- Coastal conservation is often about understanding the way in which the physical system underpins the presence of individual habitats or species. Management for habitat and species features must to take account of coastal dynamics.

- As the coast changes so the mosaic of habitats and species as well as the landscape and its 'local distinctiveness' will change and evolve. Understanding the reasons for change must be factored into management decisions to ensure the best possible outcomes for the natural environment. Reasons for change will include the wider geomorphological processes, sources of sediment supply, constraints on sediment movements, wider scale sediment dredging or disposal and climate change.
- Development of pioneer vegetation that will eventually develop in to sand dunes or saltmarsh is a natural stage in the coastal change process. It is probably not possible to fully predict how the habitats will develop, however the situation at this location is likely to be different to that at Parkgate eg due to levels of exposure to winds, tides and waves and differences in sediment supply. It may be more likely that there is more development of dune habitats than saltmarshes.
- Management of the coastline should focus upon working with coastal processes that enable a dynamic environment resilient sea level rise.
- There is a need to conserve, manage and sustain sediment supplies that feed coastal systems and the landscapes and habitats they support.
- Management interventions such as raking and spraying will impact on the natural development of habitats and so geomorphological processes and sediment movement.
- Sustainable coastal management will need to incorporate adaptation measures in both short and long-term.
- Further information on the geomorphological regime and influences may be obtainable from the NW Coastal Group and the [Shoreline Management Plan 2](#) provides information on the coastal processes. [Appendix C: Baseline Process Understanding](#) indicates a long-term trend of sediment accretion for the period of the SMP, potentially leading to a complex of dunes and intertidal habitats in front of maintained sea defences, although channel movements and offshore sandbank evolution will influence the pattern of habitats.
- The Dee estuary is currently continuing to import sediment with saltmarshes showing vertical accretion. The rate of marsh expansion near the estuary mouth has decreased in recent decades but accumulation of windblown sand continues to occur near the Point of Ayr and at Hoylake (Halcrow, 2013). Such accretion is important in supporting the function of the defences. Moore. *et al* (2009), however, suggests that the Dee could be reaching a morphological equilibrium and the rate of accretion may decrease in the future.
- The Dee estuary is a drowned, glacially over-deepened valley bounded by Triassic sandstone and Carboniferous coal measures, extensively mantled by glacial till and outwash sands and gravels. A glacial till forms an eroding cliff along part of the east shore of the estuary near Thurstaston. The glacial till overlies Triassic red mudstones and sandstones, with sandstone ridges and outcrops. The harder coarse Triassic sandstone reaches the surface to create ridges and outcrops in many part of the Wirral. There are three sandstone islands which comprise the Hilbre Island Complex, the only natural hard rock coast within the estuary (Natural England, 2014).
- The main source of sediment to the estuary is the Irish Sea, although the erosion of the glacial till cliffs and the suspended load of the River Dee provide secondary sources (Appendix 2 and 3) (Halcrow, 2013).

- Planning for any coastal development including critical coastal infrastructure and access routes needs to take account of how the coast will respond to the action of coastal processes and sea level rise.
- There is a need to consider the facilitation, migration or adaptation of key natural environment assets as the coast evolves.
- The long term vision in the SMP2 is to maintain protection to assets where necessary but to provide more accommodation space where practical to do so. Along the east bank of the Dee saltmarsh should be allowed to roll back where possible and undefended cliffs should be allowed to erode naturally (Halcrow, 2010b) (Appendix 4).
- You may need or wish to commission a specific review or advice from coastal geomorphologists regarding the geomorphological regimes and influences.

Factors driving growth of foreshore vegetation

- Coastal habitats should be allowed to establish in line with 'natural change' as a dynamic response to the changing physical environment. Changes can be long term such as sea level rise or short term such as winter storms.
- At the current time, changes to the physical environment (e.g. accretion and drainage inputs) are encouraging vegetation establishment. Physical factors such as sediment type and water quality will be influencing the speed of establishment and the character of the developing habitats.
- 'Natural changes' to the balance of intertidal sediments and vegetation communities (pioneer plants, saltmarsh and embryo-dunes) is acceptable, indeed should be actively allowed. Beach raking to prevent the establishment of foreshore habitats can impact on the natural coastal processes and so would generally not be welcome from a 'Natural change' perspective.
- As habitats form naturally in new locations within the statutory designated sites they will be considered as conservation features of the statutory designated sites and will therefore be covered by the sites' conservation objectives. For example developing pioneer saltmarsh and sand dunes on north Wirral foreshore are protected as features of the Dee Estuary SAC.
- In response to dynamic change Natural England can also consider if the features of SSSIs need to be amended to account for developing habitats to ensure their continued protection. Nb - North Wirral Foreshore Site of Special Scientific Interest was last revised in 1986. There are currently no plans to revise this SSSI.

Vegetation control

- Some vegetation control may be acceptable to arrest pioneer establishment in some locations subject to adequate assessment and consents and would need to be very targeted, tightly controlled and monitored. This would be restricted by the sites conservation objectives in seeking to maintain coastal processes and habitat development.
- Habitats that regularly establish or are able to succeed to more mature forms will have value so potential control needs careful consideration.
- Vegetation control across the whole coast would not be acceptable as this is likely to be contrary to the site's conservation objectives, it is also unlikely to be economic or sustainable.
- Smaller areas of vegetation control may have scope to be consented but there should be clear justifications for requests to control vegetation establishment. It is unlikely that such control

could be considered 'directly connected with or necessary for the conservation management of the protected sites' – the first Habitat Regulations Assessment test.

- Raking control should only be focused on patches of single species such as the invasive *Spartina anglica* or possibly some limited areas of *Puccinellia maritima*, rather than raking of large areas of beach
- There needs to be a thorough ecological survey of any areas to be proposed for targeting of vegetation control.
- Mechanical methods of control should be considered as the primary means, herbicide use as a last resort and with clear objectives and practice, and only requested where supported by evidence to demonstrate lack of environmental impact, being used in line with permits from Environment Agency and MMO (where required).
- The application of herbicides on the intertidal is a concern regarding impact on non-target plant species, wider impacts on intertidal invertebrates and so to predator species such as shorebirds and seabirds, shell fisheries and wider environmental risks. The risks may not be fully known and a precautionary approach should be taken and therefore Natural England is currently unlikely to support herbicide use.
- The Council should be clear that only vegetation control that is permitted by itself and other consenting bodies will be allowed and action taken by third parties (eg private companies, stakeholder groups and members of the public) without adequate consent carries the risk of enforcement.

Drainage

- Natural England is concerned about the land drainage being discharged to the foreshore along the promenade and that it may not be regulated. This is with regard to the quality of the water and risks of contamination, the ability to maintain the drainage due to natural accretion, the influence this is having on vegetation development and beach amenity.
- Natural England advises that the water quality should be tested to understand the contamination risks, better managed and regulated.
- Natural England advises that it would be better for the local environment for land drainage/ run off to be collected treated and then discharged via a regulated discharge point. There may be opportunities for wetland creation landward of Hoylake or further along the coast and these areas could receive this treated water.

Wider values and opportunities

- The development of pioneer vegetation starts a natural succession that further accretes and stabilises sediment, this then develops a vegetation community that becomes more diverse.
- Pioneer vegetation is likely to lead to development of saltmarsh and/or dunes; this is of conservation interest and value. Given the more exposed location *Puccinellia* patches are more likely to lead embryo dunes, these will then develop into dune and slack habitats. This has been seen and well recorded between Birkdale and Ainsdale on the Sefton Coast.
- Natural England recognises that vegetation may be seasonal however where they are allowed to persist, sand dune and saltmarsh habitats provide important 'natural capital assets' that provide valuable ecosystem services. These habitats can develop in front of existing defences. Examples of the services include provision of :

Natural England advice to Wirral Council regarding beach management
01 March 2020

- Protection of the current defences and communities behind from coastal erosion and flooding by providing a barrier and habitat to absorb wave and tidal energy.
- Carbon storage into vegetation and sediments thus contributing to mitigation for climate change and the aspirations of Wirral Council the Liverpool City Region to achieve Net Zero Carbon by 2040.
- Developing habitats to support important biodiversity.
- Health and wellbeing benefits – there is significant evidence available to show the health and wellbeing benefits from people’s interaction with a biodiverse natural environment.
- Alternative visitor attraction. Development of important natural habitats provide an opportunity to develop a sustainably managed visitor economy focussed on the natural environment.
- There is an opportunity to assess the natural capital value of the coastal environment and how this might be influenced by coastal change in a range of scenarios. Liverpool John Moores University (LJMU) with Nature Connected (the Local Nature Partnership for the Liverpool City Region) have completed a Natural Capital Baseline for the Liverpool City Region. LJMU would be willing to model a change to this baseline under different management scenarios. This would help inform an appropriate and sustainable management solution for the long term. Contact details for the lead at LJMU can be supplied.

Issues that could be picked up within a wider plan

- Natural England recommends and supports the development of a more holistic beach management plan.
- This plan could be developed through an inclusive engagement process with a wide range of stakeholders that presents and accounts for a variety of constraints such as conservation, economic, legal and sustainability.
- A more holistic plan would ideally be inclusive of the range of activities and users on the intertidal and coastal zone eg local communities, range of recreational users, shell fisheries, life boat operations and land yachting etc. It should also account for improvement in the land drainage on to the foreshore and future coastal defence planning.
- Recreational disturbance is a recognised issue impacting non-breeding birds, especially during autumn, winter and early spring. It is known that recreational activities can disturb important non-breeding birds that are feeding or roosting on the North Wirral Foreshore (and elsewhere). Wirral Council with others currently undertake some work that seeks to manage this disturbance eg interpretation events, signage and wardening but more action may be required. A holistic beach management plan should incorporate measures to limit and manage recreational disturbance.
- A beach management plan will need to be subject to relevant consents and relevant assessments eg a Habitat Regulations Assessment.
- A range of activities and operations have the opportunity to have an environmental effect in combination with each other or cumulatively. This should be considered and this is a good reason for having a more holistic inclusive plan. A beach management plan that has been agreed with Natural England can be considered for an overarching consent/ assent (to cover all the activities within the plan), rather than consent/ assent for individual activities.

- A wider consideration of the benefits and value that changes to the natural environment can have on the area's socio-economic prosperity eg green tourism, well-being, ecosystem services such as coastal protection.

Ideas for way forward

- Development of an engagement process/consultation to enable a wider evidenced based debate to formulate a holistic beach management plan.
- It is for Wirral Council to determine the extent of stakeholder engagement or consultation on determining proposals or plans for coastal management. However, Natural England would recommend that local communities are engaged to understand the options and constraints and their views considered in determining sustainable approaches to the management of the coast. Although Natural England has an advisory and regulatory role it would also be a stakeholder in an engagement/consultation process.
- There needs to be more understanding of the coastal change, habitat development and the value that this brings.
- If amenity beach provision is required then this needs to be considered in the context of the changing coastal environment and how this could be done in a complimentary way. What area of amenity beach is required and what locations, how will this be sustainably managed. Are there options to where and how the amenity beaches are accessed? For example does an amenity beach need to be against the sea defence or could it be further out in front of developed habitats?

Annex 1 Further details regarding designated sites on North Wirral Foreshore

What are the interest features of the sites?

SSSI: Saltmarsh development on North Wirral Foreshore has been recognised for some time with the 1986 North Wirral Foreshore SSSI citation stating:

“North Wirral Foreshore is located between the outer Dee and Mersey Estuaries. This site is an area of intertidal sand and mudflats and embryonic saltmarsh which is of considerable importance as a feeding and roosting site for passage and wintering flocks of waders, wildfowl, terns and gulls.

The embryonic mixed saltmarsh is formed principally from common saltmarsh-grass *Puccinellia maritima* and glasswort *Salicornia europaea*, together with some common cord-grass *Spartina anglica*.”

The [Favourable Condition Table](#) (FCT) also lists saltmarsh as a notified feature and includes a 2014 estimate of 12.8 ha. The FCT also notes the SAC dune features but these haven't been identified for the SSSI, although are present close by at Red Rocks SSSI.

Natural England's [Views About Management](#) document also covers saltmarsh as a notified feature.

The last recorded condition assessment (23 October 2012) assessed this part of the SSSI as Unfavourable Declining due to declines in non-breeding birds – currently considered due to recreational disturbance. The condition assessment did not appear to consider the condition of the habitat features ie saltmarsh and intertidal sediments.

Wetland Bird Survey (WeBS) Alerts (using WeBS data from 2014/15 to 2018/19) indicate bar-tailed godwit, knot and turnstone on North Wirral Foreshore SSSI have significant declines which would lead to these features and so the site to be in unfavourable condition. The site requires formal re-assessment.

Un-consented damage to the habitats features is likely to lead to an unfavourable condition assessment eg through loss of indicator species, habitat structure or habitat area.

Changes in proportions of habitat types due to 'natural change' will be acceptable with regards to condition.

Natural England is required to keep its understanding of interest features under review and this could lead to changes to the designation.

Natural England will consider any proposals with regard to risks to the conservation and enhancement of the SSSI features.

Natural England will consider a review of condition and pressures that may be influencing condition, such as bird disturbance, inappropriate vegetation control and inappropriate drainage/water quality or wider external effects that may be accelerating change.

Ramsar: The Ramsar Information Sheet also refers to embryonic saltmarsh:

“The site comprises intertidal habitats at Egremont foreshore on the south bank of the Mersey, man-made saline and freshwater lagoons at Seaforth on the north bank and the extensive intertidal flats at North Wirral Foreshore. North Wirral Foreshore supports large numbers of feeding waders at low tide and also includes important high tide roost sites, it is an area of intertidal sands and mudflats with embryonic saltmarsh.”

Natura 2000: For the SAC, the ‘supporting processes’ will include those that sustain and allow development of the Annex I features for which the site is designated. The SPA and the SAC conservation objectives both have the caveat ‘subject to natural change’, suggesting that where coastal processes are driving the shift in habitats, we would not conclude such changes to result in an unfavourable condition assessment. There is no information in the SIP for the relevant N2k sites suggesting any major problem from saltmarsh or dune evolution for any of the designated features.

Map indicating the overlapping designations of the North Wirral Foreshore

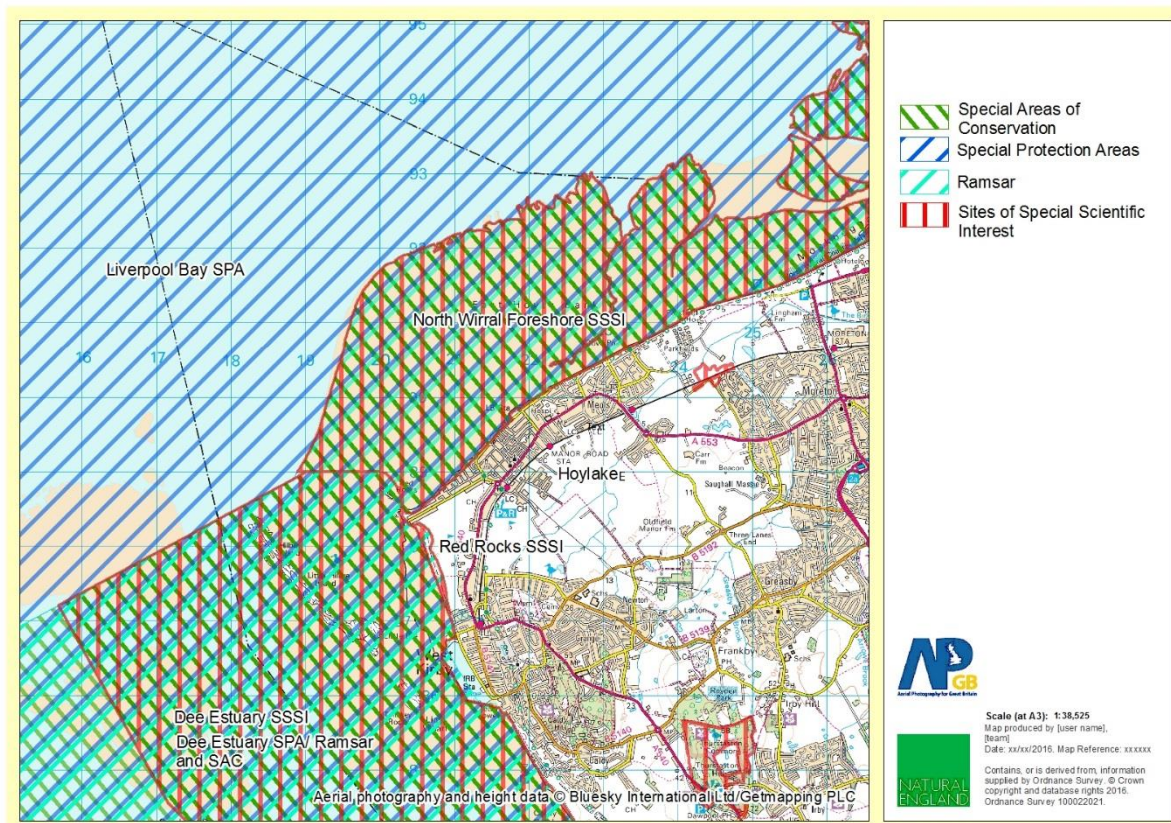
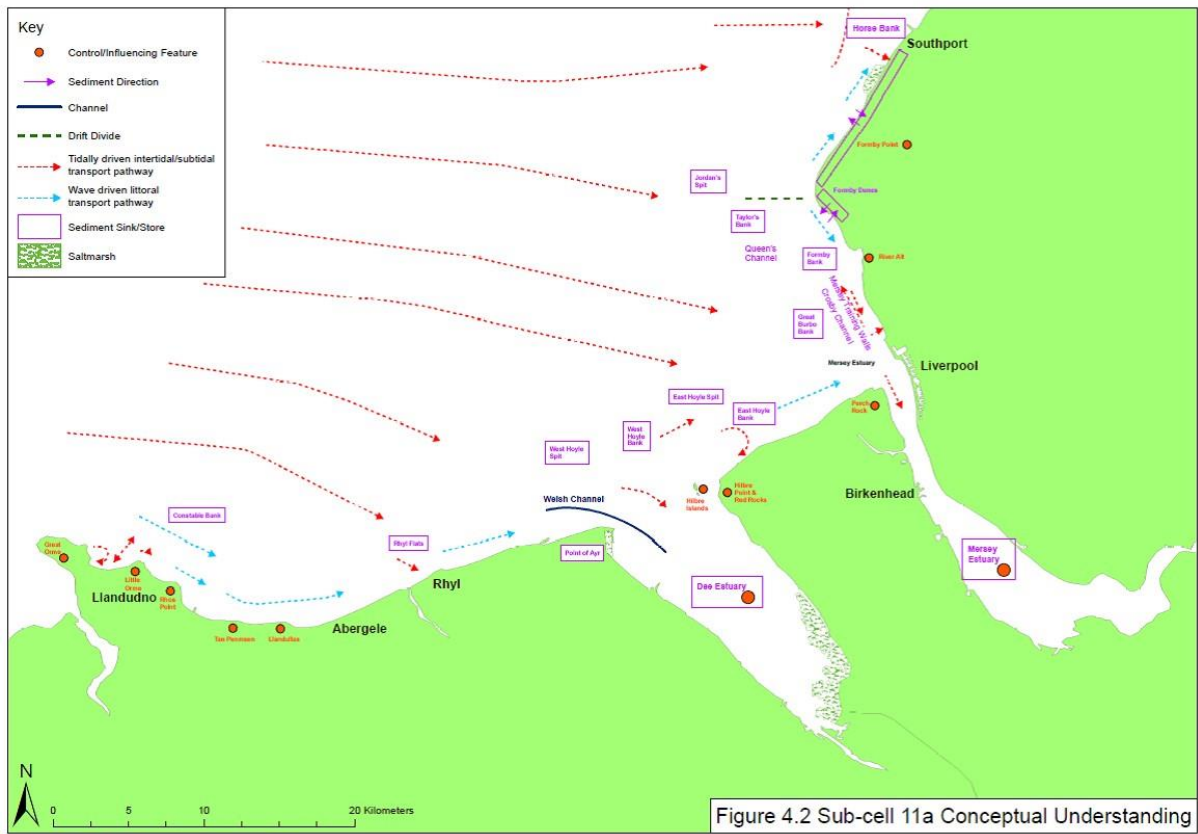


Diagram showing sediment movements for Shoreline Management Plan sub-cell 11a





ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Tuesday, 16 March 2021

REPORT TITLE:	2020/21 REVENUE AND CAPITAL BUDGET MONITORING FOR QUARTER THREE (APR - DEC)
REPORT OF:	DIRECTOR OF NEIGHBOURHOODS

REPORT SUMMARY

This report provides a summary of the projected year-end revenue and capital position for Tourism, Communities, Culture and Leisure Committee as at the end of Quarter 3 (December 2020) of the 2020/21 financial year.

The Council's response to the Covid-19 pandemic continues to present financial risk due to uncertainty and fluidity in the external environment.

The overall financial position for the Council remains challenging, and a number of actions are in progress to mitigate the overall forecast position presented at quarter 3, including limiting spending to essential areas of service delivery only, with Corporate Directors supported to mitigate the risk of overspending. This is not a key decision.

RECOMMENDATIONS

That the Environment, Climate Emergency and Transport Committee are recommended to:

1. Note the adverse year-end forecast position presented at Quarter 3 of £3.183m.
2. Note the impact of funding and expenditure as a direct consequence of Covid-19, including the additional funding sources which have been identified, but as yet, not received.
3. Note the year-end forecast capital position for Environment, Climate Emergency and Transport Committee presented at Quarter 3.

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATIONS

- 1.1 Regular monitoring and reporting of the Revenue Budgets, Capital Budgets and savings achievements enables decisions to be taken in a timely manner, which may produce revenue benefits and will improve financial control of Wirral Council.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 Other reporting frequencies could be considered, but quarterly reporting is standard practice.

3.0 BACKGROUND INFORMATION

- 3.1.1 This report provides a summary of the projected year-end revenue position as at the end of Quarter 3, Month 9 (December 2020) of 2020/21 financial year.
- 3.1.2 The year-end forecast recorded as part of December's financial monitoring activity represents an adverse variance from budget of £3.183m for this Committee.

3.2 2020/21 COMMITTEE REVENUE BUDGET

- 3.2.1 The budget for the Environment, Climate Emergency and Transport Committee is included within the Neighbourhoods Directorate.
- 3.2.2 The Environment, Climate Emergency and Transport Committee is predicting an adverse budget variance of £3.183m at year-end. This is because of income losses within Car Parking and Garden Waste Subscriptions. This is due to temporary closures and suspension of these services from the beginning of the year, due to the outbreak of Covid-19. The majority of income losses in this committee are, in part, mitigated by the Sales, Fees and Compensation scheme, which is recorded as a separate and distinct funding stream within the report presented to Policy & Resources Committee on 17 February.
- 3.2.3 Many of the staff have been redeployed onto Covid-19 emergency response functions such as the Food Hub, PPE Distribution and the Covid-19 Helpline, meaning that the costs incurred in Neighbourhoods directorate remain high even though income and core activity has fallen. Work is being undertaken to see if the cost of employment of re-assigned staffing can be funded by Covid-19 funding streams to mitigate these pressures.

TABLE 1 2020/21 – Environment, Climate Emergency and Transport Committee Revenue Budget & Forecast

	Full Year		Variance		Adv/Fav
	Budget	Forecast	(+ Fav, - Adv)		
	£000	£000	£000	%	
Environment (including parks and open spaces)	8,075	8,468	-393	-5%	Adverse
Highways management and infrastructure	7,224	9,568	-2,344	-32%	Adverse
Recycling and waste	28,610	29,056	-446	-2%	Adverse
Total Surplus / (Deficit)	43,908	47,091	-3,183	-7%	Adverse

3.2.4 Highways & Infrastructure: An adverse variance of £2.344m is projected as at Quarter 3. This is mainly due to a loss of Car Parking income following temporary suspension of charges as directed by Members, however parking charges will be reinstated from January 2021. It is now assumed that there will be no material level of income generated from car parking this year in view of the latest restrictions announced by the Government in January.

At present, Car Parking is projecting an adverse variance of £1.898m. The remaining adverse variance within this area consists of an underachievement of Developer Income (£0.198m) and Inspection income (£0.248m). The service has attempted to mitigate some of these losses through generating additional income (circa £0.1m) from road closures, permits and traffic signals due to an increase in demand for utilities company works.

3.2.5 Parks & Environment: An adverse variance of £0.839m is projected as at Quarter 3. This is due to temporary suspension of the Garden Waste Service (£0.540m) caused by Covid-19 as result of workforce prioritisation. The income loss within Waste is partially mitigated through projected favourable variances against payments to the contractor of £0.102m. The other main loss relates to income from football and bowling clubs within Parks (£0.562m), with most of this being front loaded towards the beginning of the spring season when these activities were not permitted. The income loss within Parks is partially mitigated through a projected reduction in Planned Preventative Maintenance work of £0.161m, which has resulted in cost avoidance and contributed towards supporting the pollinator programme.

The Garden Waste service achieved the target of 40,000 subscribers at a reduced rate. Work is underway to attract additional garden waste subscribers for 2020/21 through marketing campaigns. The new direct debit scheme has been implemented, which exceeded the initial target and will help with customer retention in future years. Plans are underway in Parks to reopen their facilities to sports clubs in line with government guidance and some income has been recovered.

3.3 2020/21 COMMITTEE CAPITAL BUDGET

TABLE 2 2020/21 – Environment, Climate Emergency and Transport Committee Capital Budget & Forecast

Programme	Budget £m	Forecast £m	Variance £m	Variance £m
Environment, Climate Emergency & Transport	21.851	32.805	10.95	50%

- 3.3.1 Table 2 provides an update on the 2020/21 capital Programme. A number of significant variations have arisen since the programme was agreed in March 2020. These include the re-profiling of expenditure into and out of the 2020/21 financial year, inclusion of additional grant funded schemes, variations to spend forecasts and the inclusion of potential new capital schemes that are seeking funding via this report.
- 3.3.2 Given the budgetary pressures that the Council faces, which have been exacerbated by the COVID-19 outbreak, a review of the programme continues to try and identify schemes that may no longer be financially viable, essential or deliverable. This review has resulted in scheme reductions totalling £5.81 million and the reprofiling of budget into future years of £61.56 million. It is anticipated that further reductions and/or deferrals of budget will be made as the review continues. Such deferrals will reduce the borrowing costs incurred during 2020/21 (the effects of which are included within the Quarter 3 revenue monitoring) and also delays the resultant Minimum Revenue Position (MRP) charges into future years.

4.0 FINANCIAL IMPLICATIONS

- 4.1 This is the Quarter 3 budget monitoring report that provides information on the forecast outturn for the Council for 2020/21. The Council has robust methods for reporting and forecasting budgets in place and alongside formal Quarterly reporting to Policy & Resources Committee, the financial position is routinely reported at Directorate Management Team meetings and corporately at the Strategic Leadership Team (SLT). In the event of any early warning highlighting pressures and potential overspends, the SLT take collective responsibility to identify solutions to resolve these to ensure a balanced budget can be reported at the end of the year.

5.0 LEGAL IMPLICATIONS

- 5.1 The provisions of section 25, Local Government Act 2003 require that, when the Council is making the calculation of its budget requirement, it must have regard to the report of the chief finance (s.151) officer as to the robustness of the estimates made for the purposes of the calculations and the adequacy of the proposed financial reserves. This is in addition to the personal duty on the Chief Finance (Section 151) Officer to make a report, if it appears to them that the expenditure of the authority incurred (including expenditure it proposes to incur) in a financial year is

likely to exceed the resources (including sums borrowed) available to it to meet that expenditure.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

6.1 There are no implications arising directly from this report.

7.0 RELEVANT RISKS

7.1 The possible failure to deliver the Revenue and Capital Budget is being mitigated by:

1. Senior Leadership / Directorate Teams regularly reviewing the financial position.
2. Availability of General Fund Balances.
3. Review of existing services and service provision.
4. Capitalisation directive.

8.0 ENGAGEMENT/CONSULTATION

8.1 No consultation has been carried out in relation to this report.

9.0 EQUALITY IMPLICATIONS

9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity. This report has no impact for equality implications at this stage, however any associated actions may require an assessment.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 This report is essentially a monitoring report on financial performance.

REPORT AUTHOR: Sarah Cox
Senior Finance Business Partner
telephone: 666 3421
email: sarahcox@wirral.gov.uk

BACKGROUND PAPERS

Policy and Resources Committee Wednesday, 17 February
2020/21 Revenue Budget Monitoring for Quarter 3
2020/21 Capital Budget Monitoring for Quarter 3

SUBJECT HISTORY (last 3 years)

Committee Meeting	Date
Environment, Climate Emergency and Transport Committee	22 October 2020

Environment, Climate Emergency and Transport Committee	3 December 2020
Environment, Climate Emergency and Transport Committee	1 February 2021



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Tuesday, 16 March 2021

REPORT TITLE:	ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE WORK PROGRAMME UPDATE
REPORT OF:	DIRECTOR OF LAW AND GOVERNANCE

REPORT SUMMARY

The Environment, Climate Emergency and Transport Committee, in co-operation with the other Policy and Service Committees, is responsible for proposing and delivering an annual committee work programme. This work programme should align with the corporate priorities of the Council, in particular the delivery of the key decisions which are within the remit of the Committee. It is envisaged that the work programme will be formed from a combination of key decisions, standing items and requested officer reports. This report provides the Committee with an opportunity to plan and regularly review its work across the municipal year. The work programme for the Environment, Climate Emergency and Transport Committee is attached as Appendix 1 to this report.

RECOMMENDATION/S

Members are invited to note and comment on the proposed Environment, Climate Emergency and Transport Committee work programme for the remainder of the 2020/21 municipal year.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 To ensure Members of the Environment, Climate Emergency and Transport Committee have the opportunity to contribute to the delivery of the annual work programme.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 A number of workplan formats were explored, with the current framework open to amendment to match the requirements of the Committee.

3.0 BACKGROUND INFORMATION

- 3.1 The work programme should align with the priorities of the Council and its partners. The programme will be informed by:

- The Council Plan
- The Council's transformation programme
- The Council's Forward Plan
- Service performance information
- Risk management information
- Public or service user feedback
- Referrals from Council Terms of Reference

The Environment, Climate Emergency and Transport Committee has responsibility for parks and open spaces, highways management and infrastructure, coastal protection and flood defence and environment and waste matters. It is the Committee that leads on behalf of the Council in responding to and matters concerning the Climate Emergency.

The Committee is charged by full Council to undertake responsibility for the Council's role and functions:

- (a) in co-ordinating the response to cross-cutting sustainability issues such as reducing carbon emissions, climate change response, improving resource efficiency and developing sustainable energy;
- (b) in relation to all highways matters and as highway authority, street authority, bridge authority, including but not limited to public open spaces, street furniture on the highway and open spaces or parts of open spaces immediately adjacent to the highway;
- (c) in relation to traffic management and transport and as traffic authority, including but not limited to public passenger transport and the co-ordination of transport for service users, traffic orders and rights of way issues;

- (d) in relation to parking, including on and off-street parking and civil parking enforcement;
- (e) in respect of parks, open spaces, countryside management, allotments, playgrounds and cemeteries, including arboricultural, gardening and warden services;
- (f) in relation to the management of authorised and unauthorised sites and encampments, this to include all activities necessary or incidental to the Council's performance of its responsibilities in relation to Gypsies, Roma and Travellers;
- (g) in relation to waste and as waste collection authority, litter authority, including but not limited to dealing with litter, street cleansing, abandoned vehicles and dog fouling, and the Council's relationship with Merseyside Recycling & Waste Authority (MRWA) as the joint waste disposal authority;
- (h) as coast protection authority and lead local flood authority;
- (i) in respect of emergency planning and community resilience (infrastructure and contract services);
- (j) providing a view of performance, budget monitoring and risk management in relation to the Committee's functions; and undertaking the development and implementation of policy in relation to the Committee's functions, incorporating the assessment of outcomes, review of effectiveness and formulation of recommendations to the Council, partners and other bodies, which shall include any decision relating to the above functions.

4.0 FINANCIAL IMPLICATIONS

- 4.1 This report is for information and planning purposes only, therefore there are no direct financial implication arising. However, there may be financial implications arising as a result of work programme items

5.0 LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications arising from this report. However, there may be legal implications arising as a result of work programme items.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 There are no direct implications to staffing, ICT or Assets.

7.0 RELEVANT RISKS

- 7.1 The Committee's ability to undertake it's responsibility to provide strategic direction to the operation of the Council, make decisions on policies, co-ordinate spend, and maintain a strategic overview of outcomes, performance, risk management and

budgets may be compromised if it does not have the opportunity to plan and regularly review its work across the municipal year.

8.0 ENGAGEMENT/CONSULTATION

8.1 Not applicable

9.0 EQUALITY IMPLICATIONS

9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity. This report is for information to Members and there are no direct equality implications.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 This report is for information to Members and there are no direct environment and climate implications.

REPORT AUTHOR:

Anna Perrett: Senior Democratic Services Officer

telephone: 0151 691 8564

email: annaperret@wirral.gov.uk

APPENDICES Appendix 1: Environment, Climate Emergency and Transport Committee Work Plan

BACKGROUND PAPERS

<http://democracy.wirral.gov.uk/ecCatDisplay.aspx?sch=doc&cat=13641&path=0>

SUBJECT HISTORY (last 3 years) Council Meeting Date

Council Meeting	Date
Environment, Climate Emergency and Transport Committee	22 nd October 2020
	3 rd December 2021
	1 st February 2021

This page is intentionally left blank



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

WORK PROGRAMME 2020/21

Contact Officer/s: Mike Jones
Anna Perrett

PROPOSED AGENDA FOR ENVIRONMENT, CLIMATE EMERGENCY AND HIGHWAYS COMMITTEE

Draft March Agenda

Item	Key Decision	Lead Departmental Officer	Wirral Plan Priority
Council's Climate Emergency Action Plan	Yes	Mike Cockburn	Sustainable Environments
Littering update and dog fouling Update	Yes	Mike Cockburn	Sustainable Environment
Gear Change	No	Julie Barnes/Simon Fox	Sustainable Environment
Road Safety – Working Group	No	Simon Fox	Sustainable Environment
Highways Service Delivery 2021 to 2026	Yes	Simon Fox	Sustainable Environment
Combined Authority Transport Plan (CATP) 2021/22	Yes	Simon Fox	Sustainable Environment

Highway Structural Maintenance Programme (SMP) 2021/22	Yes	Simon Fox	Sustainable Environment
Hoylake Beach Working Group	No	Anna Perrett	Sustainable Environment
Hoylake Beach Management Update	No	Colin Clayton	Sustainable environments
Work Programme Update/ Committee Terms of Reference	No	Anna Perrett	All

KEY DECISIONS

Item	Key Decision Yes/ No	Lead Departmental Officer	Wirral Plan Priority
LCR Cycling Walking Investment Plan – Birkenhead to New Brighton	Yes	Julie Barnes/Alan Evans Sally Shah	Sustainable environments
Department for transport Active Travel Allocation (TBC)	Yes	Alan Evans	Sustainable Environment

A41 Phase 1 Business Case (TBC)	Yes/Dec	Alan Evans	Sustainable Environment
Dog Control PSPO Dog Fouling Strategy	Yes	Mark Cockburn/Clare Brandwood	Sustainable Environment
West Kirby Flood alleviation	Yes	Colin Clayton/Neil Thomas	Sustainable Environment
Wallasey Embankment Reinforcement	Yes	Colin Clayton/Neil Thomas	Sustainable Environment
Car Parking Charges Review	Yes	Simon Fox/Steve Atkins	Sustainable Environment

ADDITIONAL AGENDA ITEMS – WAITING TO BE SCHEDULED

Item	Approximate timescale	Lead Departmental Officer
Marine Lake Update	January 2021	Colin Clayton
Pollinators update	2020/21	Colin Clayton

STANDING ITEMS AND MONITORING REPORTS

Item	Reporting Frequency	Lead Departmental Officer
Performance and Budget Monitoring	TBC	Shaer Halewood

WORK PROGRAMME ACTIVITIES OUTSIDE COMMITTEE

Item	Format	Timescale	Lead Officer	Progress
Working Groups/ Sub Committees				
Parking Charges Working Group		Nov 2020	Anna Perret	Completed
Road Safety Working Group		Jan-Feb 2021	Anna Perret	Complete
Hoylake Beach Working Group		Feb 2021	Anna Perrett	Completed
Task and Finish work				
Allotment provision Task & Finish	Workshop and Report	October 2020	Alex Davidson	Complete
Spotlight sessions / workshops				
Corporate scrutiny / Other				