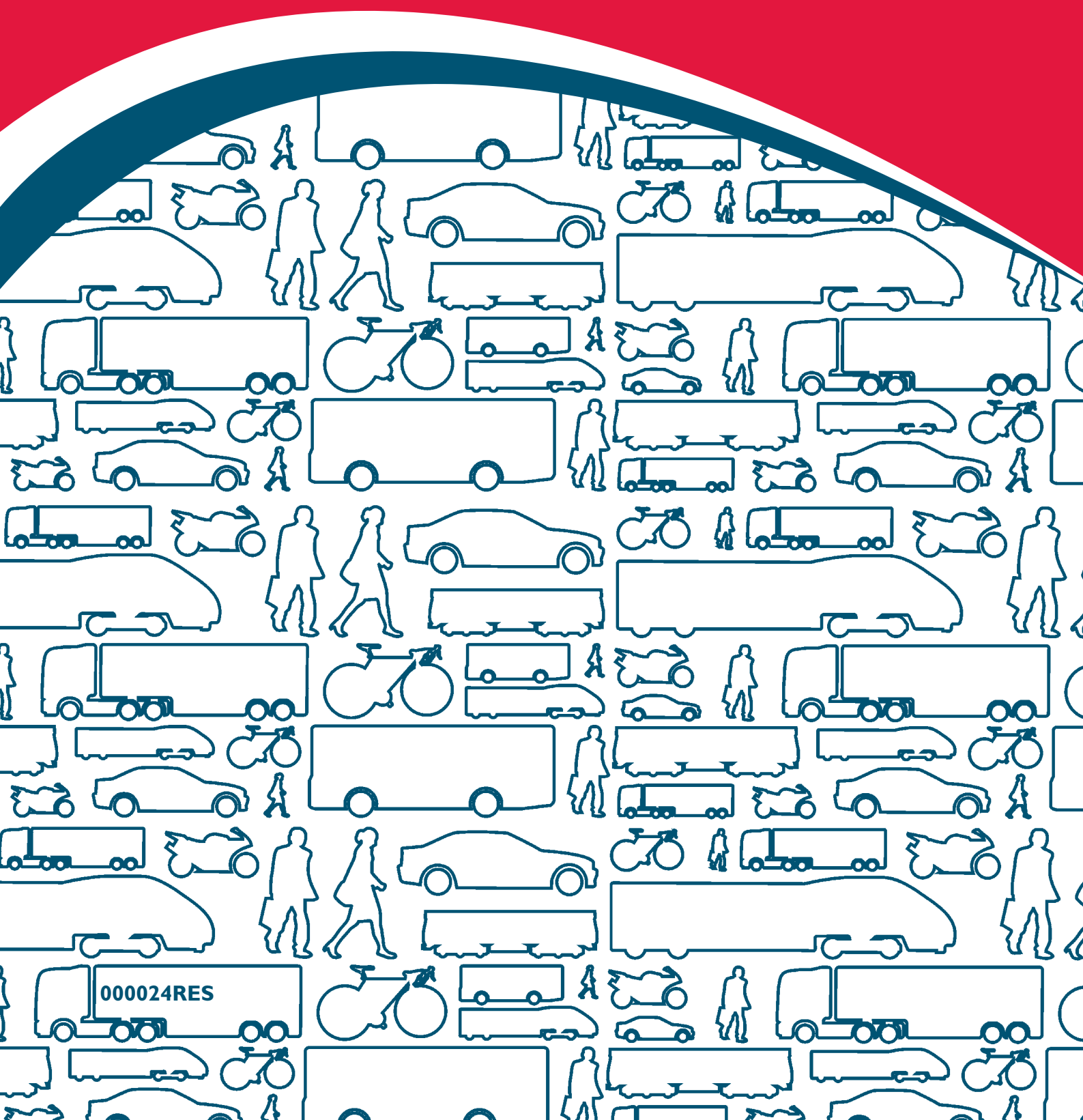




The Third Local Transport Plan for Halton Transport : Sustainable Appraisal/ Strategic Environmental Assessment

February 2011



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Halton Local Transport Plan

Sustainability Appraisal/ Strategic Environmental Assessment Scoping
Report

December 2010
Halton Borough Council



Halton Local Transport Plan

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Report

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Rutland House
Halton Lea
Runcorn WA7 2GW

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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
HBC	Halton Borough Council
HIA	Health Impact Assessment
HRA	Habitat Regulations Assessment
IA	Integrated Assessment
IMD	Index of Multiple Deprivation
LADs	Local Authority Districts
LCR	Liverpool City Region
LDF	Local Development Framework
LTP	Local Transport Plan
LTP2	Second Local Transport Plan
LTP3	Third Local Transport Plan
MBC	Metropolitan Borough Council
MM	Mott MacDonald
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
TAG	Transport Analysis Guidance
TaSTS	Towards a Sustainable Transport System
UK	United Kingdom
WFD	Water Framework Directive

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 the Countryside Agency and English Nature (now 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
Equality Impact Assessment	Assess the effects of implementing a plan on different equality groups including gender; age; people from black, Asian and minority ethnic groups; disabled people; faith / religion; and sexuality
Health Impact Assessment	Assess the effects of implementing a plan on the health of a population and the distribution of those effects within the population
Habitat Regulations Assessment	Assess the potential effects of implementing a plan on European designated sites such as Ramsar sites, Special Areas of Conservation and Special Protection Areas, under the Habitats Directive and Regulations
Integrated Assessment	An Integrated Assessment is made up of several different assessments as part of an integrated approach. The assessments are; Sustainability Appraisal; Strategic Environmental Assessment; Health Impact Assessment; Equality Impact Assessment; and Habitat Regulations Assessment
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

	certains 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

Executive Summary

Introduction

Mott MacDonald was commissioned by Halton Borough Council (HBC) to undertake an integrated Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of Halton's Third Local Transport Plan (LTP3).

The SA/SEA will feed into a wider Integrated Assessment process. An Integrated Assessment (IA) 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).

The wider IA process has been undertaken for the Liverpool City Region (LCR) area which includes Halton, and the five Merseyside Local Authorities (Liverpool, Sefton, Wirral, St. Helens, and Knowsley). The IA results can then feed into the Halton LTP3 and the Merseyside LTP3. This SA/SEA scoping report therefore includes information for the LCR.

The HIA, EqIA and HRA are being undertaken by Halton Borough Council and will form separate reports. This report covers the scoping stage of the SA/SEA process.

Halton Third Local Transport Plan

The current Halton Second LTP (LTP2) covers the period until 2011. The Halton LTP3 is currently being prepared by HBC and will build on the aims and objectives of LTP2.

The Halton LTP3 will consist of:

- Long term Transport Strategy (2011 – 2024); and
- Three year Implementation Plan.

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:-

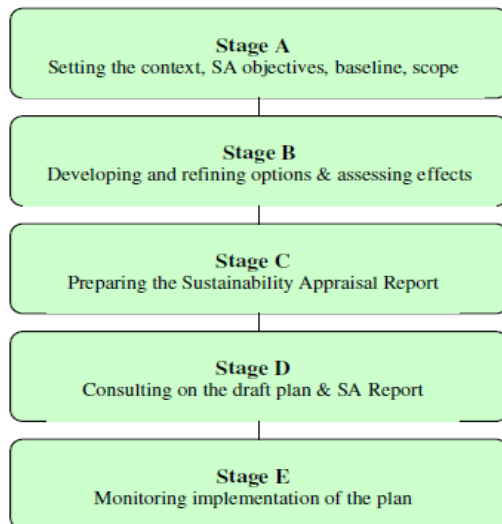
- Reduce transport's carbon output and help tackle climate change;
- Support economic competitiveness;
- Contribute to better safety, security and health;
- Promote greater equality of opportunity;

- Improve quality of life and promote a healthy natural environment.

SA/SEA Approach and Methodology

The SA/SEA will be 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).

Mott MacDonald Approach to the SA/SEA Process



This Scoping Report presents the results of Stage A of the SA/SEA process 'Setting the context, SA objectives, establishing the baseline and deciding on the Scope'.

Task A1: Review of Plans and Programmes

The Halton LTP3 will be affected by and impact upon a wide range of existing legislation, plans, policies, guidance and other objectives, many of which are outside the jurisdiction of the city region.

The key International, European, National, regional and local policy documents relating to the LTP3 have been reviewed and their implications for the SA/SEA have been assessed.

Task A2: Collecting baseline information and Task A3: Identifying Sustainability Issues

Task A2 and A3 for the LCR have been previously undertaken in 2009/10 by Mott MacDonald. This work contained within the Mott MacDonald Report (October 2009), and the Halton LTP Evidence Base Review (March 2010) has been used to inform the SA/SEA.

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.

Task A4: Developing the SA/SEA Framework

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. The SA/SEA objectives for the LTP3 have 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:

SA/SEA Objectives

- 1. To use energy, water and mineral resources prudently and efficiently and increase use of renewable energy
- 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 the LCR'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 and improve 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 to goods, services, housing, education 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 and adapt to climate change including flood risk
- 15. To protect, manage and restore land and soil quality through development on brownfield sites and use of existing transport network

Task A5: Consulting on the scope

The Scoping Report is being sent to a number of organisations to obtain their views, including the Environment Agency, Natural England, and English Heritage. Once the consultation period has finished all consultation responses will be tabulated and recorded in the SA Report. All comments received will be taken into consideration and where appropriate, changes will be made to the SA Report. Throughout this scoping report are consultee questions highlighted in red which are intended to focus the readers mind.

Next Stages in the SA/SEA

The next stage of the process is Stage B which involves testing the LTP3 objectives against the SA/SEA objectives to ensure their compatibility and also appraises the proposed LTP3 against the SA/SEA objectives. The results of the SA/SEA appraisals will be recorded in a SA Report (Stage C). The SA Report will then be sent out for formal public consultation and the Report updated as necessary (Stage D). Stage E 'Monitoring' will be carried out by HBC.

Scoping Consultation

The Scoping Report is being sent to the Environment Agency, Natural England and English Heritage who are defined as statutory environmental bodies within the DfT Draft Guidance 'Strategic Environmental Assessment for Transport Plans and Programmes – TAG Unit 2.11D' (January 2010).

Each consultee will be supplied with a copy of the SA/SEA Scoping Report for comment. Following the consultation period, all consultation responses will be tabulated and recorded in the SA Report. All comments received will be taken into consideration and where appropriate, changes will be made to the SA Report.

The following key questions are highlighted throughout the report and intended to focus the readers mind:

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?
2. Do you agree with the review of the current key sustainability issues in the LCR area?
3. Do you think the environmental, social and economic baseline data collected for the LCR is appropriate and relevant?
4. Is any environmental, social and economic baseline information currently missing?
5. Is there any inaccurate environmental, social and economic baseline information?
6. Are the SA/SEA objectives and associated indicators suitable for the LTP3?
7. Does the wording of any existing objectives need to be changed, added or removed?
8. Do the draft SA/SEA indicators provide a relevant measure for the objective? If not can you suggest appropriate alternatives?
9. Do you have any other comments on the scoping report?

1. Introduction

1.1 Terms of Reference

Mott MacDonald was commissioned by Halton Borough Council (HBC) to undertake an integrated Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of the Halton Third Local Transport Plan (LTP3).

The SA/SEA will feed into a wider Integrated Assessment process. An Integrated Assessment (IA) 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).

The wider IA process is being undertaken for the Liverpool City Region (LCR) area which includes Halton, and the five Merseyside Local Authorities (Liverpool, Sefton, Wirral, St. Helens, and Knowsley). The IA results can then feed into the Halton LTP3 and the Merseyside LTP3. This SA/SEA scoping report therefore includes information for the LCR.

The HIA, EqIA and HRA are being undertaken by Halton Borough Council and will form separate reports. This report covers the scoping stage of the SA/SEA process.

The SA/SEA will be in accordance with the Department for Transport (DfT) Draft Guidance 'Strategic Environmental Assessment for Transport Plans and Programmes – TAG Unit 2.11D' (January 2010). It will also follow the requirements of the European Union Directive 2001/42/EC, commonly known as the SEA Directive and resulting Regulations. This Scoping Report covers Stage A of the SA/SEA process as defined in the DfT Guidance.

The Scoping Report will be sent to a number of organisations to obtain their views, including the Environment Agency, Natural England and English Heritage.

1.2 Purpose of the Scoping Report

The aim of this Scoping Report is to set the context and scope for the SA/SEA of the Halton LTP3. The scoping stage establishes the scope and information required for the subsequent SA Report. This Scoping Report covers Stage A (DfT Guidance, January 2010) of the SA/SEA process for the LTP3. The scoping report addresses the following elements:

- Section 1 outlines the terms of reference, purpose of the scoping report and limitations of the scoping exercise;
- Section 2 describes the legislative requirements for SA/SEA and the Mott MacDonald approach to these processes;
- Section 3 describes the context of the Halton LTP3;
- Section 4 and Appendix A contains a review of the relevant plans, programmes and sustainability objectives for the LTP3 and their implications;
- Section 5 and Appendix B describe the environmental, social and economic baseline, and key issues for the area;
- Section 6 describes the SA/SEA framework, including development of objectives and indicators;
- Section 7 describes the scoping report consultation arrangements; and

- Section 8 describes the next stages in the SA/SEA process.

1.3 Limitations of the SA/SEA Scoping

Mott MacDonald has relied on published data and information provided by HBC and the Merseyside Transport Partnership only in the production of this Scoping Report. The compiled environmental, social and economic baseline data has been used to provide an indication of current key issues associated with the LTP3.

In producing this Scoping Report Mott MacDonald Sustainability Specialists have not undertaken a site visit of the Halton LTP3 plan area.

2. SA/SEA Legislative Requirements and Approach

2.1 Strategic Environmental Assessment Legislative Requirements

An SEA is required for the Halton 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 is 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 also works 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 Integrated SA/SEA Approach

The requirements to carry out a SA or SEA are distinct. However, advice from the Department for Communities and Local Government (DCLG) suggests that it is appropriate to combine the two processes in order to meet both the requirements of the EU Directive and the Planning and Compulsory Purchase Act 2004. In order to assist in compliance with the Directive, a 'Way Finding Table' (Table 2 1) has been produced which presents SA/SEA Task, description of the task and where the results of the task can be found in the Scoping Report. This will help the reader quickly identify where in the Scoping Report specific information is contained.

Table 2.1: Way Finding Table

Task	DCLG Description	Focus of Activity	Location in Report
Task A1	Identify other relevant policies, plans, programmes and sustainability objectives	Links between the plan and other relevant plans and programmes	Section 4 Appendix A
Task A2	Collecting baseline information	A description of the baseline environmental, social and economic conditions	Section 5 and Appendix B
Task A3	Identifying sustainability issues and Problems	Identification of existing environmental and socio-economic problems affecting the plan and the identification of significant issues	Section 5
Task A4	Developing SA/SEA Framework	Development of an SA/SEA Framework consisting of SA/SEA objectives and indicators	Section 6
Task A5	Consulting on the scope of	The production of a Scoping Report and	Section 7

Task	DCLG Description	Focus of Activity	Location in Report
	the SA/SEA	consultation with relevant authorities with environmental responsibilities and other key stakeholders.	

2.4 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 2.2: 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	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.
2.Understanding the current situation		
3.Understanding the future situation		
4.Consultation, participation, information		
5.Options for solutions	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.
6.Appraisal framework		
7.Appraisal tools and procedures		NATA and SEA Directive topics are similar but not exactly the same.
8.Costs		
9.Options testing and appraisal		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	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.
12.Outputs from the study		
13.Funding sources		
14.Implementation programme	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.
15.Monitoring and evaluation		

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

Table 2.3: NATA Objectives and SEA Topics

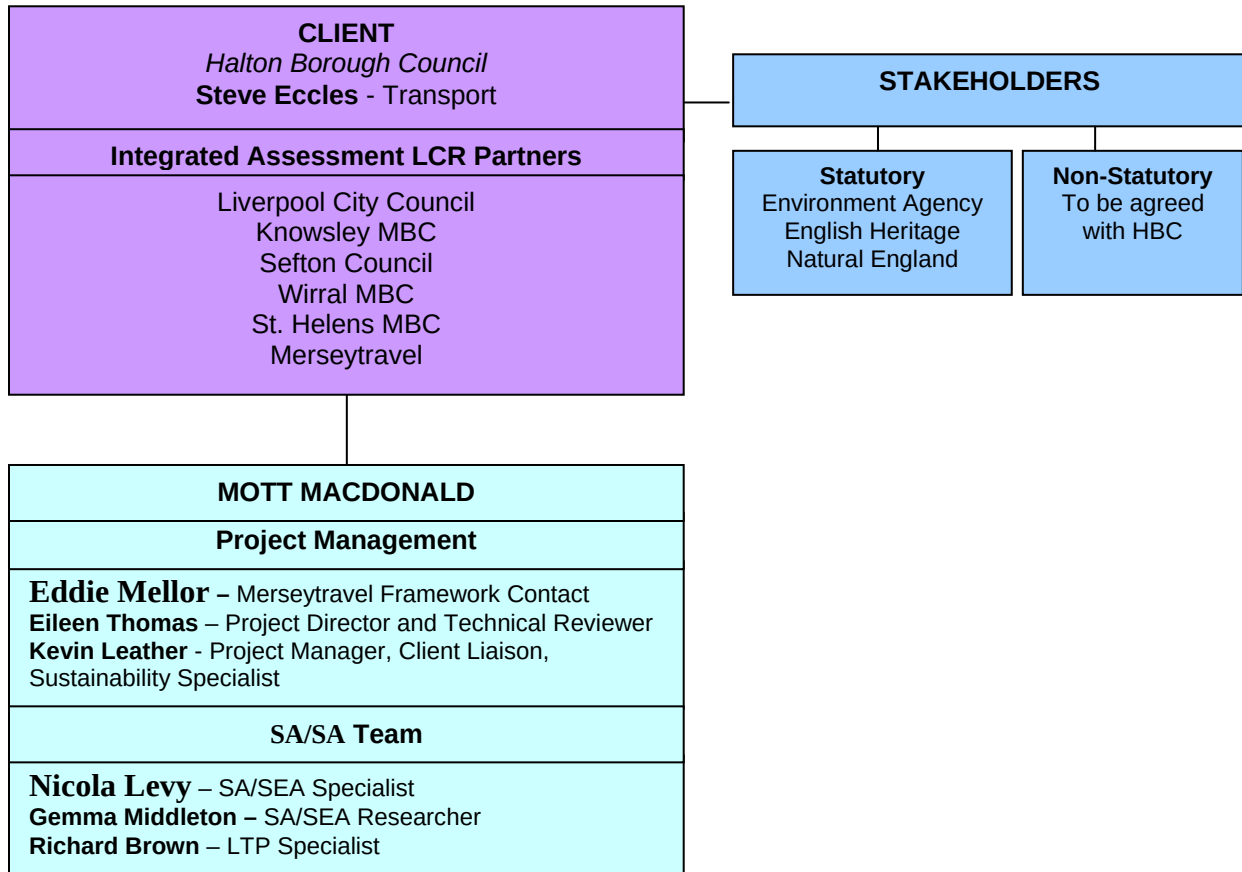
NATA Objective	NATA Sub-Objective	SEA Topic (SEA Directive, Annex If)
Environment	Noise	Human health, population, inter-relationships
	Local air quality	Air, human health, population
	Greenhouse gases	Climatic factors
	Landscape	Landscape
	Townscape	
	Heritage	Cultural heritage including architectural and archaeological heritage
	Biodiversity	Biodiversity, faun, 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

2.5 SA/SEA Project Team

The SA/SEA project team for the Halton LTP3 consists of transport and planning officers from HBC and the Merseyside Transport Partnership, 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: SA/SEA Team Organogram



2.6 Halton LTP SA/SEA Timetable

Table 2.4 below establishes who carried out each stage of the scoping report and the associated timetable for the remaining stages of the SA/SEA process. It also incorporates the SA/SEA and LTP3 process timetables into an integrated programme.

Table 2.4: Halton LTP3 SA/SEA Timetable

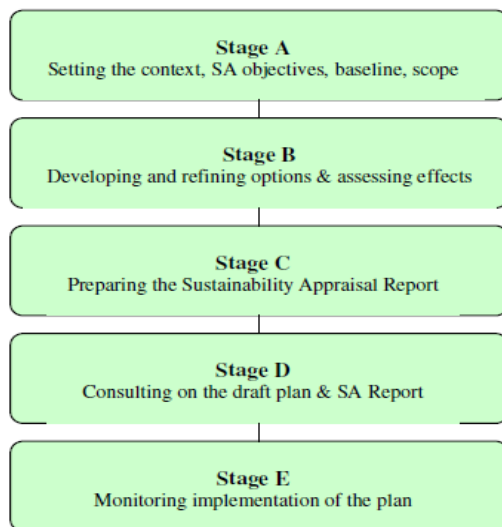
LTP3 Process	SA/SEA Stage	Who carried / will carry this out	When
Evidence Gathering	A: Setting the context and objectives, establishing the baseline and deciding on the scope		
	A1: Identifying other relevant plans, programmes, and sustainability objectives	MM Consultancy Team with input from HBC and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

	A4: Developing the SA/SEA Framework	MM Consultancy Team with input from HBC and Merseyside Transport Partnership	Jan/Feb 2010, updated Dec 2010
	A5: Consulting on the scope of the SA/SEA	HBC and Merseyside Transport Partnership	Mar/Apr 2010, updated Jan 2011
Preparation of draft LTP3	Stage B: Developing and refining alternatives and assessing effects		
	B1: Testing the LTP3 objectives against the SA/SEA Framework	HBC and Merseyside Transport Partnership	Apr 2010, updated Dec/Jan 2011
	B2: Developing strategic alternatives	MM Consultancy Team with input from HBC and Merseyside Transport Partnership	Apr 2010, updated Dec/Jan 2011
	B3: Predicting the effects of the draft LTP3, including alternatives	HBC and Merseyside Transport Partnership	May 2010, updated Dec/Jan 2011
	B4: Evaluating the effects of the draft LTP3, including alternatives	HBC and Merseyside Transport Partnership	May 2010, updated Dec/Jan 2011
	B5: Considering ways of mitigating adverse effects and maximising beneficial effects	MM Consultancy Team with input from HBC and Merseyside Transport Partnership	Jun 2010, updated Dec/Jan 2011
	B6: Proposing measures to monitor the significant effects of implementing the LTP3	MM Consultancy Team with input from HBC and Merseyside Transport Partnership	Jul 2010, updated Dec/Jan 2011
	Stage C: Preparing the SA Report		
	C1: Preparing the SA Report	MM Consultancy Team with input from HBC and Merseyside Transport Partnership	May/Sep 2010, updated Jan 2011
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	HBC and Merseyside Transport Partnership	Sep/Oct 2010, updated Jan 2011
Representations and finalise LTP3	D2: Appraising significant changes	HBC and Merseyside Transport Partnership	Oct/Nov 2010, updated Jan 2011
Adoption	D3: Making decisions and providing information	HBC and 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	HBC and Merseyside Transport Partnership	TBC
	E2: Responding to adverse effects	HBC and Merseyside Transport Partnership	TBC

2.7 SA/SEA Methodology

The SA/SEA will be 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



This Scoping Report presents the results of Stage A of the SA/SEA process 'Setting the context and SA, establishing the baseline and deciding on the Scope'. Therefore the approach outlined below relates only to Stage A. Stages B to E are discussed in Section 9 'Next Stages of the SA/SEA Process and Proposed Approach'.

Task A1: Identifying other relevant plans, programmes, and sustainability objectives

The purpose of this initial stage was to establish the range of International, European, National, regional and local plans, programmes and objectives relevant to the LTP3 SA/SEA. Document how the plan is affected by these outside factors, and how objectives and requirements might be taken on board and any inconsistencies and constraints to be addressed. Mott MacDonald have reviewed the identified plans and programmes (See Section 4 and Appendix A). Key implications for the SA/SEA have been reported.

Task A2: Collecting 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.

Baseline information was gathered from previous reports and studies including the Mott MacDonald Report 'Merseyside LTP3 SEA – Stages A2 and A3' (October 2009) and the Halton LTP Evidence Base Review (March 2010). The existing baseline was reviewed and relevant data used to inform the LTP3 SA/SEA. Limitations in the data collection exercise were highlighted owing to its impact on developing a robust baseline description.

Task A3: Identifying sustainability and health issues and problems

Sustainability and health issues relating to the LTP3 were identified from previous reports and studies including the Mott MacDonald Report 'Merseyside LTP3 SEA – Stages A2 and A3' (October 2009). Identification of these issues helps to focus the SA/SEA process and subsequent stages. Analysis of the baseline data for the LTP3 showed existing conditions and any associated issues which should be addressed.

Task A4: Developing the SA/SEA Framework

This task involved the development of a range of SA/SEA objectives and indicators. An appraisal will be undertaken to assess the performance of the LTP3 against the SA/SEA objectives. To fulfil the requirements of the SEA Directive, objectives must cover the following topic areas: biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape, and interrelationships between them (2001/42/EC, Annex 1f).

SA/SEA objectives had been previously developed by the Merseyside Transport Partnership for use on the LTP2. Mott MacDonald has reviewed these objectives and has developed them to align with current Government guidance on transport 'Delivering a Sustainable Transport System' (DaSTS).

Task A5: Consulting on the scope of the SA/SEA

The findings of the above tasks are presented in this Scoping Report which will be sent out for consultation as required by the SEA Regulations.

The Directive and DfT Guidance requires the responsible authority to consult with organisations that are likely to be concerned by the environmental and socio-economic effects of the plan. As stated in DfT Guidance the following statutory environmental bodies are designed as consultation bodies:– Environment Agency, Natural England, and English Heritage.

It is proposed that the consultation bodies are given a copy of the SA/SEA Scoping Report to comment on. One of the outcomes of this stage will be to document the comments of the consultees. Where comments are not taken on board justification will be given as to the reasons.

3. Halton LTP 3

3.1 Context and Background

The current Halton LTP2 is due to expire in March 2011. The Halton 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 Halton LTP3 will consist of:

- Long term Transport Strategy (2011 – 2024); and
- Three year Implementation Plan.

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;
- Improve quality of life and promote a healthy natural environment.

3.2 Halton LTP Goals

The Halton LTP3 is currently in development and is due for completion in February 2011. The draft goals which guide the Halton LTP3 are:

- Ensure transport network resilience with particular regard to enhancing cross Mersey linkages by the implementation of the Mersey Gateway project and the Mersey Gateway Sustainable Transport Strategy;
- Ensure the transport system supports the priorities of Halton's Local Strategic Partnership (LSP), the emerging Local Enterprise Partnership (LEP), and the Liverpool City Region (LCR);
- Provide and promote a clean and low carbon transport system;
- Ensure the transport system promotes and enables improved health and wellbeing;
- Ensure the transport system allows people to connect easily with employment, services, and social activities;
- Ensure the transport network supports the economic success of Halton and the LCR by the efficient movement of people and goods;
- Maintain our transport and highway assets to a high standard.

4. Task A1: Relationship with other Plans and Programmes

4.1 Introduction

The Liverpool City Region, and the Halton LTP will be affected by and impact upon a wide range of existing legislation, plans, policies, guidance and other objectives, many of which are outside the jurisdiction of the city region.

The key International, European, National, regional and local policy documents relating to the LCR and LTP3 have been reviewed and 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 (January 2010). The findings are detailed in a Policy Register in Appendix A. 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 Biological diversity (1992) (Rio de Janeiro)	
United Nations Convention on Climate Change (1994)	
Kyoto protocol (1997)	
EU Landfill Directive 99/31/EC (1999)	
European Climate Change Programme	
EU Environmental Noise Directive	
EU Sustainable Development Strategy (2006)	
EU Air Quality Directive 2008/50/EC (2008)	
EU Air Quality Framework Directive 96/62/EC	
EU Waste Directive Framework 2008/98/EC (2008)	
European Transport White Paper 'European Transport Policy for 2010: Time to Decide' (2001)	
Keep Europe Moving - Sustainable Mobility for our Continent - Mid term review of the White Paper (2006)	
EU Water Framework Directive 2000/60/EC	
EU Directive on the Conservation of Natural Habitats and of Wild Flora & Fauna 92/43/EEC (1992)	
EU Directive on the Conservation of Wild Birds 79/409/EEC (1979)	
European Landscape Convention 91/676/EC (1991)	
The Ramsar Convention (1971)	
The Copenhagen Accord (2009)	
UNESCO World Heritage Convention (1972)	
Zagreb Declaration for Healthy Cities: health and health equity in all local policies (2009)	
National Plans and Programmes	
UK Sustainable Development Strategy (2005)	
Climate change – UK Programme (2000)	
The Public Health White Paper - Choosing Health: Making Healthy Choices (2004)	
Ports: National Policy Statement for England and Wales (2009)	
The UK Government Low Carbon Transition Plan (2009)	
Planning for a Sustainable future (2007)	
Land Use and Transport: Settlement Patterns and the Demand for Travel (2009)	
Tackling Health Inequalities. A Programme for Action (2003)	
Sustainable Development: Environment Strategy for the National Health Service (2005)	
Energy White Paper: Our Energy Future - Creating a Low Carbon Economy (2003)	
Walking and Cycling: An Action plan (2004)	
National Cycling Strategy (1996) (modified October 2004)	
Encouraging Walking: Advice to Local Authorities (2000)	
Power of Place (2000)	
Transport 10 Year Plan (2000)	
Government Transport White Paper: The future of transport (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 Practice Guidance (2009)	
NE176 – Natural England's Green Infrastructure Guidance (2009)	

By All Responsible Means: inclusive access to the outdoors for disabled people (2003)
 The Countryside In and Around Towns – a vision for connecting town and country in pursuit of sustainable development (2005)
 Transport in Tomorrows Countryside (2003)
 Towards a Sustainable Transport System (2008)
 Active Travel Strategy (2010)
 Planning for Sustainable Travel (2009)
 Delivery Low Carbon Travel: An essential guide for local authorities (2009)
 Strategic Environmental Assessment, Sustainability Appraisal and the Historic Environment
 UK Biodiversity Action Plan (1994)
 The UK Government Rural Strategy (2004)
 Air Quality Strategy for England, Scotland, Wales & Northern Ireland (2007)
 Making the Connections: Final Report on Transport and Social Exclusion (2003)
 Sustainable Communities Plan - Sustainable Communities: Building for the future (2003)
 Urban White Paper - Our Towns & Cities: The Future - Delivering an Urban Renaissance (2000)
 Rural White Paper: Our countryside – The future (2000)
 Landscape Indicators for Strategic Environmental Assessment of LTPs – Issues to consider (2005)
 Treatment of landscape, biodiversity, access and recreation in sixteen provisional local transport plans (2005)
 Heritage White Paper: Heritage Protection for the 21st century (2007)
 The Historic Environment - A Force for our future (2001)
 Working with the Grain of Nature: A Biodiversity Strategy for England (2002)
 Waste Strategy for England (2007)
 Low Carbon Transport: A Greener Future (2009)

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
 Natural Environment and Rural Communities Act 2006

Planning Policy

Minerals Planning Statement 1 (2006)
 Draft Planning Policy Statement: Planning for a Natural and Healthy Environment (2010)
 PPS 1: Delivering Sustainable Development (2006)
 Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1 (2007)
 PPG 2: Greenbelt (1995)
 PPS3: Housing (2006)
 PPS4: Planning for Sustainable Economic Growth (2009)
 PPS5: Planning for the Historic Environment (2010)
 PPS 7: Sustainable Development in Rural Areas (2004)
 PPS 9: Biodiversity & 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)
 PPS 10: Planning for Sustainable Waste Management (2005)
 PPS 12: Local Development Frameworks (2008)
 PPG 13: Transport (2001)
 PPG 17: Planning for open space, sport & recreation (2002)
 PPG 20: Coastal Planning (1992)
 PPS 22: Renewable Energy (2004)
 PPS 23 Planning & Pollution Control (2004)
 PPG 24: Planning & Noise (1994)
 PPG 25: Development & Flood Risk (2006)

Regional Plans and Programmes

Moving Forward - The Northern Way (2004)
 Regional Sustainable Development Framework (Action for Sustainability)
 North West Sustainable Development Integrated Appraisal Toolkit (2009)
 North West of England Plan - Regional Spatial Strategy to 2021 (2008)
 RS2010: Regional Strategy for England's North West (2009)
 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)

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North West Regional Development Agency - Regional Funding Advice (2009)
 North West Economic Strategy (2006)
 North West Regional Housing Strategy (2009)
 Regional Waste Strategy for the North West (2004)
 North West Sustainable Energy Strategy (2006)
 North West Regional Freight Strategy (2003)
 Operation 'North West England' Programme under the Regional Competitiveness and Employment Objective 2007-13 (2007)
 North West Climate Change Action Plan 2010-2012
 North West Strategic Health Authority Annual Report 2008/09
 Strategy for Tourism in England's North West 2003-2010 (2007)
 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

Sub-Regional Plans and Programmes

Merseyside Local Transport Plan 2 2006-2011
 Halton Local Transport Plan 2, 2006
 The Liverpool City Region – Transforming our economy: The strategic proposals
 Liverpool City Council Air Quality Action Plan (2007) (updated 2009)
 Liverpool 2024: A Thriving International City – Sustainable Community Strategy
 Knowsley UDP (2006)
 St Helens UDP (1998)
 Liverpool UDP (2002)
 Sefton UDP (June 2006)
 Wirral UDP (2000)
 Halton UDP (2001)
 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)
 Halton 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 2008-2023 (2008)
 Knowsley: The Borough of Choice - Sustainable Community Strategy 2008 – 2023 (2008)
 A Vision for Sefton - Sustainable Community Strategy 2006-2011
 St Helens Sustainable Community Strategy 2002-2012 (Revised 2009)
 Getting Better Together – Wirral Community Strategy 2003-2013, and draft Wirral 2025: More Equal, More Prosperous - The Community Strategy (2009)
 Halton Sustainable Community Strategy (Revised 2009)
 Liverpool City Region Development Programme Update (2006)
 Merseyside Noise Study (2004)
 Code of Practice on Access and Mobility (2002)
 Liverpool Superport (2008)
 Liverpool City Region Multi Area Agreement (2009)
 Liverpool City Region Housing Strategy (2007)
 Liverpool City Region Economic Strategy and Action Plan 2005-2025
 The Economic Impact of EU and UK Climate Change Legislation on Liverpool and the Liverpool City Region (2009)
 Liverpool PCT Physical Activity Strategy: 'Liverpool Active City' (2005)
 New Heartlands Housing Market Renewal Pathfinder
 Sefton Physical Activity Strategy 2001-2011 (Review 2009)
 Heart of Merseyside Initiative (2002)
 Wirral's Biodiversity Action Plan
 North Merseyside Biodiversity Action Plan
 Halton Biodiversity Action Plan
 Liverpool, Sefton, Knowsley, Wirral, Halton and St. Helen's PCT's aims and objectives
 Knowsley Council and Sefton Council Strategic Flood Risk Assessment (2009)
 Liverpool City Council Strategic Flood Risk Assessment (2008)
 St. Helen's Council Strategic Flood Risk Assessment (2009)
 Halton Strategic Flood Risk Assessment (2007)
 The Knowsley Partnership: Local Area Agreement Pilot
 Sefton Local Area Agreement 2008-2011
 Liverpool Local Area Agreement 2008-2011
 St. Helen's Local Area Agreement 2008-2011
 Wirral's Partnership Agreement 2008-2011

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Liverpool World Heritage Site Management Plan and Supplementary Planning Document
The North Biodiversity Action Plan
Merseyside Local Geodiversity Action Plan

4.2 LTP Policy Context

4.2.1 National Context

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.

4.2.2 Regional context

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.

4.2.3 Local context

The Halton LTP2 covers the period from 2006 to 2011. It set out the Council's objectives and strategies on transport for the next five years and beyond. The vision for LTP2 was:

"To deliver smart, sustainable, inclusive and accessible transport system and infrastructure that seek to improve the quality of life for people living in Halton by encouraging economic growth and regeneration, and the protection and enhancement of the historic, natural and human environment."

The LTP2 was targeted around the four Shared Priorities for Transport agreed between the Local Government Association and the Government. These were:

- Tackling Congestion;
- Delivering Accessibility;
- Safer Roads; and
- Better Air Quality.

4.3 SA/SEA Policy Context

4.3.1 National Context

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 (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 encourage 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.

4.3.2 Regional Context

The RSS sets out a vision for the North West:

'By 2021 we will see a region that has acted to deliver sustainable development, leading to a higher quality of life for all, and reduced social, economic and environmental disparities. Development will be seen in a global context, and the region will contribute to the reduction of carbon dioxide and other greenhouse gas emissions'.

Many of the policies contained within the RSS are relevant for the SA/SEA. Including the spatial principles:

- promote sustainable communities;

- promote sustainable economic development;
- make the best use of existing resources and infrastructure;
- manage travel demand, reduce the need to travel, and increase accessibility;
- marry opportunity and need;
- promote environmental quality;
- mainstreaming rural issues;
- reduce emissions and adapt to climate change.

Action for Sustainability (AfS) was the North West's Regional Sustainable Development Framework, used to inform sustainability appraisals of regional plans and strategies. It was decided that the management arrangements for AfS were no longer fit for purpose and the delivery of the AfS programme has ceased to be a core partnership activity. However, the region acknowledged that there is a need to take stock of progress on sustainable development, and has committed to undertake work on this.

The North West Development Agency (NWDA) launched the Integrated Appraisal Toolkit for the Northwest in June 2009. The broad aim of the Integrated Appraisal Toolkit is to highlight the economic, social and environmental impacts of policies, projects and development proposals and to provide useful decision support information that will help to enhance the delivery of public benefits whilst in accordance with the principles of sustainable development.

4.3.3 Local Context

Environmental protection and sustainability is an important element of the local planning frameworks and the community strategies for all the LCR 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
Halton Sustainable Community Strategy	Upgrade and fully utilise the borough's rail, road, commercial waterways and power infrastructure in order to maximise the potential for economic development Creation of a strong economy able to compete in the challenging global market
Liverpool Sustainable Community Strategy	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	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	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

Community Strategy	Community Strategy Objectives and Themes
St Helens Sustainable Community Strategy	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
Wirral Sustainable Community Strategy	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

Consultee Question:

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

5. Task A2 & A3: Baseline Conditions and Sustainability Issues

5.1 Introduction

This chapter covers Task A2 'Collecting baseline information' and Task A3 'Identifying problems'.

5.2 Baseline Conditions

Task A2 of the DfT Guidance (January 2010) 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 LCR area for each of the SA/SEA objectives under specific indicators. The baseline is presented in Appendix B. It should be noted that baseline information may be applicable under more than one SA/SEA objective.

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' is 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 evolution of the baseline without implementation of the LTP3 will be assessed and the results presented in the SA Report. From an initial review of baseline the trends have been identified and will be taken into account in the assessment:

- **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 will help reduce this predicted effect on water quality;
- **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.

5.3 Key Issues

Task A3 in the DfT Guidance (January 2010) 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.

A summary of the key sustainability issues are identified in Table 5.1. They represent an outline of the possible transport related challenges and opportunities that the LTP3 and SA/SEA should consider addressing.

Table 5.1: Key Sustainability Issues

Topic	Sustainability Issue	Opportunity	Constraint
Resource Use, Energy, Greenhouse Gases	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.	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 charging point network and infrastructure for low emission vehicles and fuels 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.	Climate change is a global issue. Difficulty in achieving significant modal shift.
Waste Management	Generally recycling rates in the LCR are increasing. Transport can generate waste material through maintenance and construction or demolition of transport infrastructure.	Opportunity to use recycled material in transport infrastructure, and opportunity to re-use waste material in other developments.	Cost of treating contaminated waste/soils for re-use. Availability of appropriate recycled material for purpose.
Deprivation, Economic Inclusion	The LCR 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 the LCR seems to be widening.	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.	Congestion can reduce the efficiency and reliability of the transport network, hindering economic growth.
Cultural Heritage	Sensitivities and due legal regard with respect to accessing and potentially harming cultural, historical, built	Contributing to the social, cultural and economic life of the area by promoting improved public access to	Development can be restricted by heritage assets such as

Topic	Sustainability Issue	Opportunity	Constraint
	environment and archaeological assets will continue to be applied.	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.	conservation areas, listed buildings, scheduled ancient monuments and archaeology as inappropriate development which affects their setting is usually not permitted under planning.
Biodiversity	Overall, the LCR 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.	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. 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). Protected sites becoming exemplars of sustainable transport.	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.
Landscape	The LCR has many important local landscapes and coastal landscape areas. Traffic infrastructure can affect the landscape through noise and visual intrusion.	Conserving and enhancing local landscape (and townscape) character and quality, and local distinctiveness (including reducing noise and light pollution. 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.	Protecting the tranquillity and openness of the countryside.
Water Resources	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.	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.	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

Topic	Sustainability Issue	Opportunity	Constraint
Air Quality	Transport emissions are a major contributor to air pollution at both the national and the local level. 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.	Potential to help reduce air pollution through promotion of sustainable transport modes, park and ride sites, and deterrents to using the private car. Opportunity to reduce freight movements and encourage alternative fuels and modes as freight is a significant contributor to air quality problems in certain areas. Opportunity to encourage strategic freight networks to tackle congestion and increase capacity.	Difficulty in changing people's behaviour to use sustainable transport modes rather than the private car to create modal shift.
Environmental Quality	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 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.	Roads need to be located near to residential properties for access.
Health	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.	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.	Difficulty in changing people's behaviour and getting modal shift from car to non-car modes of transport.
Safety, Crime	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.	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.	Perception of crime in more deprived areas and town centres maybe difficult to change, even with increased measures.
Accessibility	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.	Opportunity to increase accessibility via sustainable transport modes from residential areas to town centres and other key areas of employment, services and goods.	Cost of public transport for deprived areas, there needs to be concessions built into public transport ticketing, and bike

Topic	Sustainability Issue	Opportunity	Constraint
	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.		hire schemes.
Sustainable Transport	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.	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	Changing behaviour to get modal shift away from the private car.
Climate Change	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.	Reducing carbon emissions Making the best use of existing transport infrastructure Increase electric charging point network and infrastructure for low emission vehicles and fuels 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 Shifting necessary travel to more sustainable modes (public rights of way and wider access network improvements) and behaviours, and locking in the benefits.	Climate change is a global issue. Cost involved in climate proofing transport infrastructure. Difficulty in achieving significant modal shift.
Land, Soil	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.	Upgrading of existing transport infrastructure in preference to new infrastructure. Potential to remediate contaminated land as part of transport infrastructure works.	
Housing	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	Link planned new housing developments with new or existing transport infrastructure, especially public transport, and cycle and pedestrian routes.	

Topic	Sustainability Issue	Opportunity	Constraint
	provided with housing units, can help contribute towards use of more resource efficient modes of transport.		

Consultee Questions:

2. Do you think the environmental, social and economic baseline data collected for the Liverpool City Region is appropriate and relevant?
3. Is any environmental, social and economic baseline information currently missing?
4. Is there any inaccurate environmental, social and economic baseline information?
5. Do you agree with the review of the current key sustainability issues in the Liverpool City Region Area?

6. Task A4: Developing the SA/SEA Framework

6.1 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 ensured they are aligned to current Government guidance on transport including 'Delivering a Sustainable Transport System' (DaSTS). Mott MacDonald will take these objectives forward into the LTP3 to provide consistency.

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 (together with HBC), 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 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. Part of the scoping process has been to identify the objectives with most relevance for the LTP3 SA/SEA. These key objectives have been highlighted in Table 6.1.

Table 6.1 shows the LTP3 SA/SEA objectives in the context of the SEA Directive topics, and NATA sub-objectives.

Table 6.1: 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
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

Ref	LTP3 SA/SEA Objectives	SEA Topic (Directive, Annex If)	NATA Sub-Objective
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	-

6.2 Developing SA/SEA Indicators

The second part of developing the SA/SEA framework is to develop indicators for each objective. This helps determine the criteria for each objective and allows the baseline to be more focused. It is possible that some of the indicators may be used in monitoring the implementation of the LTP3, but they may need to be more tailored to the LTP3 effects.

Table 6.2: SA/SEA Indicators

LTP3 SA/SEA Objectives	Indicators
1. To use energy, water and mineral resources prudently and efficiently and increase use of renewable energy	Quantity of electricity generated from renewable sources
	Proportion (%) of electricity generated from renewable sources UK
	Number of existing renewable energy schemes (by type)
	Renewable Energy Potential (by type)
	Amount of secondary/recycled aggregates used
	Per capita reduction in CO ₂ emissions in the Local Authority area

LTP3 SA/SEA Objectives	Indicators
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 Percentage change in GVA per head by region GVA per head by region Median gross weekly pay
4. To protect, enhance and manage the LCR'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
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 and improve 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 Estimated traffic flows for all motor vehicles by Local Authority
9. To protect, manage and, where necessary, improve local environmental quality	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 Percentage of people who agree that their local area is a place where people from different backgrounds get on well together Percentage of people who are satisfied with their local area as a place to live Percentage of people aged 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 Adult obesity rates by district Child obesity Years of healthy life expectancy (NI 137 - healthy life expectancy age 65) Mortality (standardised mortality ratios) by main cause

LTP3 SA/SEA Objectives	Indicators
	Indices of health deprivation
	Percentage of people who think that drug use or drug dealing is a problem in their local area
	Percentage of people who say their health is good or very good
	Percentage adult participation in sport
11. To improve safety and reduce crime, disorder and fear of crime	Numbers of people killed/seriously injured in traffic accidents
	Rates of children killed/seriously injured in traffic accidents
	Recorded crime per 1,000 population
	Number of people reporting fear of crime
	Percentage of people who think that anti-social behaviour is a problem in their local area
	Percentage of people who agree that police and other services are successfully dealing with anti-social behaviour and crime in their local area
	Percentage of people who agree that police and other services seek people's views about anti-social behaviour and crime in their local area
	Percentage of people who think that drunk and rowdy behaviour is a problem in their local area
12. To improve local accessibility to goods, services, housing, education and amenities and reduce community severance	Government defined indicators for access by public transport to education, work, health care and shopping centres
	Transport accessibility and mobility
	Connectivity Scores
	Disabled persons travel pass ownership
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 and adapt to climate change including flood risk	Estimated greenhouse gas emissions by sector
	Road transport CO ₂ emissions by Local Authority
	Percentage contribution of road transport to total CO ₂ emissions by Local Authority
	Extent of flood risk areas – riverine and coastal
15. To protect, manage and restore land and soil quality through development on brownfield sites and use of existing transport network	Agricultural land quality classification
	Location and extent of (potentially) contaminated land - PCL
	Proportion of development on previously used land

Consultee Questions:

6. Are the SA/SEA objectives and associated indicators suitable for the LTP3?
7. Does the wording of any existing objectives need to be changed, added or removed?
8. Do the draft SA/SEA indicators provide a relevant measure for the objective? If not can you suggest appropriate alternatives?

7. Next Stage of the SA/SEA Process and Proposed Approach

7.1 Next Stages of the SA/SEA Process

7.1.1 Proposed Approach for Stages B and C

This Scoping Report shows the results of Stage A of the SA/SEA process as outlined in the DfT Guidance (January 2010). The next stage of the process is Stage B which involves testing the LTP3 objectives against the SA/SEA objectives to ensure their compatibility and also appraising the proposed LTP3 against the SA/SEA objectives. The results of the SA/SEA appraisals will be recorded in a SA Report (Stage C). The SA Report will then be sent out for formal public consultation and the Report updated as necessary (Stage D). Stage E 'Monitoring' will be carried out by HBC.

7.1.2 Stage B: Developing and refining alternatives and assessing effects

Task B1: Testing the LTP3 objectives against the SA/SEA Objectives

It is essential that the objectives of the LTP3 are in accordance with sustainability principles, so they will need to be tested for compatibility with the SA/SEA. This will also help in refining the LTP3 objectives as well as in identifying alternatives.

A compatibility matrix similar to the one below will be used. A qualitative summary of the extent to which the LTP objectives contribute to the achievement of the SA/SEA objectives will be provided.

LTP3 Objectives	SA/SEA Objectives		
	Objective 1	Objective 2	Objective 3
LTP3 Objective 1			
LTP3 Objective 2			
LTP3 Objective 3			

Key

+	Positively compatible
0	Neutral or no interaction
-	Potential conflict

Outcomes may be positive, neutral or conflicting. The aim is to achieve consistency between the objectives, however this is not always possible. Where conflicts between objectives arise decision makers will have to decide where the priority lies, this decision and justification should be recorded in the SA/SEA.

Task B2: Developing strategic alternatives

The purpose of this stage is to identify genuinely sustainable alternatives for dealing with the objectives identified in Stage A. In considering alternatives close regard will be paid to constraints, such as funding and institutional capacity. Any constraints will be documented to demonstrate whether these are feasible to take forward. This stage also provides opportunities to develop sustainable alternatives such as low carbon zones, alternative fuels. Alternatives will be developed in conjunction with HBC project team. Alternatives developed will also include a 'Do Nothing' or 'Business as Usual' option to show how the baseline would evolve without the implementation of the LTP3.

Task B3: Predicting the effects of the LTP3, including options

The LTP3, alternatives, and a 'without plan' scenario, will be tested against the SA/SEA Framework to determine their performance in sustainability terms. Positive as well as negative effects will be considered, and uncertainties about the nature and significance of effects will be noted. Prediction of effects involves:

- Identifying the changes to the sustainability baseline which are predicted to arise from the LTP3; and
- Describing these changes in terms of their magnitude, their geographical scale, the time period over which they will occur, whether they are permanent or temporary, positive or negative, probable or improbable, frequent or rare, and whether or not there are cumulative and/or synergistic effects.

The assessment of the LTP3 alternatives against the SA/SEA objectives will take place in the form of a workshop with Merseyside Transport Partnership officers and Mott MacDonald specialists to ensure a robust assessment with valuable, multi-discipline input. Prediction of effects will be undertaken using an interaction matrix as outlined below. Where an interaction is identified commentary will be provided describing the nature of the interaction with specific reference to indicators and how they would be affected.

LTP3 Theme	SA/SEA Objectives		
	Objective 1	Objective 2	Objective 3
LTP3 Theme 1			
LTP3 Theme 2			
LTP3 Theme 3			

Key

+	Potential positive interaction
0	Neutral or no interaction
-	Potential negative interaction

Task B4: Evaluating the effects of the draft LTP3, including alternatives

Having identified the effects of the LTP3, an assessment of the significance of these effects needs to be conducted. It should be noted whether the effect is likely to be positive, negative, neutral or uncertain, and the timescale and significance of the effect, e.g. whether it is likely to be short or long-term, major or minor. For each potential interaction identified in the interaction matrix an evaluation of predicted impact magnitude will be undertaken using the following criteria:

- Major
- Moderate
- Minor
- Negligible

For each potential interaction identified an evaluation of the environmental value of the indicators affected will be undertaken. The valuation will be 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 will be used to inform the evaluation. Importance will be measures using the following criteria:

- High
- Medium
- Low

A combination of the impact magnitude and environmental importance will be used to determine the degree of significance of individual impacts. A matrix similar to one presented below will be used.

Environmental Importance	Impact Magnitude			
	Major	Moderate	Minor	Negligible
High				
Medium				
Low				

Task B5: Considering ways of mitigating adverse effects and maximising beneficial effects

Where the LTP3 is likely to have significant sustainability effects measures should be considered to prevent, reduce or offset any adverse effects and maximise positive effects. Particular emphasis will be placed on any highly significant adverse impacts. Mott MacDonald will also look at opportunities for enhancement to gain added benefits for the LTP.

Task B6: Proposing measures to monitor the significant effects of the plan's implementation

Decisions on what to monitor and how to do this should be considered at an early stage in the SA/SEA process. Aims and methods for monitoring should be established and included in the SA Report.

Monitoring measures should be clearly linked to indicators and objectives used in the appraisal and should consider both positive and negative effects. Monitoring should be focused on:

- Significant sustainability effects that may give rise to irreversible damage, with a view to identifying trends before such damage occurs; and
- Significant effects where there was uncertainty in the SA/SEA and where monitoring would enable preventative or mitigation measures to be taken.

7.1.3 Stage C: Preparing the SA Report

C1: Preparing the SA Report

The SA Report on the draft LTP3 is a key output of the appraisal process. It presents information on the effects of the draft LTP3 on which formal public consultation is carried out. The SA Report must show that the SEA Directive's requirements have been met. This is achieved through sign-posting the places in the SA Report where information required by the Directive is provided.

A SA Report will be prepared alongside the LTP3 which will summarise the results of the assessment (Stage B of the SA/SEA process), and will include the following information:

- Non-technical summary – summary of SA/SEA process, likely significant effects of the plan, difference the process has made;
- Who carried out the SA/SEA, how, when and who was consulted;
- Difficulties encountered in compiling information or carrying out the assessment;
- Purpose of the SA/SEA and Plan objectives;
- Links to other plans, programmes and objectives;
- Baseline data, existing and foreseeable future environmental issues and problems;
- Limitations of the data and assumptions made;
- SA/SEA Framework - including objectives and indicators;
- Discussion of alternatives and assessment of potential effects;
- Appraisal of the effects of implementation of the plan policies;
- Mitigation measures; and
- Monitoring proposals.

7.1.4 Stage D: Consulting on the draft LTP3 and SA Report

Task D1: Consulting on the draft LTP3 and SA Report

As required by the SEA Regulations, consultation and participation by key stakeholders including the public will take place to ensure a robust LTP3 consultation. It is proposed that key stakeholder are provided with a printed or electronic copy of the draft LTP3 and SA Report, and that they are also made available to the public on the via the HBC website.

Task D2: Assessment of significant changes

Any significant alterations to the plan as a result of the consultation in Stage D1 will be assessed in terms of their sustainability implications and influence on the revision of the plan. The final SA Report will need to be amended as necessary to reflect any changes.

Task D3: Decision making and providing information

Information in the SA Report and responses to consultation should be taken into account during the preparation of the plan before it is adopted. Following adoption a short statement should be produced which outlines how the SA/SEA process has influenced the development of the LTP3, how consultation comments were taken into consideration and how the plan will be monitored. This summary should provide enough information to make it clear how the plan was changed (if at all) as a result of the SA/SEA process and consultation.

7.1.5 Completion of Stage E

Stage E monitoring will be carried out annually by HBC as part of their LTP Annual Monitoring Report (AMR). The SA Report will provide a monitoring framework for HBC based on the SA/SEA identified.

8. References

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

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Appendix A. Review of Relevant Plans and Programmes

Plan, Policy or Programme	Description	Implications for the SA/SEA
International and European		
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 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 should encourage the sustainable use of resources and protect and enhance biodiversity
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 should consider biodiversity in terms of whole ecosystems rather than 'islands' of protected sites
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 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 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 measures in the fields of energy, industry and transport.	Transport is a significant contributor to climate change. The LTP 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 the harmful effects of exposure to environmental noise in built-up-areas, public parks or other quiet areas.	New developments and related transport can affect levels of noise. The LTP should aim to encourage cycling and walking, reducing noise from cars.
EU Sustainable Development	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 LTP should encourage the sustainable use of resources, energy

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Strategy (2006)	the ecological and social innovation potential of the economy, ensuring prosperity, environmental protection and social cohesion.	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 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.	SA/SEA should provide objectives.
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.	
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 should consider the effects on groundwater, surface water and river water quality
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 biodiversity and habitat impacts of the LTP should be considered along with possible mitigation measures
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 should consider the effects of transport on European protected bird species. Appropriate Assessment should

Plan, Policy or Programme	Description	Implications for the SA/SEA
		be carried out as part of the SA/SEA
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 should consider the effects of transport of the local landscape.
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 biodiversity and habitat impacts of the LTP should be considered along with possible mitigation measures
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	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. 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.	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)	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: 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 supportive infrastructural needs including transport systems – is environmentally and socially	Health equity should be an important principles for the LTP3 development

Plan, Policy or Programme	Description	Implications for the SA/SEA
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)	Guiding principles are: - Living within environmental limits - Ensuring a strong, healthy and just society - Achieving a sustainable economy - Promoting good governance - Using sound science responsibly The UK priorities for immediate action are: - Sustainable consumption and production - Climate change and energy - Natural resource protection and environmental enhancement - Sustainable communities 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.	Establishes the UK Government sustainable development objectives which should be incorporated into the LTP where possible
Climate change – UK Programme (2000)	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. Emissions reductions are focussed in the following sectors: - Energy supply; - Business; - Transport; - Domestic; - Agriculture, forestry and land use; and - Public sector.	Transport is a significant contributor to climate change. The LTP 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)	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. The environment we live in, our social networks, our sense of security, socio-economic circumstances,	The Rights of Way Improvement Plan should seek to address the issues raised in the White Paper by ensuring access to well maintained rights of way and other access routes to help people lead more active lives.

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	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. The commitments include that there will be new opportunities for people who want to be more active through cycling, walking, and easier access to sports facilities.	The SA/SEA should include an objective on improving health through use of public rights of way and other access routes for walking, cycling and horse riding.
Ports: Draft National Policy Statement for England & Wales (2009)	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 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.	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 is 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 CO₂ emissions and encourage forms of transport that do not emit CO₂
Planning for a Sustainable Future (2007)	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. 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. 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.	The LTP 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,	The LTP, SA/SEA should support the objectives and aims of the Health Service

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	economic considerations and social impacts.	
Energy White Paper: Our Energy Future – creating a low carbon economy (Feb 2003)	White Paper which includes the following major objectives: 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 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.	SA/SEA should include policies to improve transport safety, reduce the fear of crime and improve accessibility levels.
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.	SA/SEA should include policies to improve transport safety, reduce the fear of crime and improve accessibility levels.
Encouraging Walking: Advice to Local Authorities (DETR 2000)	Government proposals to make walking easier, safer and more pleasant. There are four reasons for this: 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. 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.	SA/SEA should include policies for encouraging walking and improving safety and security.
Power of Place (2000)	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. 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 losing the places we value.	Transport and new development schemes affects the historic environment in several ways including the ambience of the historical structures and features.
Transport 10 Year Plan (2000)	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. 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.	SA/SEA should include objectives 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.

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Government Transport White Paper: The Future of Transport (2004)	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: - 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 - ports and airports providing improved international and domestic links.	SA/SEA should include objectives that 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.
Delivering a Sustainable Transport System - Department for Transport (2008)	The Goals 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 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)	This document was developed in collaboration with DEFRA, Department for Transport and Natural England. 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.	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)	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.	The LTP and SA/SEA should aim to take into consideration the guidance from Natural England.
UK Biodiversity Indicators in Your	The UK Government has committed to two important international targets to protect biodiversity:	The LTP and SA/SEA should aim to

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Pocket (2009)	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 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.	consider the impacts and opportunities for biodiversity
Climate Change and Biodiversity Adaptation: The Role of the Spatial Planning System (2009)	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: 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 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.	The LTP and SA/SEA should aim to consider climate change and biodiversity adaptation
Biodiversity by Design (2004)	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: 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)	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: 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	The LTP and SA/SEA should aim to consider an appropriate level of green infrastructure

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	Demonstrate that green infrastructure adds hugely to the value of plans and projects.	
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)	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	The LTP and SA/SEA should consider how to maximise opportunities for sustainable development.
Transport in Tomorrows Countryside 2003 (The Countryside Agency)	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 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 in rural areas. 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.	The SA/SEA should include objectives that provide an affordable, reliable and safe transport infrastructure in the countryside.
Towards a Sustainable Transport System (2008)	The document has three aims: 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.	The LTP and SA/SEA should aim to

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	Thus, the report highlights the desire to place walking and cycling at the heart of local transport and health strategies and plans.	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)	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 CO ₂ 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: 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, Sustainability Appraisal and the Historic Environment	This document provides information regarding consultation with English Heritage at the various stages of an SA/SEA (screening, scoping, reporting and decision to act). Furthermore, the document provides information and advice on the following: 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	The LTP and SA/SEA should aim to 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 should consider biodiversity in terms of whole ecosystems rather than 'islands' of protected sites. It should aim to protect and enhance biodiversity.
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: 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.
Working with the Grain of Nature – A	The strategy seeks to ensure that biodiversity considerations become embedded in all main sectors of	The LTP should consider biodiversity in

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Biodiversity Strategy for England (2002)	public policy and sets out a programme for the next 5 years to make the changes necessary to conserve, enhance and work with the grain of nature and ecosystems rather than against them. The proposals for urban areas recognise the need for biodiversity to become a part of the development policy on sustainable communities, urban green space and the built environment.	terms of whole ecosystems rather than 'islands' of protected sites. It should aim to protect and enhance biodiversity.
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 should aim to encourage forms of transport that do not contribute to reducing local air quality 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 SA/SEA should set out objectives aimed at increasing 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: - 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; - 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.	The LTP should encourage the sustainable use of resources, energy efficiency and protect and enhance biodiversity
Urban White Paper: Our Towns & Cities: The Future (2000)	The vision is of towns, cities and suburbs which offer a high quality of life and opportunity for all. The Government wants to see:	The SA/SEA should include objectives that provide an affordable, reliable and safe transport infrastructure in towns and

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	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.	cities.
Rural White Paper: Our Countryside: The Future (2000)	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: - 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. The White Paper includes five objectives as follows: 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.	The SA/SEA should include objectives that provide an affordable, reliable and safe transport infrastructure in the countryside.
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	The LTP and SA/SEA should aim to consider landscape, biodiversity, access and recreation

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	LTPs. This report was commissioned by the Countryside Agency's Landscape, Access and Recreation division and Natural England (was English Nature).	
Heritage White Paper: Heritage Protection for the 21st Century (Consultation) (2007)	The three core principles of the White Paper are: 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 SA/SEA should include objectives for conservation of 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 SA/SEA should include objectives for protecting and where possible enhancing 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: 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: supporting a shift to new technologies and fuels; promoting lower carbon transport choices; using market-based measures to encourage a shift to lower carbon transport.	The LTP and SA/SEA should encourage the use of low carbon transport and ensure the infrastructure is in place to achieve this.
Minerals Planning Statement 1 (2006)	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." The objectives for bulk transportation are to:	The SA/SEA should include objectives for sustainable movement of minerals and encourage the use of rail, sea and inland waterways.

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	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.	
Draft Planning Policy Statement: Planning for a Natural and Healthy Environment (March 2010)	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: 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))	The LTP and SA/SEA should seek to following principles set out in the PPS
Planning Policy Statement 1 (PPS1): Delivering Sustainable Development (2005)	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: 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. 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 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	The project should seek to achieve economic, social and environmental sustainability, as well as inclusive access for all and high quality design

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	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 SA/SEA should promote objective that reduce the reliance on the car and increase the use of public transport, cycling or walking.
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: - 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: - 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.	SA/SEA should seek areas for transport infrastructure which are on non-green belt land.
Planning Policy Statement 3 (PPS3):	In support of its objective of creating mixed and sustainable communities, the Government's policy is to	SA/SEA should include objectives

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Housing (2006)	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 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: 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.	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.
Planning Policy Statement 4 (PPS4): Planning for Sustainable Economic Growth (2009)	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.	The LTP should encourage the sustainable use of resources, energy efficiency and protect and enhance biodiversity
Planning Policy Statement 5 (PPS5): Planning for the Historic Environment (March 2010)	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.	The LTP and SA/SEA should protect the historic character of the area and heritage and archaeological assets
Planning Policy Statement 7 (PPS7): Sustainable Development in Rural Areas (2004)	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: - 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. 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.	The LTP should encourage the sustainable use of resources, energy efficiency and protect and enhance biodiversity
Planning Policy Statement 9 (PPS9): Biodiversity and Geological	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	The LTP and SA/SEA should aim to protect and enhance biodiversity and

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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)	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. Circular 06/05 provides administrative guidance on the application of the law relating to planning and nature conservation as it applies in England. The Guide to Good Practice 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.	geo-diversity
PPS10: Planning for Sustainable Waste Management	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.	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.
Planning Policy Statement 11 (PPS 11) Regional Spatial Strategies	Sets out the procedural policy on the nature of Regional Spatial Strategies (RSSs) and focuses on what should happen in preparing revisions to them and explains how this relates to the Planning and Compulsory Purchase Act 2004 and associated regulations. The RSS, incorporating a Regional Transport Strategy (RTS), provides a spatial framework to inform the preparation of LDDs, Local Transport Plans (LTPs) and regional and sub-regional strategies and programmes that have a bearing on land use activities.	
PPS12: Local Development Frameworks	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): - 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. The PPS goes on to examine the aims of the new planning system, including: - 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 - Plans should be based upon a robust evidence base. No precise targets or indicators established	Ensure compliance with the requirements of the EU SEA Directives and the SEA requirements of the DfT.
Planning Policy Guidance 13 (PPG13): Transport (2001)	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	The principal guidance on transport planning. SA/SEA objectives should

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	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.	reflect the objectives of PPG13.
Planning Policy Guidance 17 (PPG17): Planning for Open Space, Sport and Recreation (2002)	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. 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.	SA/SEA objectives should include objectives for human health benefits arising from the environment. In considering planning applications - either within or adjoining open space - local authorities should weigh any benefits being offered to the community against the loss of open space that will occur. Accessibility should be promoted by sustainable modes of transport (including disabled facilities).
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 principal guidance on coastal planning. SA/SEA objectives should reflect the objectives of PPG1.
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.	SA/SEA to include energy conservation measures 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.	Where transport infrastructure is to be developed on contaminated land remediation should be implemented. SA/SEA to consider remediation of contaminated land.
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 SA/SEA includes objectives for noise. Noise-sensitive developments should be located away from existing sources of significant noise and potentially noisy developments should be located in areas

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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.	where noise will not be such an important consideration or where its impact can be minimised The principal guidance on development and flood risk. SA/SEA objectives should reflect the objectives of PPS25.
Regional		
Moving forward – The Northern Way (2004)	The Action Plan – Progress Report sets out the key milestones and activities for all the proposals outlined in Moving Forward: the Northern Way. 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.' The plan also sets out four strategic themes for Merseyside: - 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 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'	SA/SEA to include objective on sustainable transport and accessibility. The LTP should aim to promote these objectives.
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.	SA/SEA to 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)	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	The LTP, SA/SEA should consider economic development, social development and environmental

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	responsibility with 4NW in preparing the single Regional Strategy for the Northwest. 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. 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.	protection
Wild about the North West: A Biodiversity Audit of North West England (1999)	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. 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.	SA/SEA to include objective for protecting biodiversity from transport development
North West Cultural Strategy (2002)	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. One of the aims of the strategy is that: Culture and creativity are central to economic prosperity and growth and we aim to: - 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.	Transport infrastructure and traffic congestion can affect cultural assets and their settings. The LTP could indirectly affect cultural assets.
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 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

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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 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 should encourage the sustainable use of resources and energy efficiency
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. The aims and objectives of the Regional Freight Strategy are to: - Assist the promotion of sustainable economic growth by: – 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.	Objectives should reflect the need for an integrated approach towards the movement of freights and the use of methods of freight movement that reduce the associated environmental and social impacts
Operation North West England Programme under the Regional competitiveness and employment objective 2007-2013 (2007)	The programme - outside of the least developed regions - is aimed at strengthening the North West regional competitiveness and attractiveness by: - promoting innovation and knowledge transfer - stimulating enterprise and supporting successful business - ensuring sustainable development, production and consumption - building sustainable communities. As part of this programme aims to promote clean public transport within towns in the North West	SA/SEA to include objectives to promote sustainable clean public transport
North West Climate Change Action	The NW Climate Change Action Plan aims to stimulate and measure the progress of England's Northwest	Transport contributes to climate change

Plan, Policy or Programme	Description	Implications for the SA/SEA
Plan 2010-2012	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. 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.	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
North West Strategic Health Authority Annual Report 2008/09	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'. The aims to achieve this include: improve health and wellbeing for all of the North West population; optimise the delivery of quality health care in the most appropriate setting; be recognised as a leading health system.	The LTP, SA/SEA should support the aims of the North West Strategic Health Authority
Strategy for Tourism in England's North West 2003-2010 (2007)	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.	The Rights of Way Improvement Plan should include policies to maintain and improve the network to promote sustainable tourism/recreation opportunities. The SA/SEA should include objectives on tourism.
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)	The Guide has been developed to support the Green Infrastructure Policy in the North West Regional Spatial Strategy (RSS) by 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.

Plan, Policy or Programme	Description	Implications for the SA/SEA
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.
Liverpool City Council Air Quality Action Plan (June 2007) and update (2009)	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: AQMA1 - Liverpool City centre AQMA2 - Liverpool M62/ Rocket Junction area Objectives for the AQAP include: To pursue the air quality objectives laid down in the National Air Quality Strategy, whilst ...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.	Transport is the major contributor to the AQMAs in Liverpool. The LTP 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.
Liverpool 2024: A Thriving International City – Sustainable Community Strategy	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: Competitive; Connected Distinctive; Thriving; and Healthy. These are the five strategic drivers that underpin the partnership's ambitions between now and 2025.	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.
Knowsley UDP (2006)	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 waling, 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.	The LTP will support the policies in the UDP by requiring transport assessments and travel plans for certain thresholds of development
St Helens UDP (1998)	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.	The LTP will support policies in the UDP by proving more stringent parking standards and facilities for cyclists and

Plan, Policy or Programme	Description	Implications for the SA/SEA
Liverpool UDP (November 2002)	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.	pedestrians The LTP will support the policies in the UDP through requiring transport assessments for certain developments and controlling car parking.
Sefton UDP (June 2006)	The UDP states that the Council wants to use parking standards to promote sustainable transport choices and reduce reliance on the car for work and other journeys. It encourages lower levels of parking, in conjunction with adequate support for alternative modes being in place.	The LTP will support the UDPs aim to promote sustainable transport choices and reduce reliance on cars
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 will support the UDP policies on transport through requiring new development to provide cycle facilities.
Halton UDP (December 2001)	The main strategic aim is 'To transform the quality of Halton's environment and improve economic prosperity and social progress through sustainable development'. The main transportation aims are: - To provide an efficient and effective land use pattern and transport infrastructure which will reduce the overall demand for travel, and allow improved accessibility by a variety of transport modes; - To develop safe, efficient and inclusive integrated transport systems and infrastructure that encourage sustainable economic growth and regeneration - To promote a new sustainable crossing of the River Mersey	
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 will 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 will support the forthcoming LDF policies on transport.
Sefton LDF Core Strategy Development Plan Document – Draft	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	The LTP will support the forthcoming LDF policies on transport.

Plan, Policy or Programme	Description	Implications for the SA/SEA
for consultation (2009)	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.	
Halton LDF Core Strategy Development Plan Document – Draft for consultation (2009)	The Local Development Framework (LDF) will be the key spatial plan for Halton. The 'Core Strategy' sets out the spatial vision for the Borough of Halton, and outlines a planning policy vision to make the area a modern, distinctive, economically prosperous and vibrant Borough. The document outlines the Council's preferred options for achieving this vision, together with alternative options we have considered. When adopted, the Core Strategy will guide development decisions in Halton, looking ahead to 2026. Consultation is currently taking place prior to the publication of a final draft of the Core Strategy in autumn 2010.	The LTP will support the forthcoming LDF policies on transport.
St. Helens LDF Core Strategy Development Plan Document – Draft for consultation (2009)	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. The Council is currently considering all representations made during the last consultation exercise in 2009.	The LTP will 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 will 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 individual life chances.' Liverpool's key transport priorities are: improving road safety, access and air quality and reducing congestion.	The LTP should contribute to the transport priority through encouraging 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: • 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 will help support the community strategy. The SA/SEA should include objectives on health, economy, community to reflect the objectives of the community strategy
'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	The LTP should help support the community strategy. The SA/SEA should include objectives on health, economy, community to reflect the objectives of the community strategy

Plan, Policy or Programme	Description	Implications for the SA/SEA
	residing and visiting Sefton and are presented as four main themes: Children and Young People; Safer and Stronger Communities; Healthier Communities and Older People; Economic Development and Sustainability.	
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: 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 should help support the community strategy. The SA/SEA should include objectives on health, economy, community to reflect the objectives of the community strategy
'Getting Better Together' Wirral Community Strategy 2003-2013 and Consultation Draft Wirral 2025: More Equal, More Prosperous (2009)	The vision for Wirral is to 'Make Wirral a better place in which to live, work and invest'. 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.	The LTP should help support the community strategy. The SA/SEA should include objectives on health, economy, community to reflect the objectives of the community strategy
Liverpool City Region Development Programme Update (2006)	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 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:- 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 SA/SEA should complement the aims of the development programme
Merseyside Noise Study (2004)	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. 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.	It is unlikely that the LTP will cause a modal shift that will affect noise levels from road transport, however it may some cumulative effects, and these should be taken into consideration in the SA/SEA.

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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.
Halton Sustainable Community Strategy 2006-2011 (Updated 2009)	The Sustainable Community Strategy runs until 2011, but has a longer term vision in terms of achieving sustainable outcomes for Halton. The visions include ensuring the transport network is well managed and maintained; provision of a functioning transport network; reducing car dependency; and increasing opportunities for walking and cycling.	The SA/SEA should include an objective on increasing accessibility, reducing car dependence and providing a well managed and maintained transport network.
Halton LTP 2 2006/07-2010/11 (March 2006)	The Second Local Transport Plan (LTP2) sets out Halton Borough Council's objectives, strategies and policies for transport for the period April 2006 to March 2011 and beyond. It also details the schemes and initiatives that will be delivered, together with the performance indicators and targets which will be used to monitor our progress. The overarching objective is: The delivery of a smart sustainable, inclusive and accessible transport system and infrastructure that seeks to improve the quality of life for people living in Halton by encouraging economic growth and regeneration, and the protection and enhancement of the historic, natural and human environment The priorities of the LTP are aimed at tackling congestion; delivering accessibility; providing safer roads; and increasing air quality	
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 in Liverpool.
Liverpool City Region Multi Area Agreement (June 2009)	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 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. 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.	The SEA should include objectives to provide safe and sustainable transport network, provide integrated freight infrastructure and cut carbon dioxide emissions.
Liverpool City Region Housing Strategy (May 2007)	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.	SA/SEA to include objectives 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.

Plan, Policy or Programme	Description	Implications for the SA/SEA
	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	
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.	
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	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.	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	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. 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).	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 rare species on Wirral.	The biodiversity and habitat impacts of the LTP should be considered along with possible mitigation measures
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 SA/SEA should aim to incorporate an objective to consider the impacts on biodiversity.
Halton's Biodiversity Action Plan	Under the Countdown Biodiversity Action Plan for Cheshire, a partnership of local authorities and public	The SA/SEA should aim to incorporate an

Plan, Policy or Programme	Description	Implications for the SA/SEA
(BAP)	agencies under the lead of Cheshire Wildlife Trust has brought together existing data on 17 habitats and 55 species in 2001. Halton Borough Council has initially chosen two habitats and seven species that are of particular interest for the Borough, based on an extensive Biodiversity Audit carried out in 1999.	objective to consider the impacts on biodiversity.
Liverpool PCT	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: - 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 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: - 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	The Revised Commissioning Strategic Plan 2008-2013 states that the PCTs missions is to: - Improve health; and - Reduce inequalities in health These two key strategic aims are sustained by three supporting strategic aims which are to: - Ensure quality; - Provide value; - Involve local people. 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	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

Plan, Policy or Programme	Description	Implications for the SA/SEA
Knowsley PCT	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'. The Knowsley Strategic Commissioning Plan 2008/13 states that the PCTs shared guiding principle is that 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: 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.	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
Wirral PCT	The Wirral Annual Report 2008/09 states that the PCT vision is: "Working Together for a Healthier Future". Wirral PCT aim: • 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.	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
Halton and St. Helens PCT	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: 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.	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 Council and Sefton Council Strategic Flood Risk Assessment (2009)	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	The LTP and SA/SEA should aim to consider minimising flood risk
Liverpool City Council Strategic Flood	This SFRA has been carried out by Liverpool City Council Planning Policy Department in order to fulfil the	The LTP and SA/SEA should aim to

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Risk Assessment (2008)	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): 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	consider minimising flood risk
St. Helens Council Strategic Flood Risk Assessment (2009)	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 susceptible to flooding, to avoid flood risk and if necessary highlight mitigation measures.	The LTP and SA/SEA should aim to consider minimising flood risk
Halton Council Strategic Flood Risk Assessment	The SFRA for Halton has been undertaken to provide a detailed and robust assessment of the extent and nature of the risk of flooding in Halton and its implications for spatial planning. The main objectives of this SFRA are to: - Identify land at risk of flooding in Halton and the degree of risk from river, sea and other sources - Reduce flood risk from and to new development through promotion of appropriate location, design and mitigation measures - Inform policy formulation and the Sustainability Appraisal for the emerging Local Development Framework concerning land use in flood risk areas - Provide a framework for development control officers and developers for dealing with the flood risk in development proposals	The LTP and SA/SEA should aim to consider minimising flood risk
The Knowsley Partnership: Local Area Agreement Pilot	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
Halton Local Area Agreement 2008-2011 (Revised 2009)	The LAA provides a mechanism by which key elements of the Community Strategy can be delivered over the next three years.	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	The LTP and SA/SEA should aim to consider the impacts and opportunities

Plan, Policy or Programme	Description	Implications for the SA/SEA
	comprises a number of individual Species and Habitat Action Plans.	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 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: - 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; - 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.	The LTP should consider the Act in its preparation
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 should consider biodiversity in terms of whole ecosystems rather than 'islands' of protected sites. It should aim to protect and enhance biodiversity.
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	The LTP should consider biodiversity in terms of whole ecosystems rather than 'islands' of protected sites. It should aim to protect and enhance biodiversity.

Plan, Policy or Programme	Description	Implications for the SA/SEA
	(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 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 should consider biodiversity in terms of whole ecosystems rather than 'islands' of protected sites. It should aim to protect and enhance biodiversity.
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 should aim to encourage forms of transport that do not contribute to reducing local air quality 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 should aim to encourage forms of transport that do not contribute to reducing local air quality 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 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 of buildings of special architectural or historic interest and the Secretary of State (SoS) is responsible for approving them.	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 SA/SEA should include objectives for conservation of the historic environment in relation to transport impacts.
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.	As transport can contribute to local air quality pollutants, The LTP should aim to encourage forms of transport that do not contribute to reducing local air quality 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.	SEA objectives should reflect the legal requirements of Ancient Monuments & Archaeological Areas Act 1979
Natural Environment and Rural	The Natural Environment and Rural Communities Act is designed to help achieve a rich and diverse natural	The LTP and SA/SEA should recognise

Plan, Policy or Programme	Description	Implications for the SA/SEA
Communities Act 2006	environment and thriving rural communities through modernised and simplified arrangements for delivering Government policy. In relation to biodiversity, Section 40 of the Natural Environment and Communities Act (NERC) 2006 and states that: “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”. 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.	the specific rural issues set out in the Act and aim to make public transport more accessible in rural locations

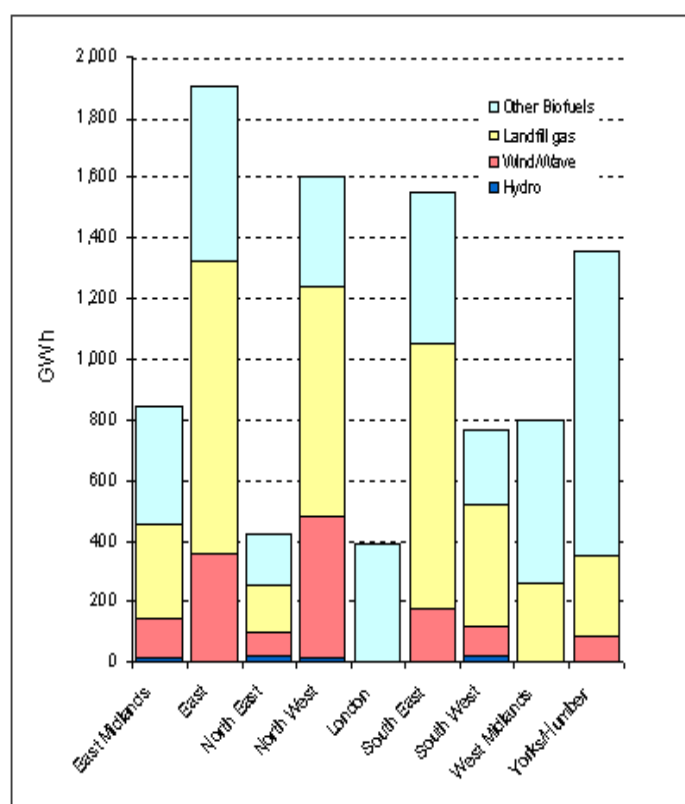
Appendix B. Baseline Conditions

SEA Objective 1 - To use energy, water and mineral resources prudently and efficiently and increase energy generated from renewable sources.

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 B.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

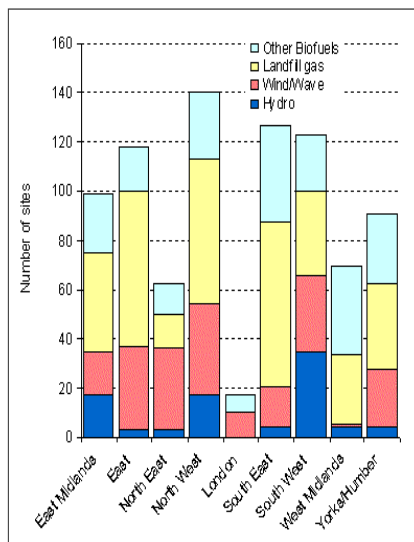
Proportion (%) of electricity generated from renewable sources UK

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

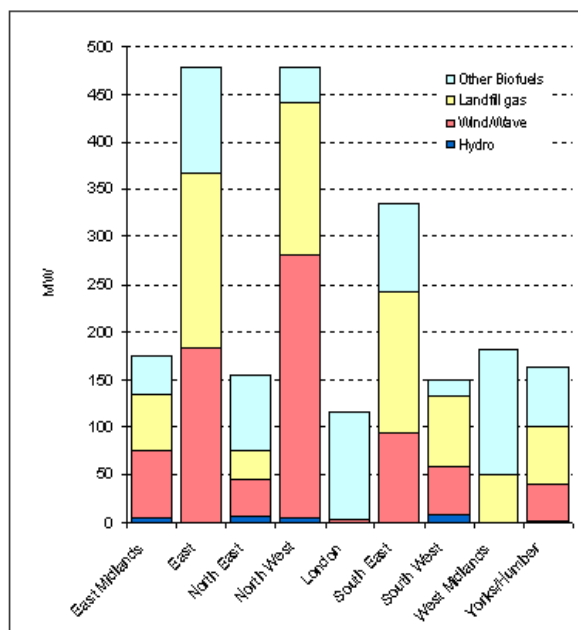


Source: Restats – Renewable Energy Statistics Database for the United Kingdom www.restats.org.uk/sites-region.htm

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 B.3: Capacity by English Region, 2007



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

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 B.1: NI 186 – Percentage per capita reduction in CO₂ emissions

Place Survey Indicator	Liverpool	Sefton	Authority Knowsley	St. Helens	Wirral	Halton
Per capita reduction in CO ₂ emissions (%) (NI 186)	0.6%	1.4%	8%	6.8%	2.4%	10.5%

It is evident that per capita reduction in CO₂ emissions are greatest in Halton (10.5%) and least in Liverpool (0.6%).

SEA Objective 2 - To minimise the production of waste and increase reuse, recycling and recovery rates

Total 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 B.2: NI 192 - Percentage of household waste sent for reuse, recycling and composting

Name	2007/08	2008/09
Halton UA	27.74	28.60
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.

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

Indices of deprivation ranking

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

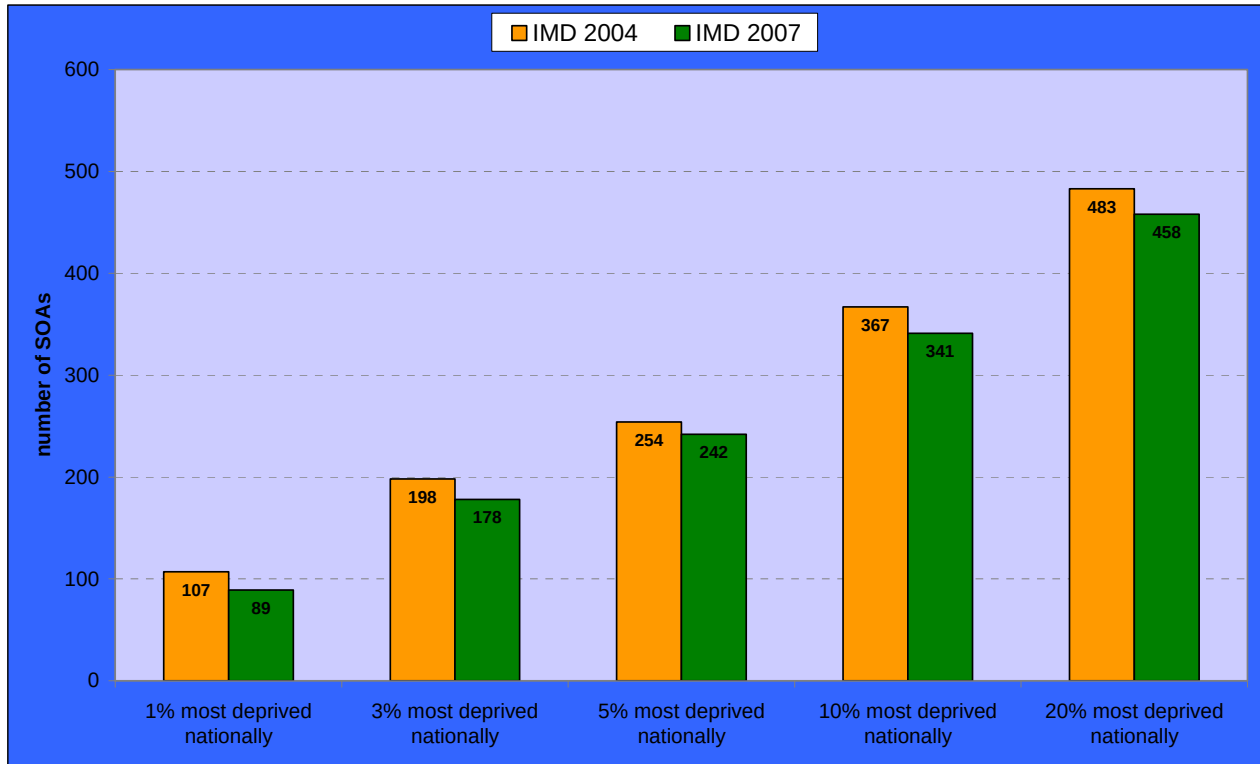
- There are now fewer LCR Super Output Areas (SOAs) in the most deprived areas (up to 20%) nationally than previously;
- Within LCR, five of the six local authorities are less deprived overall, in 2007 than 2004, (when compared to the rest of the country), the exception being Liverpool which is still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

However, the gap between the most and least deprived SOAs in LCR 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 six of the LCR 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 LCR is £42,200 compared to £14,200 in the most underprivileged.

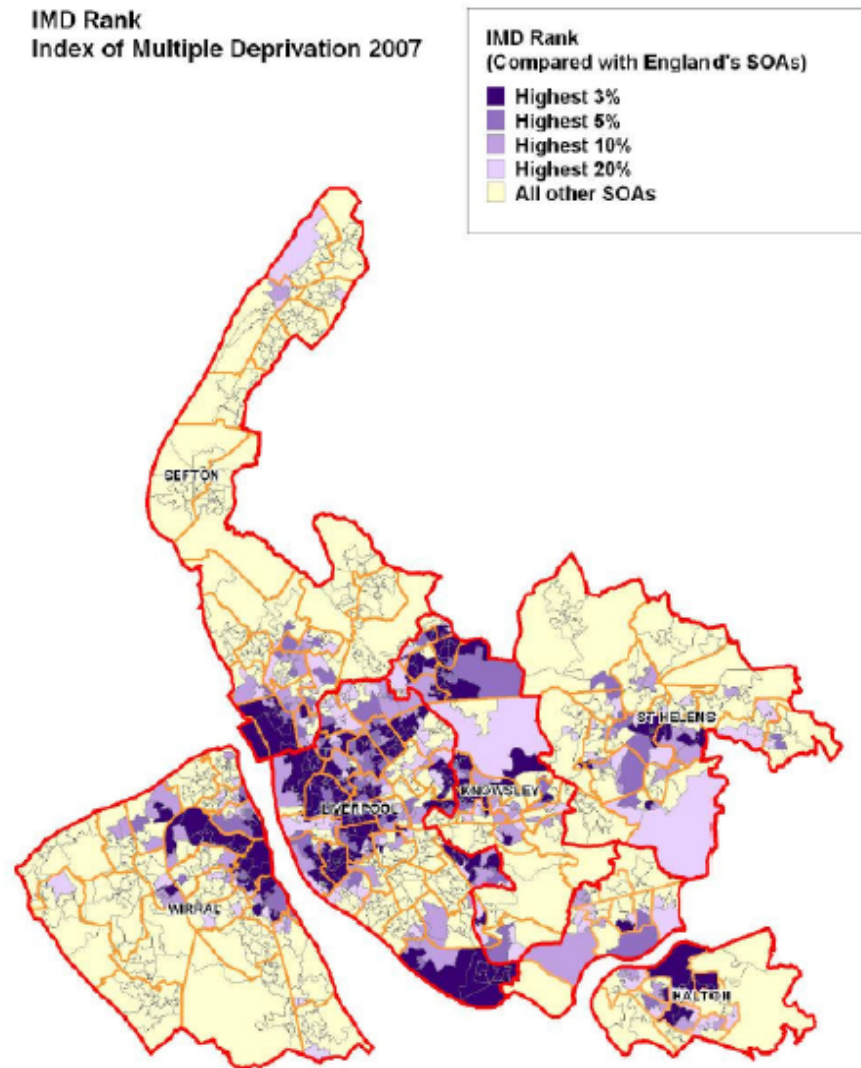
In 2004, 107 SOAs were in the top 1% most deprived, this fell to 89 in 2007. Similarly, there were 483 SOAs in the 20% most deprived in 2004 compared to 458 in 2007.

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



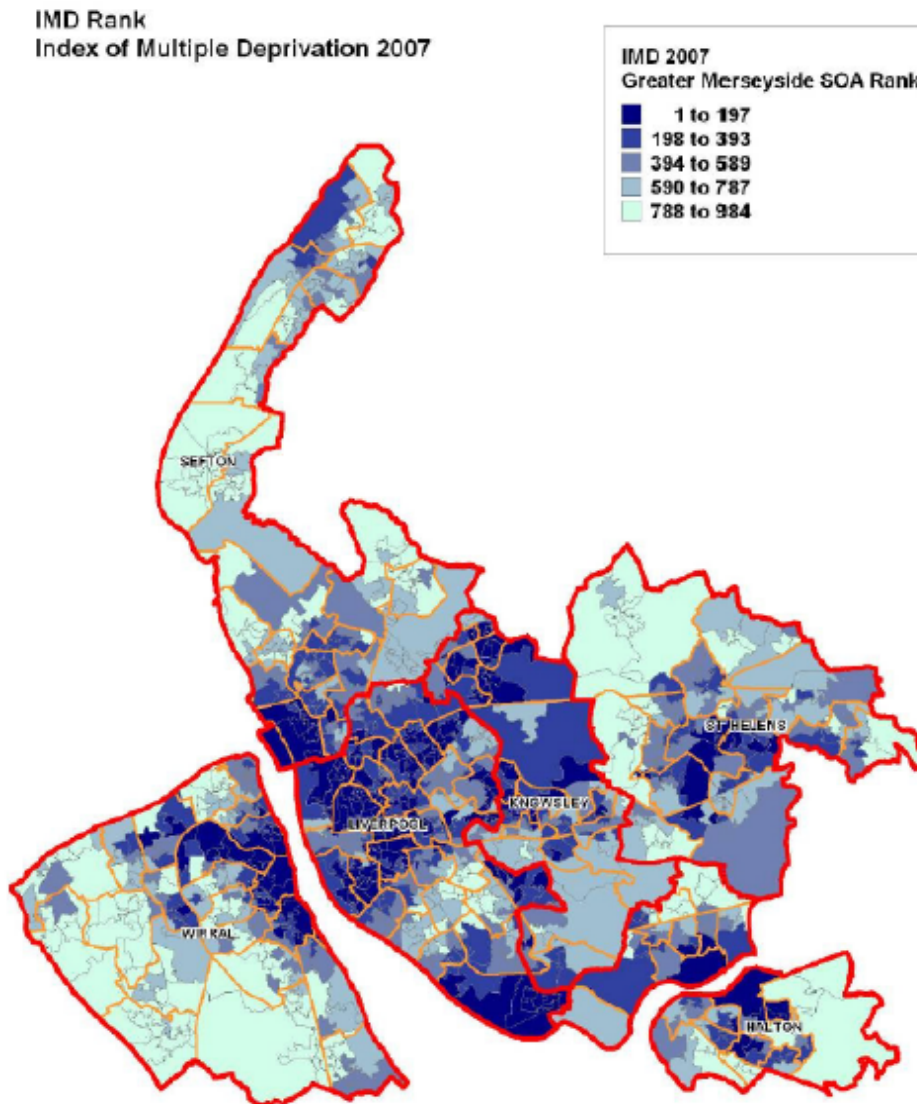
Source: ID2007 and 2004 (CLG) and 'Polarisation in Deprived Neighbourhoods Across Liverpool City Region', MM MIS EDSE subscribers report.

Figure B.5: IMD 2007 rank for Greater Merseyside's SOAs compared with England's SOAs



Source: Halton LTP3 Evidence Base Review (2010)

Figure B.6: IMD 2007 rank for Greater Merseyside's SOAs



Source: Halton LTP3 Evidence Base Review (2010)

Percentage of working age population unemployed

Table B.3: Working Age Unemployment Rates by Borough

District	Working Age Unemployment rate (Jan – Dec 2008)
Halton	6.8
Knowsley	8.5
Liverpool	6.9
St. Helens	8.5
Sefton	6.3
Wirral	8.2
LCR	7.4
NW	6.5

District	Working Age Unemployment rate (Jan – Dec 2008)
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 LCR 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 B.4: 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)
Halton	75,100	14,150	18.8
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
LCR	906,200	179,380	19.8
NW	4,238,400	646,890	15.3
England	31,937,600	3,790,570	11.9

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

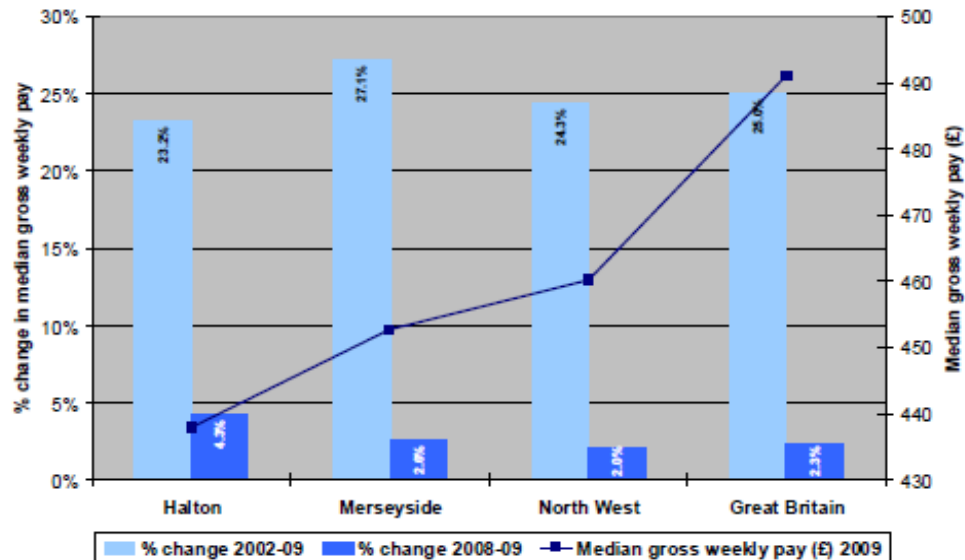
The table above shows the volume and rate of out of work benefit claimants (working age) in February 2009 (with rates based on the 2008 working age population). All LCR districts have a claimant rate which exceeds the national and regional averages.

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.

Median gross weekly pay

Between 2008 and 2009 Halton experienced the largest increase (4.3%) in gross weekly pay for full-time workers compared to Merseyside, the North West and Great Britain (see Figure 2.8). However, median gross weekly pay in Halton (£438) remains lower than in Merseyside (£453), North West (£460) and Great Britain (£491).

Figure B.7: Median gross weekly pay (all full-time workers) by region 2009

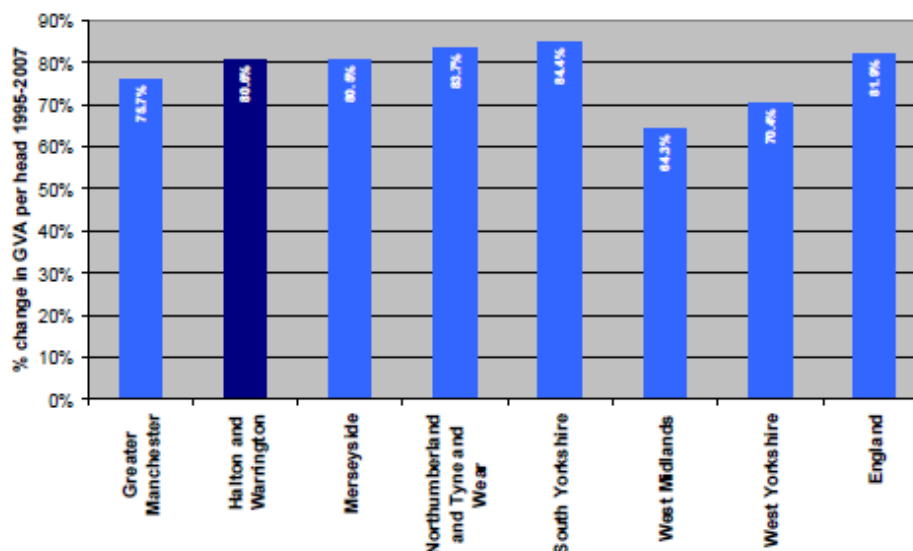


Source: Halton LTP3 Evidence Base Review (2010)

% change in GVA per head by region

Between 1995 and 2007, Halton and Warrington experienced an 81% increase in gross value added (GVA) per head (from £12,358 to £22,324), mirroring growth on Merseyside.

Figure B.8: % change in GVA per head by region 1995-2007

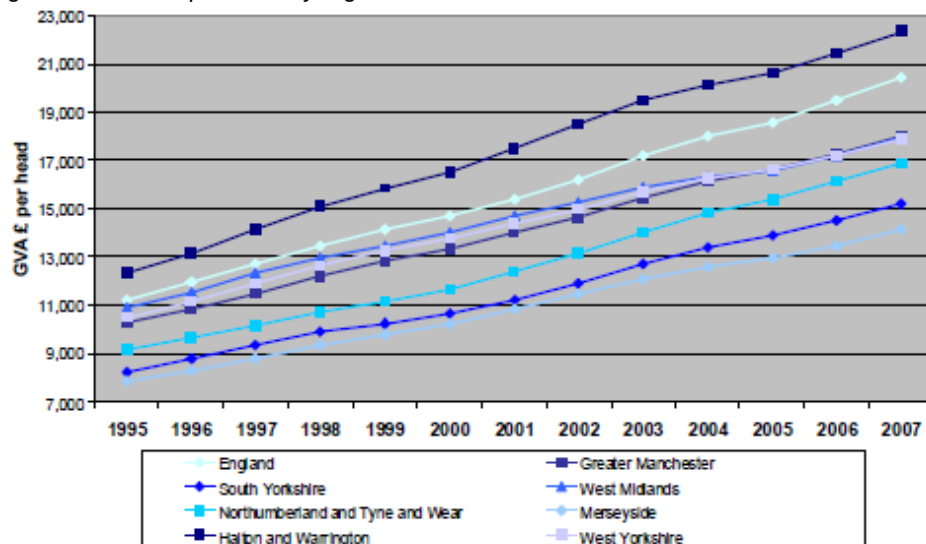


Source: Halton LTP3 Evidence Base Review (2010)

GVA per head by region

Halton and Warrington outperform the national average in terms of GVA per head.

Figure B.9: GVA per head by region 1995-2007



Source: Halton LTP3 Evidence Base Review (2010)

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 B.5: 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 2010 – North West.

Table B.6: 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	94	87	0	0	0	2	2	0	0
Liverpool	27	106	1,406	1,539	4	1	3	6	10	1*	0
St Helens	1	13	131	145	12	0	0	2	2	0	0
Sefton	1	20	538	559	13	0	1	4	5	0	0
Wirral	8	29	675	712	9	1	2	1	4	0	0
Halton	2	17	106	125	7	0	0	0	0	0	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 B.7: 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 B.8: 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

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
Wirral	24	5	1
Totals	109	45	9
Regional Totals	859	309	164

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

Liverpool City Region 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 18 across Liverpool City Region, including two in Halton. Please note that Natural England updated their 'Nature on the Map' database service in 2009. The completed SEA might use the SSSI, not the LCR District, as the basis for measurement of area which should avoid potential consistency issues where SSSIs span more than one District.

Table B.9: Number of SSSI's by District

District	SSSI name	Combined unit size (ha)
Halton	Flood Brook Clough	5.11
	Red Brow Cutting	0.17
Knowsley	None	n/a
Liverpool	Mersey Estuary*	6,714.51
St Helens	Stanley Bank Meadow	14.50
	Hesketh Golf Links	14.88
Sefton	Mersey Narrows*	116.34
	Ribble Estuary	9,348.45
	Sefton Coast	4,634.05
	Dee Cliffs	15.23
Wirral	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 LCR district.

Reported levels of damage to designated sites

Between 2007 and 2008 there was an increase in the proportion of both Merseyside and Liverpool City Region (to 92.50% and 92.56% respectively) 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.

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.

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 LCR AMRs tends to be piecemeal. The following information derived from OS mapping and The Civic Trust is consistent across Liverpool City Region.

Table B.10: 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)
Halton	7,910	1,739	22.0	589	117.0	6.7
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.

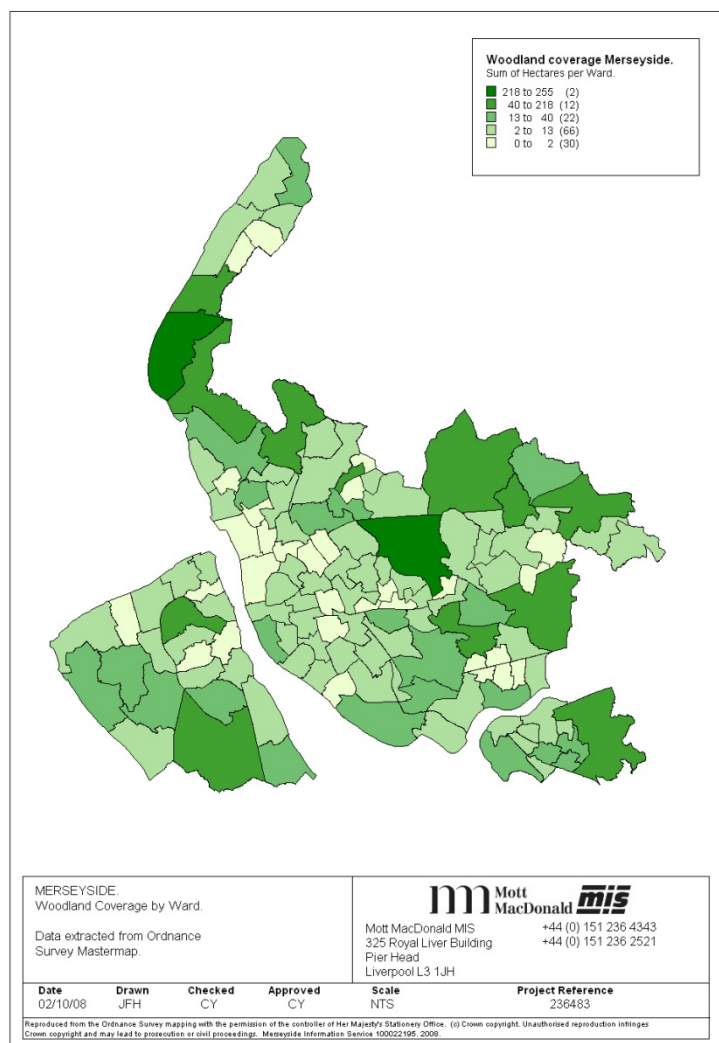
Extent of Green Belt and areas of designated landscape value/importance

Approximately 45% of the Merseyside land area is designated green belt (50% in Halton). 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 Liverpool City Region.

Figure B.10: Woodland coverage (hectares per ward) for the Liverpool City Region



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 has submitted the first cycle River Basin Management Plans to the Secretary of State and the Welsh Minister. These plans are currently 'unformatted' versions and there will be presentational improvement before the plans are formally approved for publication in December 2009 (<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 LCR district level GQA is only available for 2006 and earlier.

Table B.11: 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 B.12: 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

SEA Objective 8 - To protect, manage and, where necessary, improve local air quality

Background pollutant concentrations

Table B.13: 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 B.14: 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 B.15: Number of 'Air Pollution Days' in Merseyside (number of days in the MODERATE band or above)

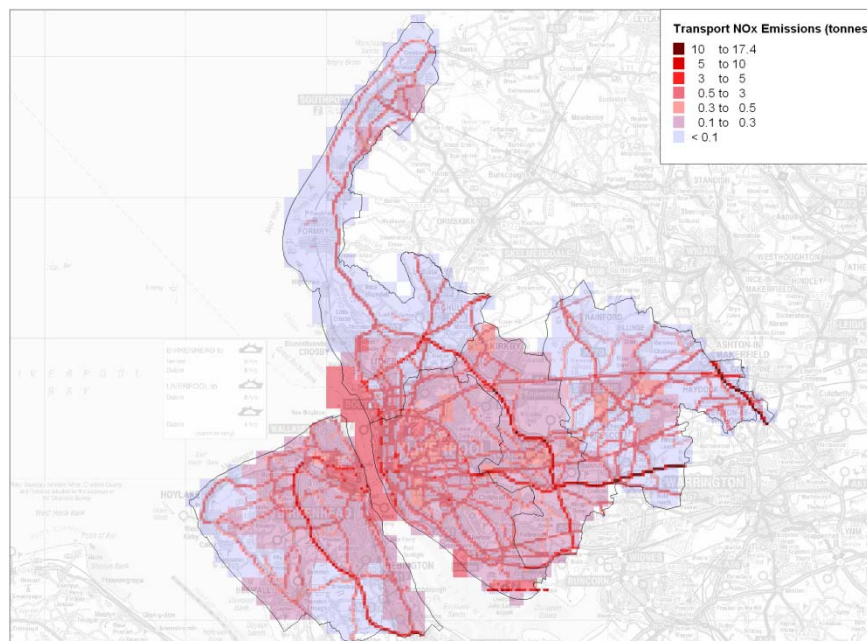
Pollutant	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Carbon Monoxide	0	0	0	0	0	0	0	0	0	0	0
Nitrogen Dioxide	0	0	0	6	7	2	1	0	0	0	0
Ozone	13	8	18	22	30	23	46	18	24	40	19
Particulates (PM ₁₀)	17	10	3	25	12	12	19	11	1	3	11
Sulphur Dioxide	9	2	3	2	0	2	0	0	0	0	0
Total	39	20	24	56	49	39	66	29	25	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 B.11: Transport NO_x Emissions for the Liverpool City Region



Source: MAEI 2006 Results

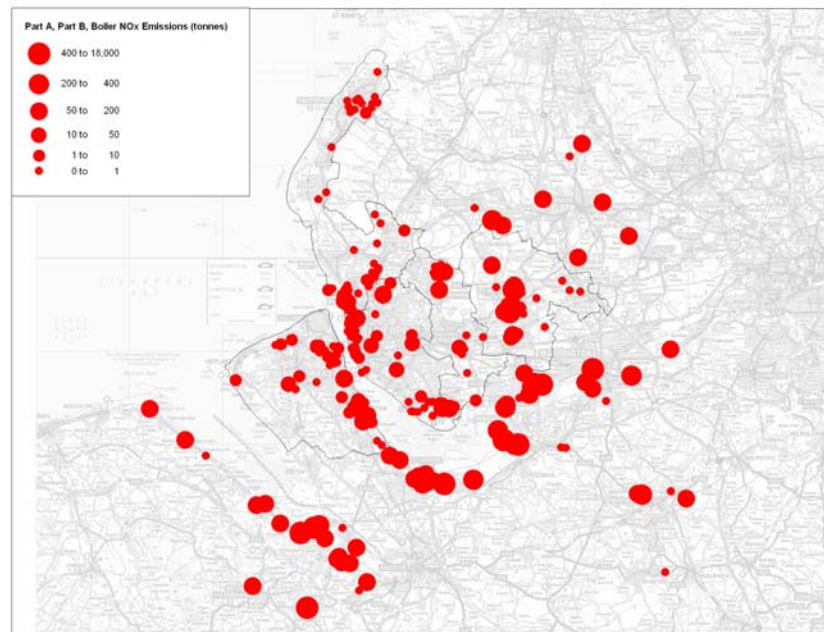
Number and total area of Air Quality Management Areas and population living in AQMAs

There are currently six AQMAs in Merseyside and two in Halton. 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. There are two AQMAs in Halton in Widnes town centre designated for NO₂. The areas of exceedances include Milton Road, Deacon Road and the junction at Peel House Lane/Albert Road, Widnes.

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 B.12: Number of Significant Point Sources (Part A Processes)

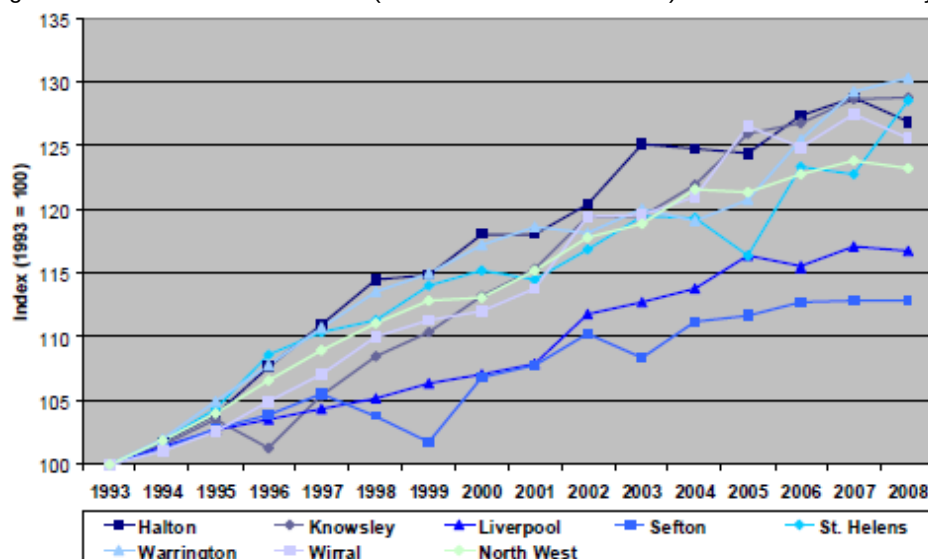


Source: MAEI 2006 Results

Estimated traffic flows for all motor vehicles by local authority

Between 1993 and 2008 Halton experienced a 27% growth in road traffic, a greater increase than in Sefton (13%), Liverpool (17%), Wirral (26%) and the North West as a whole (23%). This increase in road traffic across the LCR corresponds with long-term trends in rising affluence, car ownership, trip-making and longer commuting distances.

Figure B.13: Estimated traffic flows (vehicle kilometres travelled) for all motor vehicles by local authority 1993-2008



Source: Halton LTP3 Evidence Base Review (2010)

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 B.16: 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 B.14: Noise Mapping from Liverpool John Lennon Airport

Map: Liverpool John Lennon Airport

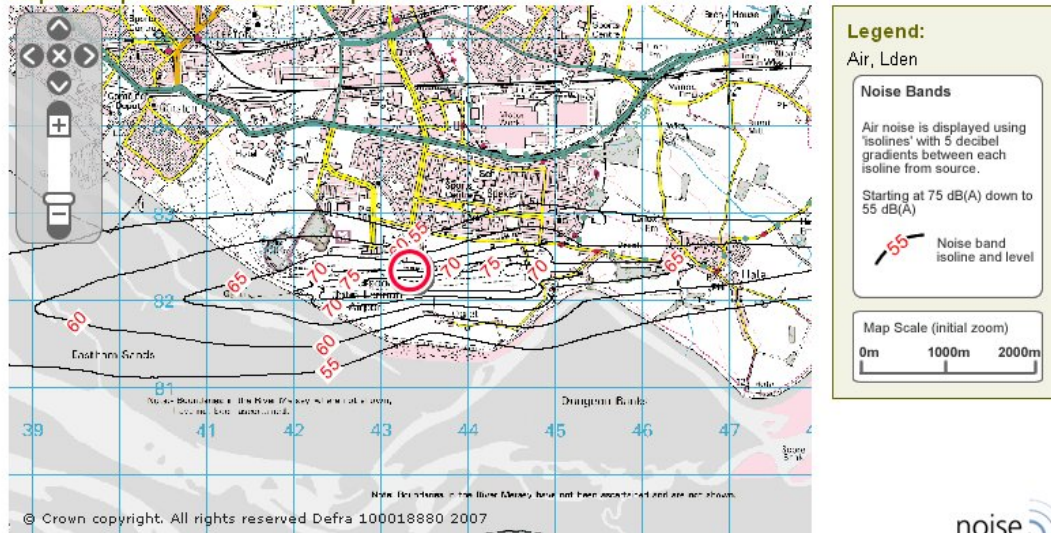
Source: <http://services.defra.gov.uk/wps/portal/noise>.

Figure B.15: Noise Mapping from Industry

Map: L1, Liverpool and Birkenhead

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

Figure B.16: Noise Mapping from Roads
Map: L1, Liverpool and Birkenhead



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

Figure B.17: 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. Halton had the lowest percentage of people who are satisfied with their local area as a place to live.

Table B.17: Place Survey Results for NI 1, NI 5 and NI 138

Place Survey Indicators	Authority					
	Liverpool	Sefton	Knowsley	St. Helens	Wirral	Halton
% 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	74.5
% of people who are satisfied with their local areas as a place to live (NI 5)	71.3	79.3	72.2	74.2	82.2	70.4
% 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	77.2

Source: Places Analysis Tool

SEA Objective 10 - To improve health and reduce health inequalities

Coronary Heart Disease (CHD)

Hospitalised incidence index 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 LCR although the latter statistic is combined with stroke. Sefton and Wirral are either on a par, or lower, than regional rates.

Table B.18: Coronary heart disease hospitalised incidence index and early deaths

District	CHD hospitalised incidence index 2003/04-2007/08	Early deaths: heart disease & stroke (Health Profiles 2008)
Halton	154.65	110.04
Knowsley	175.09	123.96
Liverpool	135.61	120.24
St. Helens	138.88	103.89
Sefton	113.05	88.57
Wirral	118.75	91.04
NW	116.56	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, Liverpool and Halton 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 LCR 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 B.19: LCR Health Profiles and smoking indicators

	Smoking in pregnancy	Adults who smoke	Deaths from smoking	Model based estimate %*
Halton	24.06	30.48	313.13	-
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: NWPHO and *NatCen

Adult Obesity

Halton has the highest rates of adult obesity and Wirral the lowest.

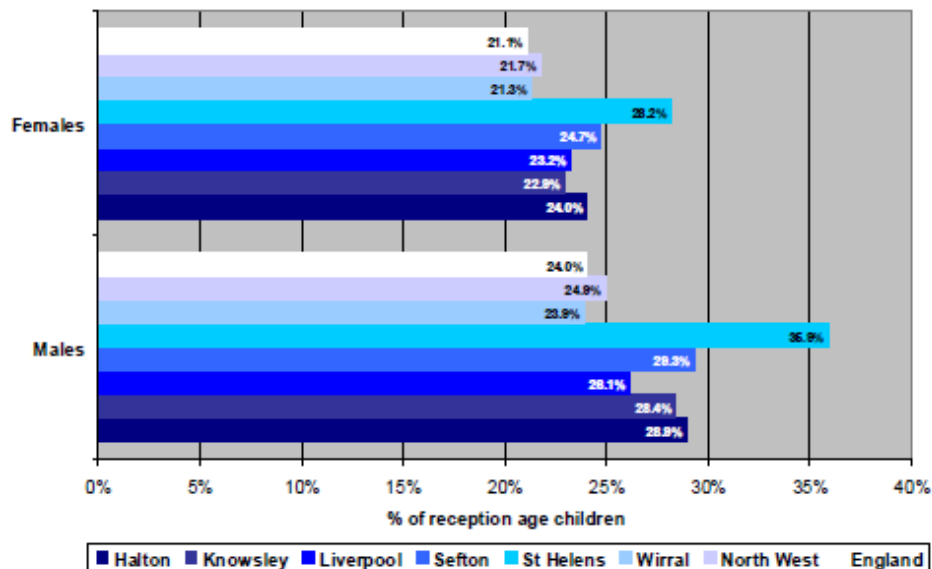
Table B.20: Adult Obesity rates by district

District	Obese adults*
Halton	26.84
Knowsley	23.45
Liverpool	21.92
St.Helens	25.34
Sefton	21.98
Wirral	21.73
NW	24.48

Source: NWPHO and *NatCen (2007)

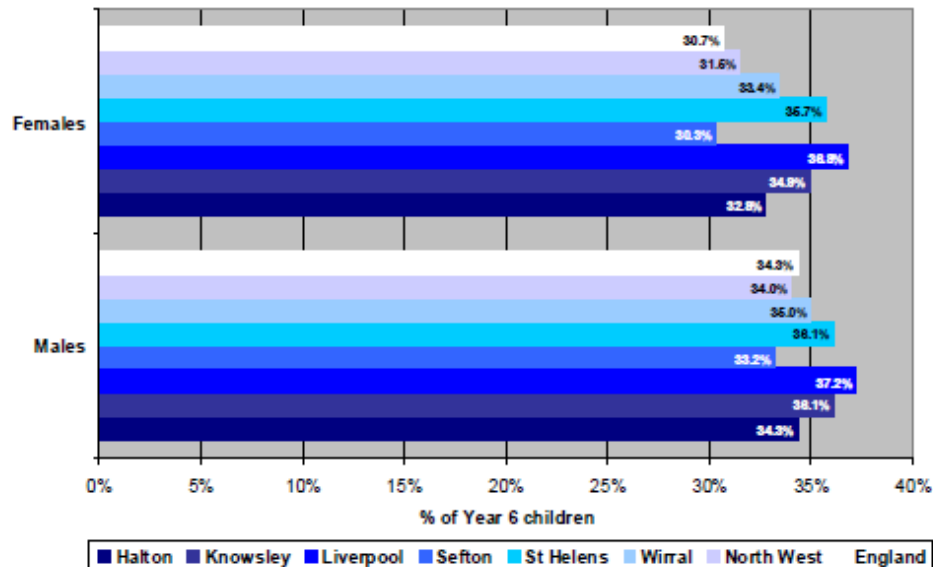
Child Obesity

Figure B.18: % of reception age children obese and overweight 2008



Source: Halton LTP3 Evidence Base Review (2010)

Figure B.19: % of year 6 children obese and overweight 2008



Source: Halton LTP3 Evidence Base Review (2010)

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 B.21: Life Expectancy by district

District	HLE at age 65	Male Life Expectancy: ONS	Female Life Expectancy: ONS
Halton	11.5	74.3	78.4
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 LCR districts.

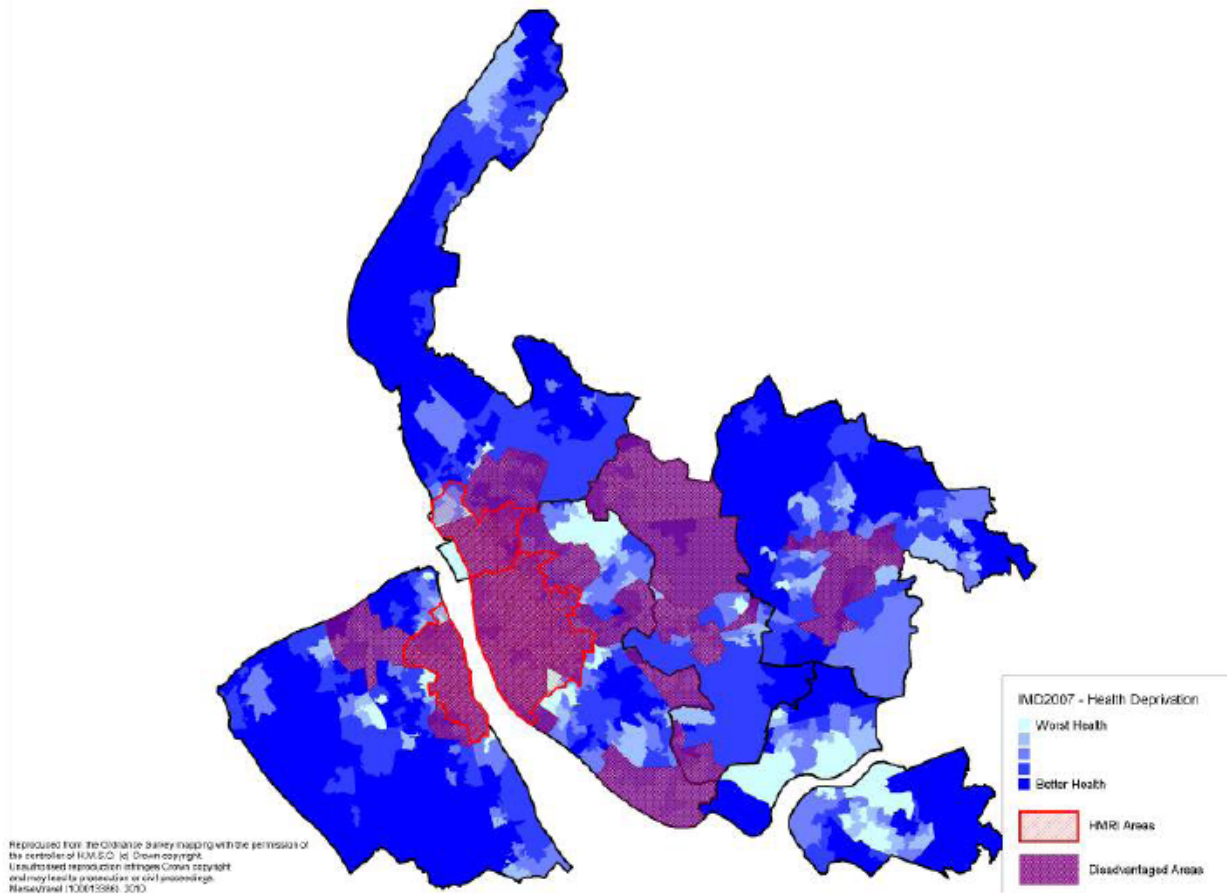
Table B.22: Mortality data

District	1993	2001	2006	2007	2008
Halton	916.8	839.5	778.1	753.2	760.2
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

Indices of health deprivation 2007

Figure B.20: Indices of health deprivation 2007 for Liverpool City Region



Source: Halton LTP3 Evidence Base Review (2010)

% 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 B.23: Place Survey Results for NI 42 and NI 119 (2008)

Place Survey Indicators	Authority					
	Liverpool	Sefton	Knowsley	St. Helens	Wirral	Halton
% 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	40.8
% people who say their health is good or very good (NI 119)	72.3	74.5	69.4	71.0	73.6	72.8

Source: Places Analysis Tool

% adult participation in sport and active recreation

Table B.24: % adult participation in sport and active recreation (2008/09)

Authority	% adult participation in sport and active recreation
Liverpool	20.0
Sefton	18.9
Knowsley	19.3
St Helens	20.1
Wirral	24.5
Halton	21.4

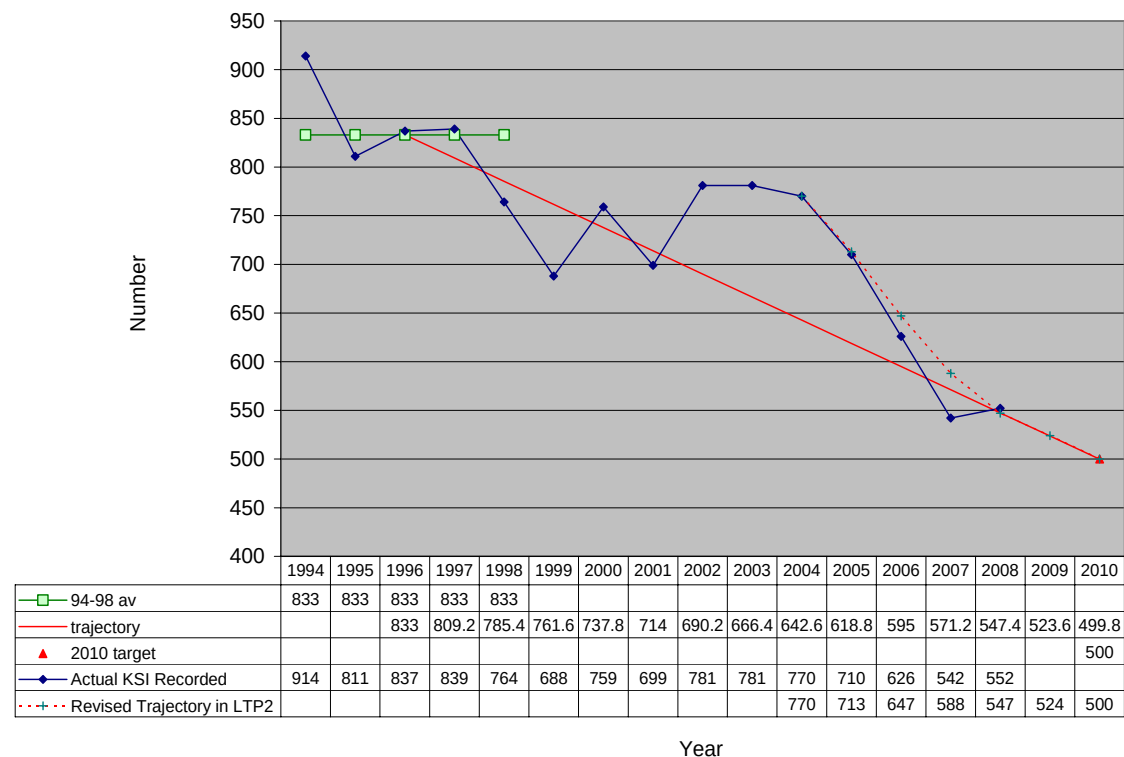
Source: Places Analysis Tool

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 B.21: Merseyside Road Casualties



Source: STATS 19/LTPSU

Rates of children killed/seriously injured in traffic accidents

Table B.25: Rates of children killed/seriously injured in traffic accidents

Rates per 1,000 population by area	1997	2001	2005	2006	2007
Halton	1.4	0.7	0.5	0.2	0.5
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 the LCR. The lowest rate, although not the lowest count is found in Wirral (58.9 per 1,000 population).

Table B.26: Recorded Crime Rates

	Population 2008 estimate (rounded)	Total Recorded Crime Count 2008/09	Total Recorded Crime Rate per 1,000 pop 2008/09
Halton	119,800	11,777	98.3
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
LCR	1,467,600	129,595	88.3

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.

% 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 B.27: Place Survey Results for NI 17, NI 21, NI 27 and NI 41

Place Survey Indicators	Authority					
	Liverpool	Sefton	Knowsley	St. Helens	Wirral	Halton
% 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	24.4
% 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	21.2
% 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	21.1
% 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	32.2

Source: Places Analysis Tool

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

Figure B.22: Transport accessibility and mobility

Local Authority District (LAD)	Proportion of people who travel to work by car, 2001	Proportion of people who travel to work by public transport, 2001	Proportion of people who travel to work by foot or bicycle, 2001	Net commuting, 2001 (GB=100)	Average travel to work time (in minutes), 2002-03
Middlesbrough	64.8	12.0	14.3	101.5	21
Knowsley	62.9	17.5	10.9	86.4	24
Liverpool	55.1	24.6	12.3	111.5	20
Warrington	72.7	6.6	10.4	133.3	20
Wirral	65.9	13.9	10.1	77.2	21
Ellesmere Port and Neston	73.6	6.0	10.7	92.1	17
Sefton	63.1	14.1	12.4	90.0	24
Halton	71.5	8.4	11.8	96.3	22
St. Helens	71.1	10.1	10.2	86.2	17
Vale Royal	74.9	3.3	9.9	83.5	20
Chester	66.1	7.7	14.2	133.0	19
Hartlepool	66.5	9.0	14.4	90.0	19
Greater Merseyside	63.3	16.2	11.4	95.2	21.3
North West	65.9	11.0	12.5	102.3	19.4
Great Britain	61.2	14.8	13.0	100.0	20.2

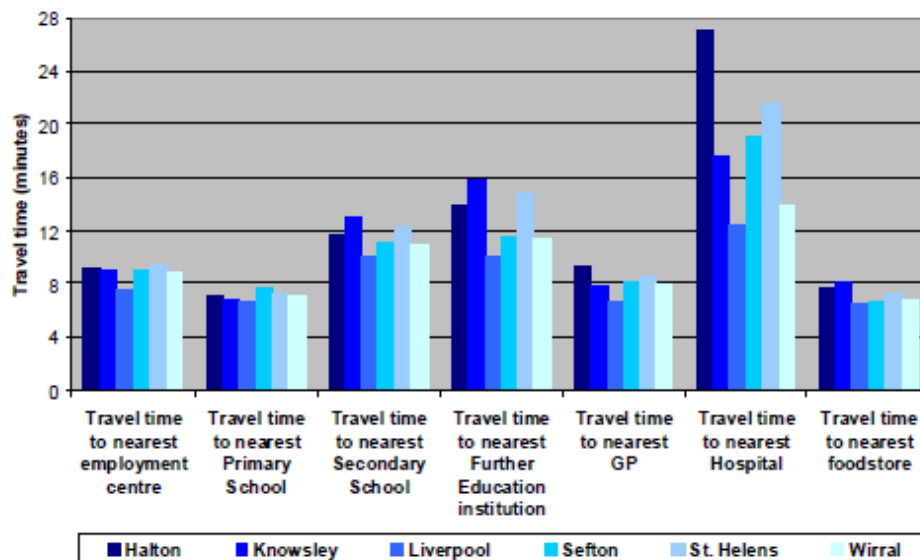
Source: Halton LTP3 Evidence Base Review (2010)

Figure B.23: 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	

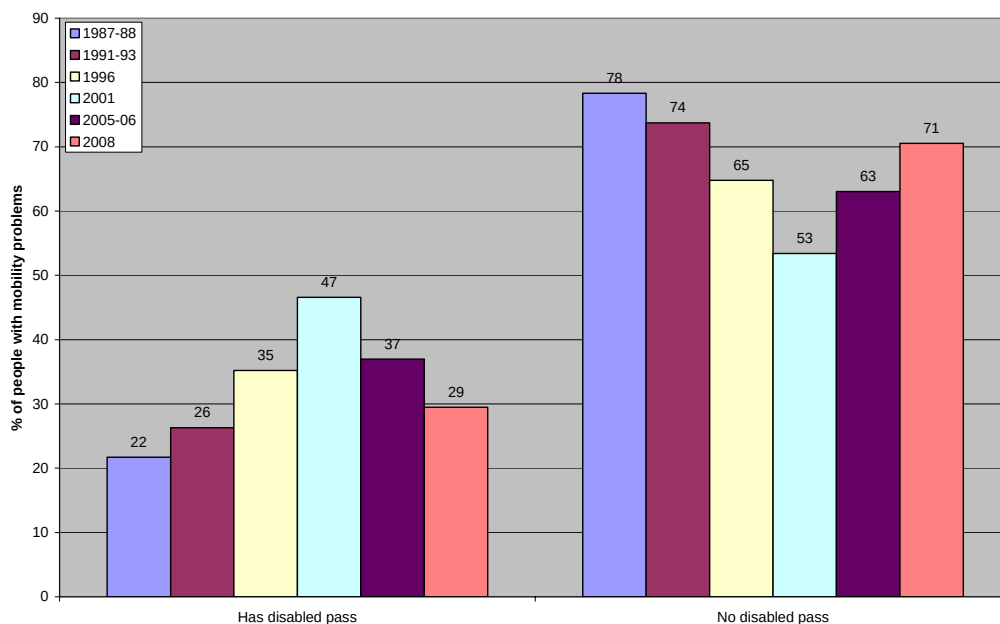
Source: Halton LTP3 Evidence Base Review (2010)

Figure B.24: Travel time (minutes) to nearest key service by public transport/walk by unitary authority



Source: Halton LTP3 Evidence Base Review (2010)

Figure B.25: Disabled persons travel pass ownership



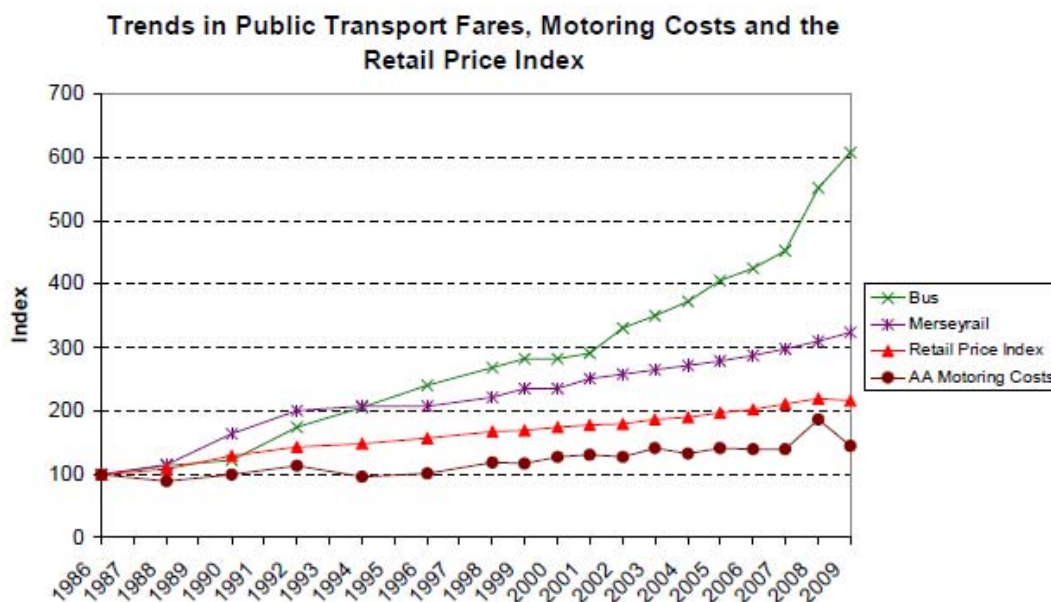
Source: Countrywide Survey, 2008

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 B.26: 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 B.27: Average Peak Fares & Average Off Peak Fares

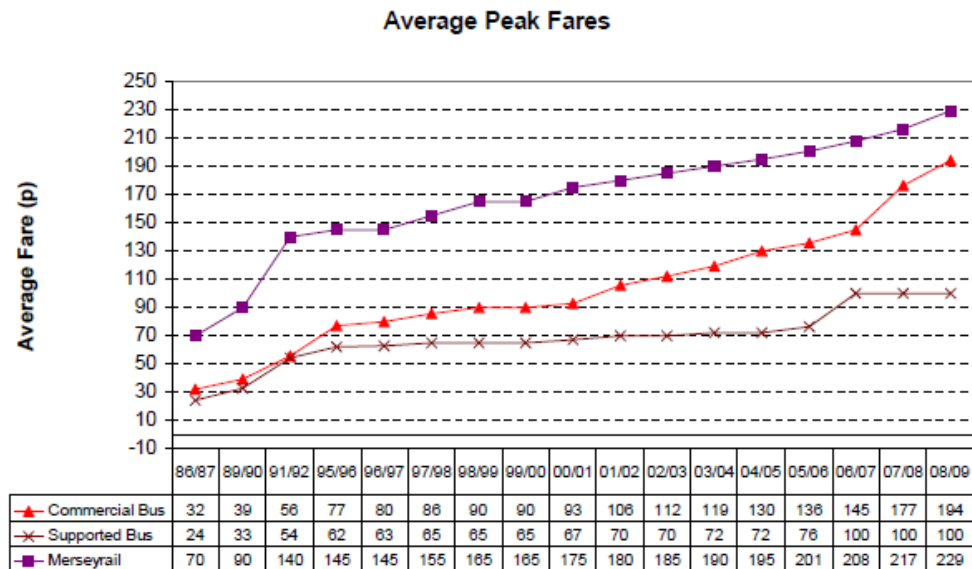
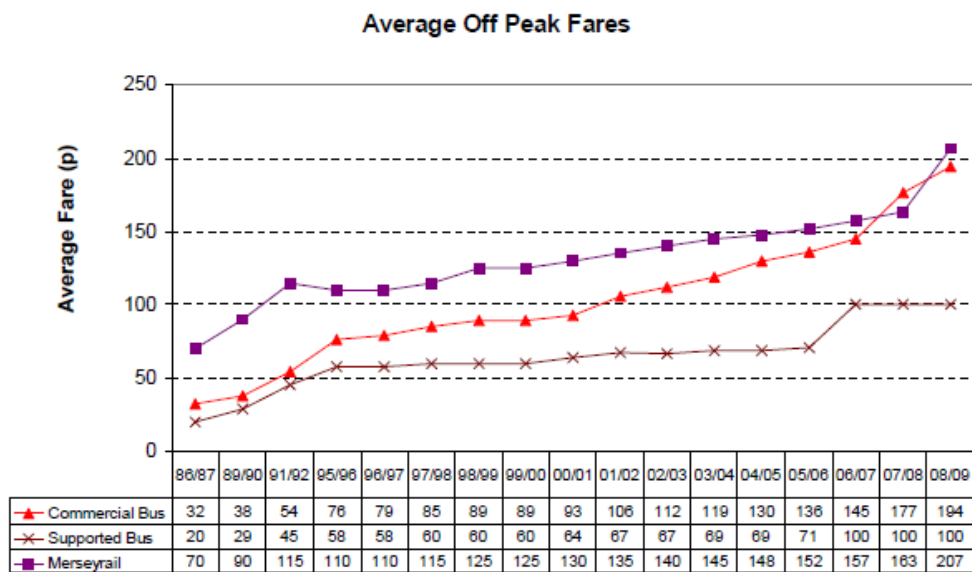


Figure 42



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 B.28: Changes in commercial bus fares

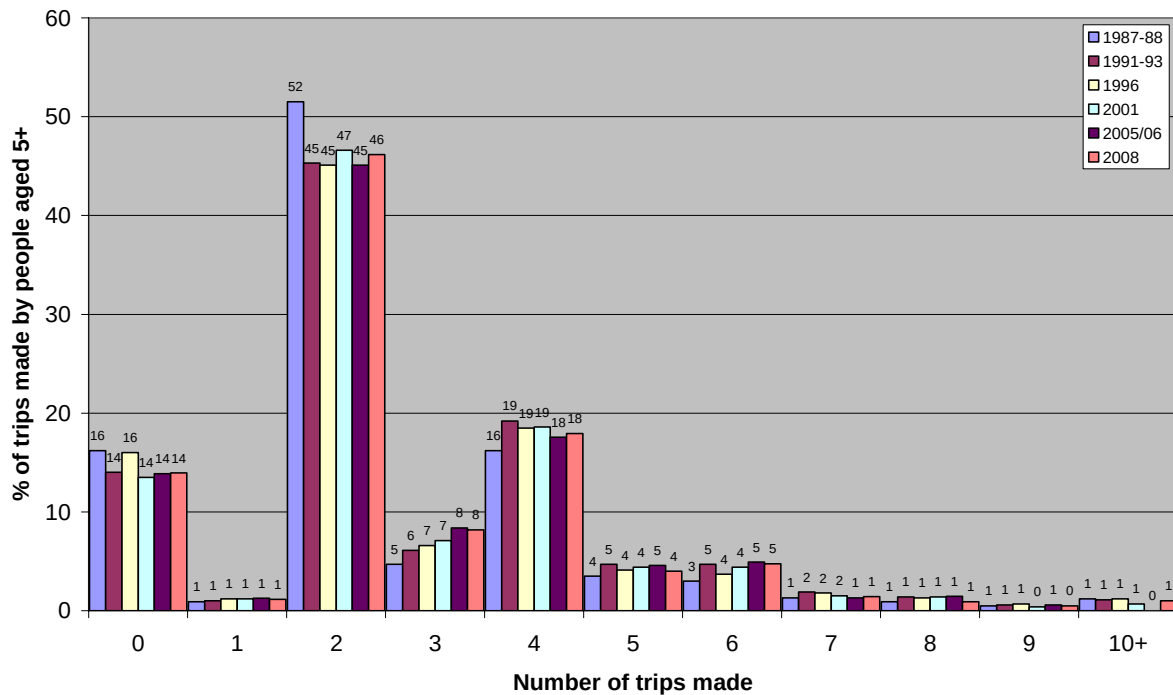
COMMERCIAL BUS FARES CHARGED																		
Average Peak Fares (in pence)																		
Miles	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	20	38	42	46	49	54	57	61	61	64	73	77	83	102	117	137	160	171
2	30	48	52	56	59	64	69	77	77	79	89	95	102	120	122	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.

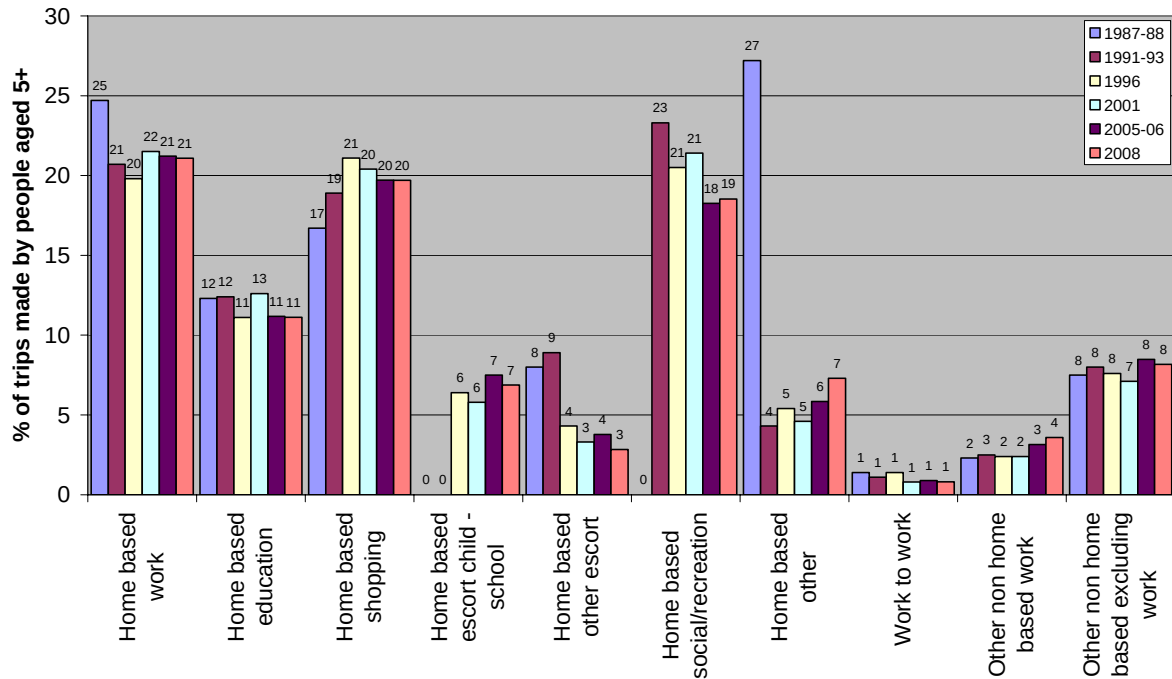
Figure B.29: Trips by Number



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.

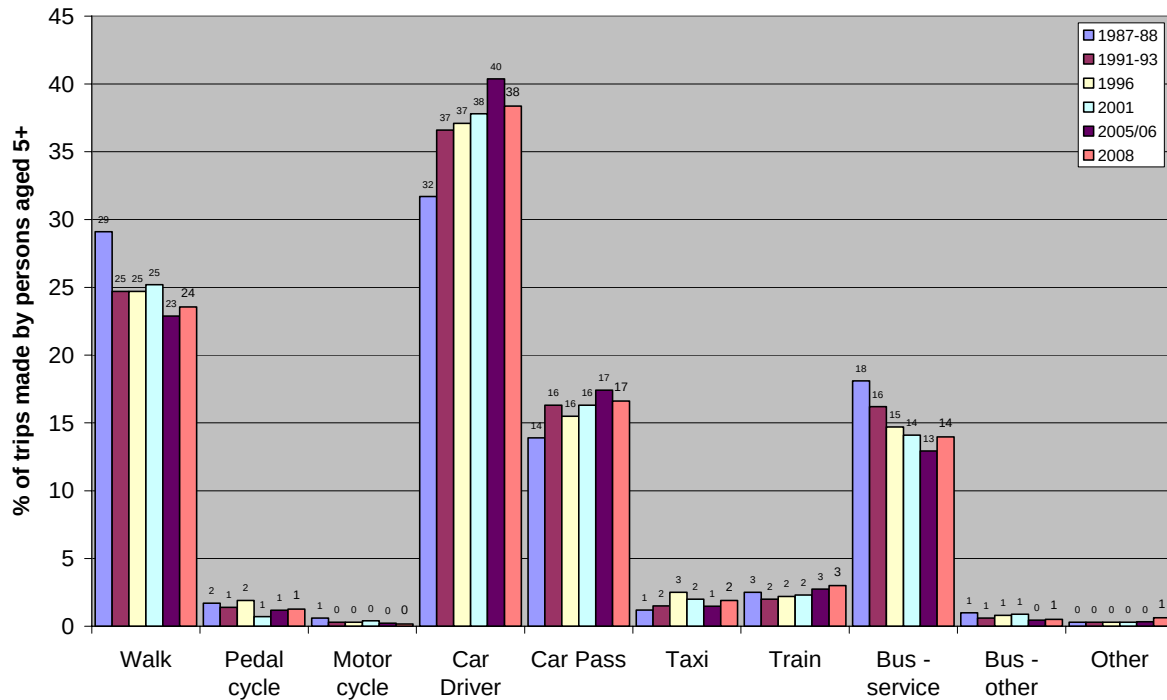
Figure B.30: Trips by Purpose



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 B.31: 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.

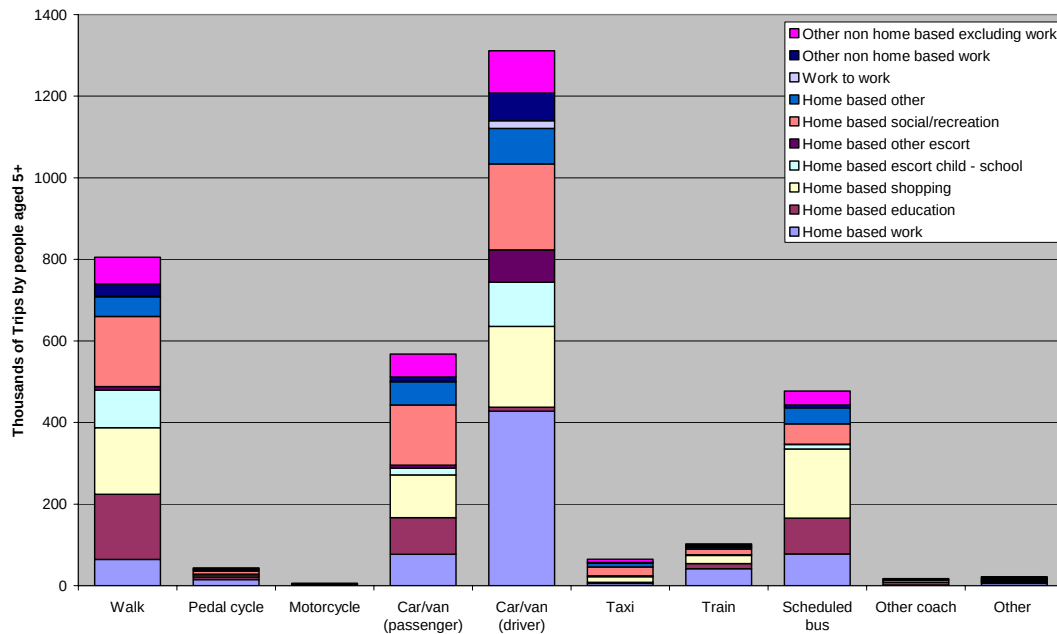
Table B.28: Travel data by mode

	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 B.32: Trips for all modes and for all purposes



Source: Merseyside Countywide Travel Survey 2008

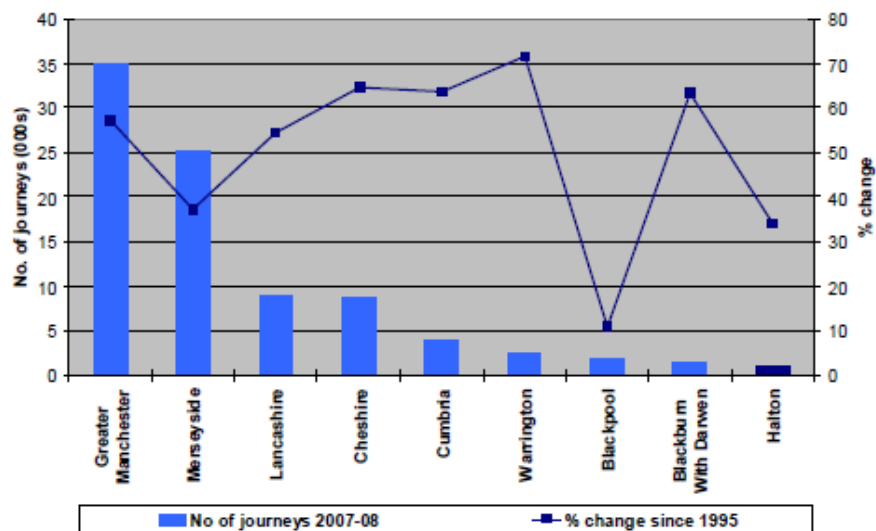
Bus and Rail patronage

Table B.29: 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

Figure B.33: Total number of rail journeys to/from/within each county/unitary authority 2007-08; and % change since 1995

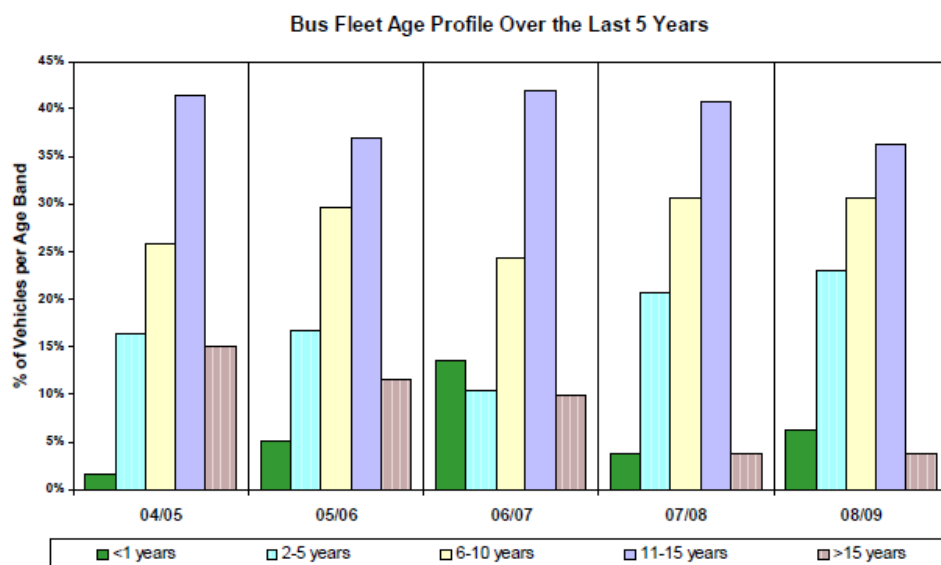


Source: Halton LTP3 Evidence Base Review (2010)

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 B.34: Bus Fleet Profile



Source: Merseytravel Annual Passenger Services Monitor 2008/09

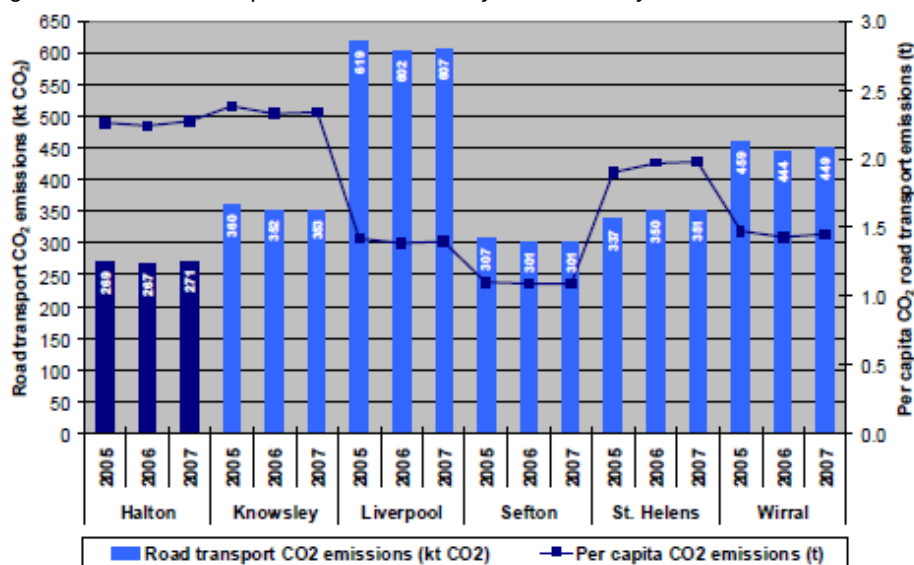
The Merseyside Environmental Standard of Bus Fleet (Euro III or equivalent) was 35% in 2006, increasing to 41.3% in 2008/09.

SEA Objective 14 - To mitigate and adapt to climate change including flood risk

Road transport CO₂ emissions by Local Authority

Figure B.1 shows carbon dioxide (CO₂) emissions from road transport for LCR local authorities between 2005 and 2007. Although Halton has the lowest total road transport CO₂ emissions over the period 2005-07, it has the second highest per capita CO₂ emissions from road transport. CO₂ emissions from road transport have remained relatively static across all LCR authorities between 2005 and 2007.

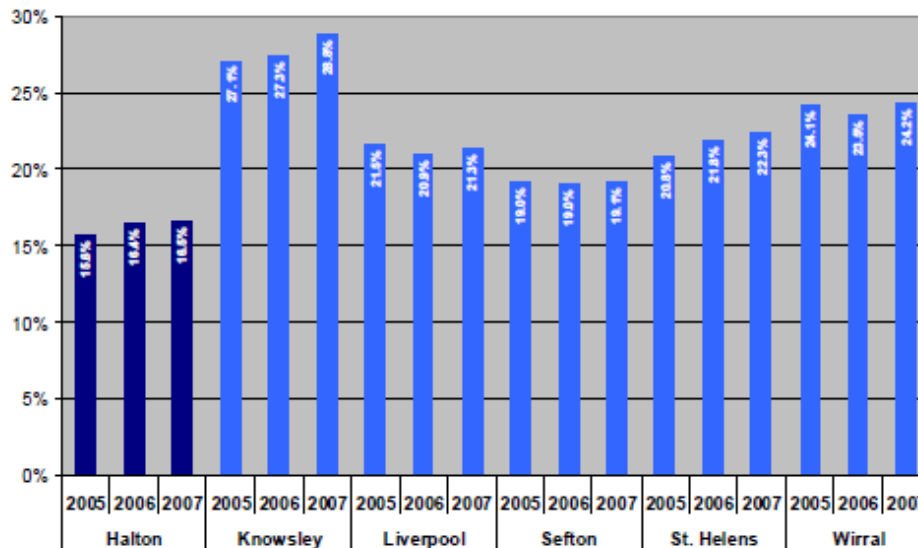
Figure B.35: Road transport CO₂ emissions by local authority 2005-2007



Source: Halton LTP3 Evidence Base Review (2010)

% contribution of road transport to total CO₂ emissions by Local Authority

In 2007 road transport contributed to 16.5% of total CO₂ emissions in Halton, a 0.9% increase from 2005. However, road transport contributes less to total CO₂ emissions in Halton than in any other LCR local authority.

Figure B.36: % contribution of road transport to total CO₂ emissions by local authority 2005-07

Source: Halton LTP3 Evidence Base Review (2010)

Estimated greenhouse gas emissions by sector

The major emissions of carbon dioxide arise from the combustion of fossil fuels in power generation, transport, domestic and industrial sectors. Defra commissioned AEA Energy & Environment to produce a set of experimental statistics of carbon dioxide emissions for the first time in October 2005, although the data related to 2003. The aims of the statistics are to provide nationally consistent carbon dioxide emission estimates, for each Local Authority, Region and Sector, and they are supported by the publication of new local gas, electricity and road transport fuel consumption estimates by the DTI. The 2005 data established the baseline for this indicator (also NI186) from which Local Authorities can work to create targets.

At the end of 2007, 4/NW produced a summary Guide to the Inventory (AEA were commissioned by the NWRA). Subsequently, it has become clear that the inventory contains some technical inaccuracies and it has been agreed that the region would be better served by an updated version. AEA has agreed to update the Inventory and to base it on the most recent data (relating to 2005), which Defra released in November 2007.

It is evident that per capita emissions are highest in Halton (9.8 t CO₂) and lowest in Sefton (5.2) across the LCR. Per capita emissions include a transport component which accounts for around 20% of the NW CO₂ estimated emissions.

Table B.30: Sources of carbon dioxide by district

LAA Authority	Industry and Commercial	Domestic	Road Transport	Total	Population (mid-year estimate 2006)	Per capita emissions (t)
Kt of CO ₂						
Halton	670	305	196	1,172	120	9.8
Knowsley	604	344	165	1,112	151	7.4
Liverpool	1,278	1,045	514	2,837	436	6.5

LAA Authority	Industry and Commercial	Domestic	Road Transport	Total	Population (mid-year estimate 2006)	Per capita emissions (t)
St. Helens	751	426	253	1,430	178	8.0
Sefton	437	710	295	1,443	277	5.2
Wirral	649	811	351	1,811	311	5.8
NW Total	22,047	17,289	9,429	48,764	6,853	7.1
Unallocated Large elec users	3,603			3,603		
Unallocated consumption	1,319	50		1,369		
Unallocated Total	4,922	50		4,972		
Total	194,860	153,605	102,840	451,305	60,588	7.4

Source: AEA Energy & Environment, 2006 data released 18 Sept 2008.

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 4 of the 6 LCR LADs.

Table B.31: Flood risk data (area of land and number of properties)

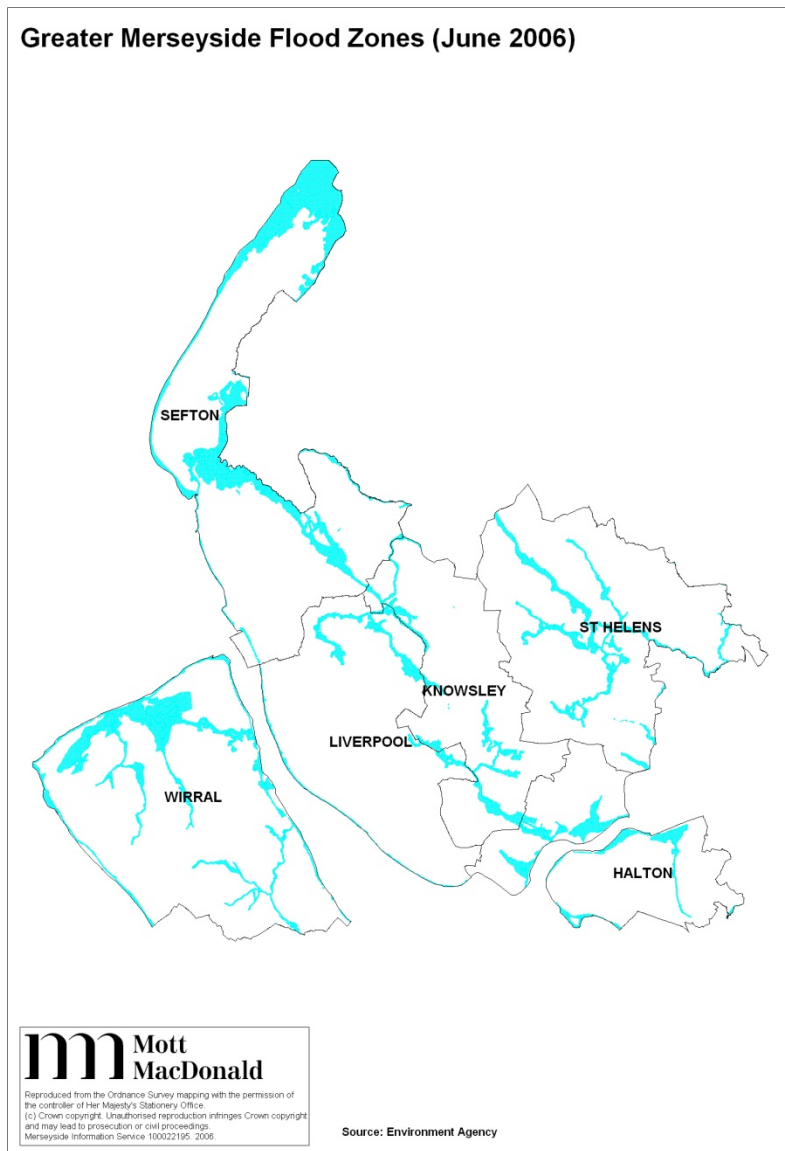
	Flood Zone (FZ)3 (high risk)	FZ2	FZ1 (low risk)	Total (ha or no.)
Halton	-	-	-	n/a
Knowsley*	306	166	-	472
Liverpool	-	-	-	423
St.Helens	(2,228 properties)	-	-	(2,228 properties)
Sefton	2,290 (3,892 res properties)	578 (2,795 res properties)	-	2,868 (6,687 res properties + 281 comm prop)
Wirral	-	-	-	n/a

Source: LCR 2008 Annual Monitoring Reports (AMRs). Data relates to 2007 and 2008. Halton and Wirral SFRA due 2009. *Majority of land at risk is in the green belt and should not affect residential or commercial development.

The map shows LCR '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 EA will also object to a planning application when water quality is considered to be at risk of being degraded. This includes pollution at a water abstraction point, pollution to surface water, and unsatisfactory means of disposal of sewage.

Figure B.37: Greater Merseyside Flood Zones



Source: Environment Agency

SEA Objective 16 - To protect, manage and restore land and soil quality and geodiversity

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.

Liverpool City Region 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 LCR, 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 B.32: 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
Halton	n/a	n/a	n/a	n/a	1,938 (44)	89
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 the LCR. PCL has not been collated uniformly across the LCR Districts. The following text summarises the PCL coverage in each of the LCR 2008 AMRs, except Wirral where 'contaminated' or the 'contamination' potential of land was not included.

The Halton Policy Schedule S6, Reuse and Remediation of Previously Used or Contaminated Land is saved. It generally; supports the Community Strategy, is in general conformity with RSS, supplements national planning advice in PPS23 to some degree and supports regeneration. It partially repeats the Draft RSS (Policy EM2) and therefore the proposal to save it needs to be reviewed once the Draft RSS is adopted.

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 LCR districts since 1992. In 2007, Liverpool had the highest proportion (96%) and Halton the lowest (73%). 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 B.33: Proportion of new dwellings

District	1992-1995	1996-1999	2000-2003	2004-2007
Halton UA	42	38	51	73
Knowsley	67	77	74	80
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/livetable/landusechange

The area of (and percentage of total) PDL suitable for housing in each of the LCR 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 B.34: The area of PDL suitable for housing

District	Area suitable (ha)		% of total PDL	
	2005	2007	2005	2007
Halton	n/a	n/a	n/a	n/a
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)