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# Merseyside Third Local Transport Plan

Equality Impact Assessment Final Report - Non Technical Summary

December 2010  
Merseyside Transport Partnership

**LOCAL TRANSPORT PLAN**  
MERSEYSIDE



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**Mott MacDonald**



# Merseyside Third Local Transport Plan

Equality Impact Assessment Final Report - Non Technical Summary

December 2010

Merseyside Transport Partnership

24 Hatton Garden  
Liverpool  
L3 2AN



# Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
A	21.10.10	J Beard	K Schofield	E Thomas	First Draft
B	17.12.10	J Beard N Levy	K Schofield	K Leather	Final Draft (incorporating consultation comments)



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# Non-Technical Summary

## Introduction

In January 2010 the Merseyside Transport Partnership (comprising of Merseytravel, the Passenger Transport Executive for the area, and the five Merseyside Borough Councils, Knowsley, Liverpool, Sefton, St Helens and Wirral) commissioned Mott MacDonald to undertake an Integrated Assessment (IA) of its third Local Transport Plan (LTP3). This report delivers the findings of the Equality Impact Assessment (EqIA) element of the IA.

The preferred LTP strategy document, entitled 'A New Mobility Culture for Merseyside', is due for completion in November 2010. The goals for the Merseyside LTP3 are:

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

The assessment has been conducted against these goals and the proposed actions within them.

## Methodology – the Equality Impact Assessment

The purpose of an EqIA is to measure and record the likely impacts of a strategy, policy or project on the following equality groups (as identified in the Equality Act 2010): gender; age; race and ethnicity; disabled people; belief groups; sexual identity; and gender identity.

The data for this review was collected and analysed in a number of primary and secondary research stages as set out below:

- **Policy and background document review.** A detailed review of national and local transport and equality policy, European programmes, previous LTPs and all LTP3 documents.
- **Baseline analysis.** In-depth desk research into the travel patterns of the seven key equality strands was analysed alongside key socio-demographic datasets.

- **Stakeholder consultation.** A stakeholder consultation workshop and a series of individual one-to-one telephone consultations were undertaken to explore the perspectives of equality groups and their representatives.
- **Strategic Environmental Assessment workshop.** A member of the EqIA team facilitated discussion on poverty and economic inclusion; crime and safety; and accessibility. Relevant findings were incorporated into the EqIA report.
- **Analysis and reporting.** Data was collated and presented according to the positive and negative impacts of each of the LTP goals on the seven equality strands. Mitigations and enhancements to the identified impacts were developed to ensure that positives were maximised and negatives minimised.

## **Conclusions – impacts on equality groups**

**Goal 1 – Ensure the transport system supports the priorities of the LCR and its LSPs.** Very little interaction with equality groups is anticipated from this LTP goal. Minor positive impacts may come as a result of existing equality group representation in third sector organisations – but these impacts will depend on how actions are implemented.

**Goal 2 – Provide and promote a clean and low carbon transport system.** Some positive impacts on equality groups are likely as a result of the implementation of this goal, primarily due to intended improvements to public and non-motorised forms of transport, which, proportionately, equality groups make more use of. However, in some cases benefits will be dependent on how actions are implemented and the extent to which changes demonstrate sensitivity to existing users of non-private modes. Several actions under this goal (those involving fleet vehicles, land-use planning and freight) are predicted to have little interaction with equality groups.

**Goal 3 – Ensure the transport system promotes and enables improved health well-being.** Significant positive impacts are likely to be felt by members of several equality groups as a result of goal three. Particular impacts are likely to benefit children and disabled people as a result of actions concerning cycling, for the former group, and the pedestrian environment, which are likely to benefit both sets of users. The proposal to systematically undertake health and equality impact assessments going forward will also yield positive outcomes for equality groups.

**Goal 4 – Ensure the transport system supports equality of travel opportunity by ensuring people can connect easily with employment, services and social activities.** Goal four is predicted to deliver several positive impacts for equality groups. Proposals to increase accessibility to employment, education and healthcare, are particularly likely to have significant positive impacts on many equality groups, from older people to people from BAME communities. Expanding the definition of public transport

provision to include more use of taxis and community transport could also realise positive effects for some groups.

**Goal 5 – Ensure the transport system supports the economic success of the LCR by the efficient movement of people and goods.** The majority of the public transport measures proposed – particularly the enhancements to the bus network – are likely to benefit equality groups who rely disproportionately on the bus for their travel needs. Several of the proposed actions have limited interactions in terms of equality group needs. It is worth noting that the proposals for smart ticketing may well be dependent on implementation so as to ensure that there is no inadvertent discrimination against certain lower income groups.

**Goal 6 – Maintain transport assets to a high standard.** Very little interaction with equality groups is anticipated from this LTP goal and, therefore, impacts are likely to be negligible.

## **Recommendations – mitigations and enhancements**

A number of potential mitigating measures and enhancements emerged from the EqIA process. The majority were focussed around maximising the potential positive benefits that the Plan could have on equality groups in Merseyside – ensuring that accessibility and equality of opportunity is extended to everyone. The key points to emerge are detailed below:

- **A holistic approach to transport.** It will be important to ensure connectivity between transport modes and ensure that interchanges are designed with equality groups and, in particular, less mobile users in mind.
- **Capacity and usage auditing.** In order to ensure that the public transport system and non-motorised transport are fit for purpose in terms of capacity and quality, further studies and survey work are recommended to ensure that services and infrastructure for these modes can withstand changing and increased patterns of demand.
- **Further consultation.** Implementation of the LTP would benefit from further consultation with specific equality groups over specific actions. This could help to boost their use public transport and ensure equality of outcomes are maximised as interventions are taken forward.
- **Ensuring the safety and security of everyone on the network.** Encouraging walking, cycling and public transport use are essential in securing a sustainable transport system for Merseyside. However, many equality groups express heightened personal safety concerns when using these modes, Ensuring safety and security

measures are embedded into any enhancements, therefore, could boost the LTP's potential to deliver equality benefits.

- **Careful consideration of point of use costs of public transport.** Equality groups are more likely than other sections of the general public both to fall into low income brackets and to use public transport. It is therefore important to ensure that equality groups are not 'priced out' of public transport use or disenfranchised from adopting certain payment methods; this may limit their travel options, potentially exacerbating any existing inequalities.
- **Information and communication.** The development of a clear communications strategy for reaching equality groups would help to extend the benefits of LTP interventions – particularly aimed at BAME and faith groups, for whom English may not be their first language, and some disabled and older people who may require audio description or Braille. This strategy would ideally incorporate Traveline and other services as well as driver training and customer relations. Communication should be undertaken via community channels such as through community centres, local newspapers, local societies and charities etc. The appropriate channel for a particular equality group will need to be established. Information should be provided in community languages as well as in Braille and audio, providing translation of all information services.
- **Equality monitoring and further Equality Impact Assessment.** Continuous monitoring of the effects on equality groups is recommended to ensure that the predicted positive effects are being fully realised and to mitigate against any unanticipated negative outcomes. There is a statutory duty to ensure that effects on equality groups are considered as a result of policy and strategy changes, and major schemes. The intervention on ensuring 'all actions are governed by the need to meet the Equalities legislation' will help achieve this. Future EqlAs of specific interventions will help to guard against any unintentional adverse consequences for Merseyside's equality groups members. It is recommended that a scoping exercise is undertaken to determine the need for an EqlA. Merseytravel are currently developing an EqlA Toolkit which could be used for this.



# Merseyside Third Local Transport Plan

Habitat Regulations Assessment - Non Technical Summary

December 2010  
Merseyside Transport Partnership

**LOCAL TRANSPORT PLAN**  
MERSEYSIDE



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# Merseyside Third Local Transport Plan

Habitat Regulations Assessment - Non Technical Summary

December 2010

Merseyside Transport Partnership

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# Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
A	18 <sup>th</sup> October	Celia Figueira	Mark Johnston	Kevin Leather	First Issue
B	17 December	Celia Figueira	Mark Johnston	Kevin Leather	Second Issue

*Celia Figueira*

*Mark Johnston*

*Kevin Leather*

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# Non-Technical Summary

Mott MacDonald was commissioned by the Merseyside Transport Partnership to undertake a Habitat Regulations Assessment of Merseyside Local Transport Plan 3 as part of the Integrated Assessment process. Merseyside Transport Partnership consists of Merseytravel (the passenger transport executive for Merseyside) and the Merseyside Local Authorities. The Merseyside Local Transport Plan 3 will replace the current Merseyside Local Transport Plan 2 which is due to expire in March 2011.

This report includes the findings of the Task 1 Test of Likely Significance which constitutes the first step of the Habitat Regulations Assessment.

The requirement for a Habitat Regulations Assessment originates from the European Union Habitats Directive which was transposed into national law by the Conservation of Habitats and Species Regulations 2010. Under these Regulations, Regulation 61 requires that the competent authority must make an appropriate assessment of the implications of a development or plan on a designated site where a project or plan is not directly connected with, or necessary for, the management of that site. This assessment includes Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites.

The purpose of this report is to provide the Competent Authority, with the necessary information to undertake an Appropriate Assessment on the potential for the goals, actions and proposed schemes of the Merseyside LTP3 to affect the Natura 2000 and Ramsar sites within the plan area and its Zone of Influence (Zoi).

The area covered by Merseyside Local Transport Plan 3 includes the districts of Liverpool, Knowsley, Wirral, St Helens, and Sefton. Nineteen international and European designated sites occur within 15km of the area covered by the Merseyside LTP3 and therefore need to be considered in this Task 1 Test of Likely Significance. These are:

- Ribble and Alt Estuaries SPA and Ramsar;
- Martin Mere SPA and Ramsar;
- Sefton Coast SAC;
- Dee Estuary SAC, SPA and Ramsar;
- Mersey Estuary SPA and Ramsar;
- Midland Meres and Mosses Ramsar Site Phase 1;
- Midland Meres and Mosses Ramsar Site Phase 2;
- Oak Mere SAC;
- Rixton Clay Pits SAC;
- Manchester Mosses SAC;
- Rostherne Mere Ramsar;
- Mersey Narrows and North Wirral Foreshore proposed SPA and Ramsar; and
- Liverpool Bay SPA.

This assessment looked at the potential effects on designated sites from the implementation of the six Goals and Major Schemes set under the Merseyside LTP3.

Main issues considered were:

- Noise and disturbance;
- Air pollution resulting from nitrogen emissions; and
- Water pollution through road run-off.

No likely significant effects (alone or in-combination) from the implementation of the Goals and actions in the Merseyside LTP3 were identified for the following sites:

- Martin Mere SPA and Ramsar;
- Sefton Coast SAC;
- Dee Estuary SAC, SPA and Ramsar;
- Midland Meres and Mosses Ramsar Phase 1;
- Midland Meres and Mosses Ramsar Phase 2;
- Oak Mere SAC;
- Rixton Clay Pits SAC;
- Manchester Mosses SAC; and
- Rostherne Mere Ramsar.

None of the goals or actions are likely to have a significant effect on any of the Natura 2000 sites. However, uncertain effects were identified (alone and in-combination) for the following sites:

- Mersey Estuary SPA and Ramsar - . due to the scheme Merseyside Gateway;
- Ribble and Alt Estuaries SPA and Ramsar – due to the scheme Thornton Switch Island Link; and
- Liverpool Bay SPA - due to the proposed Access to Liverpool Port Scheme.

Specific details about these scheme are not known at this stage and therefore an assessment of potential effects is not possible. It is therefore recommended that for these schemes, a detailed Habitat Regulations Assessment is be carried out to identify potential significant effects and mitigation measures to overcome any effects at the project level, once more details become available. And in addition, mitigations to ensure no significant effects on the Natura 2000 sites are embedded into the design and implementation of these schemes at an early stage.



# Merseyside Third Local Transport Plan

Health Impact Assessment - Non Technical Summary

December 2010  
Merseyside Transport Partnership

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# Merseyside Third Local Transport Plan

Health Impact Assessment - Non Technical Summary

December 2010

Merseyside Transport Partnership

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Revision	Date	Originator	Checker	Approver	Description
A	28.10.10	I Scott	K Leather	E Thomas	Draft for comment
B	17.12.10	I Scott N Levy	N Levy	K Leather	Final Draft (incorporating consultation comments)




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# Non-Technical Summary

## Introduction

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

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

Separate reports have been produced for each element of the Integrated Assessment in order to comply with legislative requirements. This document reports the outputs of the HIA. The HIA Report should be read in conjunction with the Merseyside LTP3 Strategy Document.

## Merseyside Third Local Transport Plan

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

The Merseyside LTP3 will consist of:

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

The LTP3 sets out the following goals:

- Goal 1 - Ensure the transport system supports the priorities of the Liverpool City Region (LCR), the proposed Local Enterprise Partnership and the Local Strategic Partnerships;
- Goal 2 - Provide and promote a clean and low carbon transport system;
- Goal 3 - Ensure the transport system promotes and enables improved health and well-being;
- Goal 4 - Ensure the transport system supports equality of travel opportunity by ensuring people can connect easily with employment, services and social activities;
- Goal 5 - Ensure the transport network supports the economic success of the LCR by the efficient movement of people and goods; and
- Goal 6 - Maintain our assets to a high standard.

## **Scoping Results**

The Scoping Report was sent out for formal consultation in March 2010 to the statutory consultees and stakeholders. Results from the consultation process have been included in the HIA Report.

The scoping process covered:

- Policy analysis;
- Baseline data and community profiling;
- Identify key issues;
- Developing HIA Framework.

## **Assessment Results**

The provisional LTP3 strategy was appraised against the HIA Framework.

### **Goal One Appraisal Summary**

A transport system that supports the priorities of the local region is likely to provide an indirect benefit to improving health and to reducing health inequalities. The extent to which the Goal contributes toward the objective is influenced by the role / priority of health in each of the partnership strategies and policies. Therefore, the health sector has a role to play in influencing Local Strategic Partnership (LSP) priorities, multi-area agreements, emerging Local Enterprise Partnerships (LEPs), and the local development planning process. There is existing uncertainty around how the new public health service (working with local authorities and GP consortia) will function. Once established it may be that there is an opportunity for more direct liaison between the transport system and the health (and education) sectors, rather than through alternative partnerships.

### **Goal Two Appraisal Summary**

A low carbon world is generally good for public health. Actions to promote public transport as a sustainable travel mode may help to improve traveller choice and improve patronage. Low emission and quieter vehicles can help contribute to a cleaner, quieter and more pleasant local environment. A modal shift from motorised transport to more active forms of travel such as cycling and walking is likely to have long term health benefits for the population. Active travel is part of a health lifestyle, contributing to improvements in physical health and mental health. Providing education can help people make informed choices about their travel modes, increasing the likelihood that more sustainable (including less polluting) modes are considered. Alternatives to current freight use or changes to the routing of freight traffic could have positive effects on local environmental and air quality, which influences health. Targeting the planning system to provide sustainable travel choices for new development will help to tackle the source of

potential negative effects on health and to maximise positive effects. Greening of routes and Low Emission Strategy principles would help to improve the quality of the local environment (including air quality) which may encourage more active and healthy (outdoor) lifestyles. Actions to maintain and manage the network have the potential to facilitate benefits to factors that influence health. This includes actions to reduce accidents, improving local environmental quality (e.g. fixing highway assets), reducing the fear of crime (e.g. street lighting), promoting health lifestyles (safer pathways for cycling) and facilitating recreational access (e.g. maintaining public rights of way) Goal

### **Three Appraisal Summary**

Actions to increase the amount of cycling and walking will have direct health benefits, for both physical and mental health. Implementing strategies such as the Active Travel Strategy, Travelwise and Bikeability will help to ensure a coordinated approach. Provision of new cycle and walk routes and cycle infrastructure (e.g. cycle parking) will help to provide long term benefits. Most health benefit is associated with leisure time and exercise, so it may not be that walking and cycling are an appropriate travel solution. Road accidents and road safety have an obvious relationship with health; fatalities, long term and short term injuries. The actions do not set out the detail of the priorities or schemes so it is difficult to assess whether there are likely to be health inequality issues. Road safety measures can provide great benefit to health outcomes, through education, enforcement, and infrastructure changes (to address accident blackspots). Especially in protecting children and creating safer environments, which low speed networks Explicit consideration of health issues in transport planning, the transport Supplementary Planning Document (SPD) and major developments is to be welcomed

### **Goal Four Appraisal Summary**

Transport can provide physical access to employment opportunities as well as enabling people to access training facilities that subsequently lead to employment opportunities. Employment can lead to improved mental well being and higher levels of income also contribute to better physical health. Coordinating resources and commissioning will help to match the needs of patients with the provision of transport. However, there is an opportunity for wider work with the PCTs. This could be to reduce the need for travel (by delivering services locally) or by influencing travel providers (e.g. operators of bus services). Actions to promote more active forms of travel to schools will help to promote healthier lifestyles and provide a safe and healthy environment for children. Actions to improve the affordability of public transport are likely to have positive effects in making public transport accessible (by providing flexibility) and in reducing health inequalities, especially as these measures are targeted at low income households. People on low incomes are often those less able to take advantage of the most cost-effective tickets. Community transport can provide access to healthcare and services for those that are in need. A key issue is likely to be the longer term financial viability of these services. Taxis

can prolong independence and provide an alternative for those groups that who may be considering giving up driving. The actions set out are not specific enough to determine whether they will result in health benefits or tackle health inequalities. There are many social determinants of health, so coordinating and integrating travel and accessibility with other strategies is fundamental to addressing these influencing issues to achieve better health outcomes. Highlighting strategies such as the City Region Child and Family Poverty Framework will help to tackle existing social and health inequalities.

### **Goal Five Appraisal Summary**

There are a number of actions proposed that will help support the economic success of the LCR. These actions may have direct health benefits themselves, and achieving the goal will help to address social determinants of health including poverty reduction, economic inclusion and increased employment. Actions to manage the volume of freight traffic and investigate consolidation centres are likely to have a positive effect on health. A targeted approach to addressing the issue within existing Air Quality Management Areas will help to improve air quality and improve the health of people already exposed to pollutants that could be damaging to health. Actions to consider cycling in the development planning process are likely to produce the most benefits to health. Many of the actions that are likely to form part of the asset management programme have the potential to facilitate benefits to factors that influence health. The health benefits associated with each asset maintenance action could be explicitly identified and taking into account in prioritising the programme. Travelwise initiatives have the potential to help to tackle existing health inequalities. Actions on Smarter Choices and Personal Travel Planning to target disadvantaged communities are likely to have the most direct effects on health by assisting social and economic inclusion and providing equitable access to health, social, education and welfare services. Targeted and effective travel training may also improve mental health within communities.

### **Goal Six Appraisal Summary**

The asset management programme will help ensure highway assets are effectively managed and maintained facilitating health benefits through management and maintenance to reduce accidents, improving local environmental quality (e.g. fixing highway assets), reducing the fear of crime (e.g. street lighting), promoting health lifestyles (safer pathways for cycling) and facilitating recreational access (e.g. maintaining public rights of way). It is assumed that the needs of vulnerable members of society will continue to be considered; for example, by providing crossing facilities that are accessible for all equality groups.

## Conclusions

The health impact assessment process, individually and as part of the sustainability appraisal, has informed the decision-making for the preferred option for the Merseyside LTP3 Strategy.

The six Goals have strong interactions with health issues, which are defined across 17 aspects of health. Goal 1 will help to tackle many of the social determinants of health in a coordinated way. Goal 2 will help to improve the physical environment, through reducing emissions. Goal 3 is focused on promotion of health and well-being and it is encouraging to see this overt commitment. Goal 4 also has close links with health; equality of travel opportunity can help to address existing health inequalities. Economic success is the subject of Goal 5 and this can help tackle existing unemployment, create new employment opportunities and has a strong link to education and training. The asset management nature of Goal 6 is likely to have a small influence on health, although this will depend on the actions and interventions that make up the programme.

## Recommendations

A number of mitigation and enhancement measures were suggested as a result of the assessment. The draft LTP3 strategy is expected to make a positive contribution to the health and well being of the population of the Liverpool City Region. The health impact assessment makes a number of recommendations to manage enhance the positive health effects and minimise the negative health effects.

- The LTP3 strategy should place more emphasis on reducing the need to travel. There are lots of opportunities through joint working on land-use planning and health, education and other service providers to locate services close to existing populations. Actions and interventions to support reducing the need to travel should be articulated;
- Road safety has a direct and obvious effect on health and the Merseyside area has achieved success in reducing road casualties. However, a continued emphasis on this area is not as evident as it could be in the document; the actions could be elaborated and more visible, and the benefits targeted to vulnerable groups (e.g. children, cyclists, etc);
- Joint working is a key thread that runs through the draft LTP3 strategy and linking transport planning with the objectives of Local Strategic Partnerships / Local Enterprise Partnership is worthwhile. It is recommended that health and education stakeholders are engaged directly to help identify, plan and implement transport solutions;
- Asset management and maintenance is going to need to be increasing efficient as economic pressures reduce available funding. It is recommended that any health benefits associated with each of the components of the asset management programme are identified, and taken into account in prioritisation.



# Merseyside Third Local Transport Plan

Sustainability Appraisal / Strategic Environmental Assessment - Non  
Technical Summary

December 2010  
Merseyside Transport Partnership

**LOCAL TRANSPORT PLAN**  
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# Merseyside Third Local Transport Plan

Sustainability Appraisal / Strategic Environmental Assessment - Non  
Technical Summary

December 2010

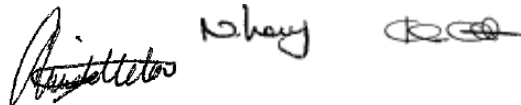
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# Issue and revision record

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



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

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

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

## Merseyside Third Local Transport Plan

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

The Merseyside LTP3 will consist of:

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

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

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

### **Scoping Results**

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

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

- Health – obesity is a growing problem and is likely to continue. Active lifestyles and healthy eating campaigns will help reduce this trend;
- Waste – it is likely that current increases in recycling rates will continue.

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

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

## **Assessment Results**

### **Options Appraisal**

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

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

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

### **LTP3 Appraisal**

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

#### *Goal One Appraisal Summary*

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

#### *Goal Two Appraisal Summary*

LTP3 Goal Two and its associated actions are likely to have either a positive or no interaction with the SA/SEA objectives. Infrastructure to support electric vehicles was considered to have positive effects on climate change, air quality and health. Several of the SA/SEA objectives were recorded as either having no interaction/neutral effect or the effect depended on implementation. Modal shift and the provision of a charging network for electric vehicles could have a positive effect on local accessibility if charging points are located where there are local services and amenities. Modal shift actions are likely to have positive effects on climate change, deprivation, air quality, environmental quality, health, accessibility and sustainable transport. Procurement policies to support the uptake of low emission freight vehicles were considered to positively contribute to the development of a low carbon transport system, having positive benefits for air quality,

climate change and health. Measures to integrate sustainable transport planning and design and Low Emission Strategy principles into the planning process would produce positive outcomes for the majority of the SA/SEA objectives. Actions were considered to have potential to produce substantial measurable changes in emissions, and provide the opportunity to integrate climate change adaptation measures into design. However, stakeholders identified that such measures needed to be integrated into national, as well as local and regional planning policy. It was also considered that sustainable transport commitments made by developers may ensure that deprived social groups have better access to services, especially where there is affordable housing.

### *Goal Three Appraisal Summary*

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

### *Goal Four Appraisal Summary*

LTP3 Goal Four and its associated actions are likely to have either a positive or no interaction with the SA/SEA objectives. Accessibility improvements are likely to increase access to local, key services and employment, helping to reduce levels of poverty and promote social cohesion. Such actions, if implemented are unlikely to have any effects on biodiversity, landscape and waste as little or no development of the existing transportation network will be required. Actions to improve ticketing, fares and information are likely to encourage a modal shift and in particular, benefit socially deprived areas through the provision of more affordable and discounted fares. It was,

however highlighted that long-term commitment would be required from all operators and partners to ensure that the supporting actions are successfully implemented. For example, it is important that private bus operators work collaboratively with the health and education sectors to provide more efficient and reliable services.

### *Goal Five Appraisal Summary*

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

### *Goal Six Appraisal Summary*

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

## **Cumulative Assessment**

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

have greater importance and benefits, and that some of the negative effects can be mitigated. Therefore, all the LTP3 goals were assessed as having a cumulative positive effect.

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

### **Major Schemes Appraisal**

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

### **Conclusions**

The SA/SEA process has demonstrated the predicted effects of implementing the Merseyside LTP3 Strategy. Overall the transport Goals and associated actions/interventions set out in the LTP3 are likely to have positive effects in terms of relieving congestion, encouraging modal shift, improving public transport, maximising use of the existing network, and increasing road safety, which will have positive effect on accessibility, health, safety, air quality, climate change, sustainable transport and economic development. Some measures outlined in the LTP3 are likely to have negative effects, such as landtake, habitat loss, waste generation, resource use and disturbance to heritage assets.

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

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