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Merseyside Supplementary Planning Document for Transport 'Ensuring Choice of Travel' Sustainability Appraisal Report

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Glossary of Terms

Appropriate Assessment (Habitats Regulations Assessment): An assessment required under the Habitats Directive where a plan or project not directly connected with or necessary to the management of the site may give rise to significant effects upon a European or Internationally designated site of nature conservation importance.

Baseline: A description of the present and future state of an area, in the absence of any plan, 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.

Development Plan Document (DPD): A type of Local Development Document with statutory status. DPDs include the core strategy, development control policies and site-specific allocations.

Environmental Report (ER): An Environmental Report is a key output of SEA, presenting information on the effects of the draft plan on which formal public consultation is carried out.

Local Development Document (LDD): There are two types of Local Development Document: Development Plan Documents and Supplementary Planning Documents.

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.

Indicator: A measure of variables over time, often used to measure achievement of objectives.

Natura 2000: In May 1992 European Union governments adopted legislation designed to protect the most seriously threatened habitats and species across Europe. This legislation is called the Habitats Directive and complements the Birds Directive adopted in 1979. At the heart of both these Directives is the creation of a network of sites called Natura 2000. The Birds Directive requires the establishment of Special Protection Areas (SPAs) for birds. The Habitats Directive similarly requires Special Areas of Conservation (SACs) to be designated for other species, and for habitats. Together, SPAs and SACs make up the Natura 2000 series.

Objective: A statement of what is intended, specifying the desired direction of change in trends.

Scoping: The process of deciding the scope and level of detail of an SA, including the sustainability effects and options which need to be considered, the assessment methods to be used, and the structure and contents of the SA Report.

SEA Directive: European Directive 2001/42/EC 'on the assessment of the effects of certain plans and programmes on the environment'. Transposed into UK law via The Environmental Assessment of Plans and Programmes Regulations 2004.

Strategic Environmental Assessment: Generic term used internationally to describe environmental assessment as applied to policies, plans and programmes. In this report, 'SEA' is used to refer to the type of environmental assessment required under the SEA Directive.

Sustainability Appraisal: Generic term used to describe the form of assessment that considers social, environmental and economic effects, which fully incorporates the requirements of the SEA Directive.

Sustainability Appraisal Report: Term used to describe a document required to be produced as part of the SA process to describe and appraise the likely significant effects on sustainability of implementing a plan, which also meets the requirement for the Environmental Report under the SEA Directive.

Supplementary Planning Document: A Supplementary Planning Document is a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document

Abbreviations

Acronyms and other abbreviations used in this report are listed below.

AA	Appropriate Assessment
AMR	Annual Monitoring Report
AQMA	Air Quality Management Area
DCLG	Department of Communities and Local Government
DfT	Department for Transport
DPD	Development Plan Document
EU	European Union
GONW	Government Office for the North West
HIA	Health Impact Assessment
HRA	Habitats Regulations Assessment
ILE	Institute of Lighting Engineers
LDD	Local Development Document
LDF	Local Development Framework
LPA	Local Planning Authority
LTP	Local Transport Plan
MBC	Metropolitan Borough Council
NGO	Non-Governmental Organisation
ODPM	Office of the Deputy Prime Minister (now DCLG)
PPG	Planning Policy Guidance
PPS	Planning Policy Statement, previously PPG
RIG	Regionally Important Geological/Geomorphological
RPG	Regional Planning Guidance
RSS	Regional Spatial Strategy, previously RPG
RTS	Regional Transport Plan

SA	Sustainability Appraisal
SAC	Special Area of Conservation
SEA	Strategic Environmental Assessment
SPA	Special Protection Area
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Urban Drainage System
TA	Transport Assessment
UDP	Unitary Development Plan

1 Components that make up the Environmental Report

This Sustainability Appraisal Report incorporates the requirements for an Environmental Report as set out in the Office of the Deputy Prime Minister (ODPM) Guidance 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents' (November 2005). Table 1 below indicates where specific requirements of the Strategic Environmental Assessment (SEA) Directive can be found within this report. This report is one of several key reports to be prepared as part of the SEA / Sustainability Appraisal (SA) process and the table records in which reports information can be found.

Table 1: SEA Directive Requirements Checklist

Environmental Report Requirements	Section of this Report
(a) an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes;	SA Scoping Report (March 2007) and Section 5 and 6
(b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	SA Scoping Report (March 2007) and Section 6
(c) the environmental characteristics of areas likely to be significantly affected;	SA Scoping Report (March 2007) and Section 6
(d) any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	SA Scoping Report (March 2007) and Section 6
(e) the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation;	SA Scoping Report (March 2007) and Section 6
(f) the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;	SA Scoping Report (March 2007) and Section 7
(g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	Section 7
(h) an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	Section 7
(i) a description of the measures envisaged concerning monitoring in accordance with Article 10;	Section 10
(j) a non-technical summary of the information provided under the above headings.	Section 2

2 Non-Technical Summary

Background

Mott MacDonald was commissioned by the Merseyside Local Transport Plan (LTP) Support Unit in November 2006 to undertake an integrated Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) incorporating Habitats Regulations Assessment (HRA) (or Appropriate Assessment) for the Merseyside Supplementary Planning Document (SPD) for Transport 'Ensuring Choice of Travel'.

The Merseyside SPD for Transport is being produced as a framework at the Merseyside (county) level but will then be taken forward and adopted separately by each of the Merseyside Local Authorities: Knowsley; Liverpool; Sefton; St Helens; and Wirral.

Currently the application of planning guidance, standards, conditions and requirements is applied inconsistently across Merseyside leading to the potential for missed opportunities to improve transport access. The Merseyside SPD for Transport is being produced as a framework at the Merseyside-wide level to secure a consistent approach across Merseyside by, for example, ensuring new housing developments adequately cater for and support new bus routes, incorporate new cycle routes and parking facilities, and caters for pedestrians. It is recognised that although the aim is a consistent framework for assessing accessibility across Merseyside, the SPD cannot be adopted simultaneously, and it is intended that each Local Authority will take forward and adopt the Merseyside SPD separately to coincide with their Local Development Framework (LDF) timetables.

The Merseyside SPD aims to set out clear and consistent standards for Local Planning Authorities (LPAs) and developers to ensure that a transparent, fair and clearly understood system is in place to improve the integration of land use planning and transport. It also aims to ensure that new developments promote good access by all modes of transport and so encourage choice of travel such that people have the opportunity to make more sustainable choices.

Appraisal Methodology

Under the SEA Directive and Planning and Compulsory Purchase Act 2004 the proposed SPD requires a Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) to be undertaken. Mott MacDonald has been commissioned to undertake Stages A to C of the SA/SEA process on the Merseyside-wide SPD framework. Each Local Authority will then take the SPD through its own public consultation in Stage D of the SA/SEA process which might lead to slight variations in the content of each of the adopted SPDs. If consultation results in significant changes being made to the SPD then the Local Authority will have to carry out further SA/SEA work.

A Scoping Report was produced in March 2007 which covered Stage A of the SA/SEA for the Merseyside SPD for Transport framework, in accordance with the Office of the Deputy Prime Minister (ODPM) (now DCLG) Guidance '*Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents*' (November 2005). The Scoping Report also included a Habitats Regulations Assessment (Appropriate Assessment) which is being undertaken under the EU Habitats Directive. The Scoping Report was sent out for formal consultation from 6th March 2007 to 10th April 2007. Following closure of the consultation period all responses were taken into consideration and justification for incorporating or omitting comments was recorded.

This SA Report covers Stages A-C of the SA/SEA process for the Merseyside SPD for Transport as described in the Government Guidance 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents' (November 2005).

Relationship to other plans, programmes and objectives

The range of international, European, national, regional and local plans, programmes and objectives relevant to the Merseyside SPD for Transport was established, along with how the plan is affected by these outside factors, and how objectives and requirements might be taken on board.

Baseline conditions

Baseline information for the Merseyside region was used from existing baseline data studies and information available, including previous studies such as the SEA Baseline Report for the Second Merseyside LTP (June 2005) and the Merseyside LTP SEA and Health Impact Assessment (HIA) Report (November 2005). The existing baseline was reviewed and relevant data used to inform the SA/SEA process. A table showing baseline data for each SA/SEA objective and indicator, regional and national comparators, key trends and sustainability issues can be found in Appendix C.

The sustainability appraisal framework

The next task involved the development of a range of SA/SEA objectives and indicators (see Section 6.4) against which the various options for the SPD could be tested to determine whether their contribution towards sustainability can be improved. A SA objective is a statement of what is intended to happen in the future. Examples of this may include a reduction in air pollution or an improvement in human health. A SA indicator is a measure of how things change over time, often used to measure the achievement of objectives. Examples of this could include air pollution levels or traffic accidents at a certain location.

A total of eleven proposed SA/SEA objectives have been developed for this SA/SEA, with the aim of keeping the number of objectives to a manageable number. The objectives and indicators were established by the SA/SEA consultancy team through consultation with Officers from the five Merseyside Local Authorities, Merseytravel and the Merseyside LTP Support Unit. Development of the objectives and indicators was based on the SEA Directive topics, the generic Merseyside SEA/SA objectives, North West RSS, North West Sustainable Development Integrated Appraisal Toolkit, and the LTP2 objectives (see Appendix B).

Appraisal of strategic options

A key requirement of the SA/SEA is to consider reasonable alternatives. Three options were assessed:

- Option One - Business as Usual/Without SPD Option;
- Option Two – With SPD and Without Air Quality Option;
- Option Three – With SPD and With Added Air Quality Chapter Option.

Each option was examined against each SA/SEA objective in a half day workshop with consultants from Mott MacDonald, and Officers from each of the five Merseyside Local Authorities, Merseytravel and the Merseyside LTP Support Unit. The effects on each option over time and the transboundary and cumulative effects were also assessed.

The results of the appraisal indicated that implementation of either SPD option would have benefits over the Business as Usual/Without SPD option. The SPD increases positive effects associated with implementing policies in the RSS, PPG13 and LTP2, through travel plans and the accessibility checklist. Positive effects of implementing the SPD would include improving health and well-being, accessibility, social inclusion, increased travel choice, and air quality and climate change benefits.

The With SPD and With Added Air Quality Chapter option has slightly more benefits than the With SPD and Without Air Quality option. The With SPD and With Added Air Quality Chapter option would have a more positive effect on air quality through helping to reduce NO₂ and CO₂ emissions associated with surface based transport which might lead to health and biodiversity benefits.

Consulting on the draft SPD and SA Report

Stage D of the SA/SEA process requires that the draft SPD and draft SA Report is subject to a five week formal public consultation. Each of the five Merseyside Local Authorities are taking the SPD for Transport forward separately therefore each authority will carry out its own consultation to fit in with its LDF timetables. Results of the consultation process might lead to slight variations in the content of each of the adopted SPDs. If consultation results in significant changes being made to the SPD then the Local Authority will have to carry out further SA/SEA work.

Habitats Regulations Assessment

In accordance with Article 6 paragraphs (3) of the Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (Habitats Directive) and Regulation 48 of the Habitats Regulations 1994, a Stage 1 Habitats Regulations Assessment has been undertaken to ascertain any likely significance effects of the SPD on all European Natura 2000 sites and all international Ramsar sites within the Merseyside area. The full Habitats Regulations Assessment and results are contained within the Mott MacDonald Report 'Stage 1 Appropriate Assessment – Test of Likely Significance for the Merseyside Supplementary Planning Document: Ensuring Choice of Travel' (April 2007).

In accordance with Regulation 48 of the Habitats Regulations 1994 the Stage 1 Test of Likely Significance has indicated that the Merseyside SPD is unlikely to have direct effects on Merseyside Natura 2000 and Ramsar sites. It has therefore been concluded that a Stage 2 Habitats Regulations Assessment will not be required at this high level for the Merseyside area. In addition, in taking the SPD forward at the local level it is considered unlikely that Habitats Regulations Assessment would be required or appropriate, unless there are significant changes to the proposed SPD or significant changes in views of the statutory consultees. Within the context of Habitats Regulations Assessment, some screening of these issues in relation to potential changes is recommended at the local level at this later stage.

However, there could be potential cumulative and in-combination impacts as a result of other development plans and programmes. It is recommended that when each of the five Merseyside Local Authorities develops and adopts its own SPD, further investigation of the identified potential indirect cumulative effects associated with other plans and programmes should be carried out at the local level as part of the Stage 2 Appropriate Assessments being undertaken for other Development Plan Documents for example housing.

Mitigation and monitoring

The appraisal of the SPD options suggests that implementing either SPD option will have mainly positive impacts, because of this mitigation measures will be aimed at maximising these positive effects. The following issues were highlighted as a result of the SA/SEA process:

- Incorporation of references to Design Guides in the SPD - The SPD needs to clearly refer to any appropriate design guides that have been produced, either by the Merseyside Local Authorities or Statutory Bodies such as the new Manual for Streets. Adherence to design guides would help improve and would ensure quality design that minimised potential adverse effects on the local character and visual amenity that may occur through in sensitive design and urbanisation.
- SPD to require quality design of all new developments and schemes - Where works may affect a sensitive area, e.g. Conservation, historic core or area of high value in terms of its streetscape/landscape character and visual amenity, sensitive design work should be implemented including the use of appropriate materials and street furniture that would compliment the local historic character.
- Incorporation of references to Guidance, Plans and Strategies in the SPD - Developers would be required to adhere to these documents:
 - The SPD should ensure developers refer to CABI documents, Institute of Lighting Engineers (ILE) guidance and the Merseyside Walking Strategy to ensure that proposals are consistent with requirements and ensure benefits
 - Wildflower Verge guidance is being produced. The SPD should refer to this document, and any other guidance documents that would promote and enhance biodiversity through planting/habitat creation and restoration in schemes.
 - The SPD should include reference to flood risk management documents produced by the EA, GONW and Merseyside Local Authorities.
- Incorporation of reference to the use of Sustainable Urban Drainage Systems in the SPD - This can help to prevent localised flooding associated with the urban drainage system and can also have additional benefits with regard to biodiversity, landscape/townscape character and visual amenity and recreation depending on the system installed. New car parks can create an impermeable surface which may cause flash flooding, implementing SUDS could help reduce impacts. Careful design, green landscaping and planting can reduce climate change impacts, flooding, reflection, and urban heat issues. Adherence to the design guides mentioned above should ensure effective design and landscaping for new developments.
- Include reference to Community Transport in the SPD – This could be done through inclusion within the travel plans or the accessibility checklist. Including community transport in the SPD will help strength commitment to and implementation of community transport schemes outlined in the LTP2.
- Build in links in the SPD to Merseyside project ‘WorkWise’ which aims to remove transport as a barrier to residents taking up employment/education or training opportunities; Liverpool Neighbourhood Travel Team; and Sefton/Liverpool Enterprise Growth Initiative (SLEGI).

Each of the five Merseyside Local Authorities will undertake its own monitoring on its SPD for Transport. Each Local Authority may have different monitoring arrangements but in all cases monitoring of the SPD should be linked to the LTP2 SEA monitoring. Success of the SPD will depend on the implementation and enforcement of the SPD. Monitoring will be an important requirement to monitoring performance and ensure the SPD is being successfully implemented. The Local Authorities could consider developing targets to help focus the achievement of the SA/SEA objectives and aid future monitoring such as national and regional targets on priority biodiversity species and habitat, national air quality objectives and targets.

Appendix C in this SA Report provides the basis for monitoring the SPD contribution to sustainability. The table in Appendix C shows the SA/SEA objectives and indicators to be monitored and the baseline data against each indicator. This will allow future monitoring data to be compared against the baseline to see whether the SPD has improved conditions in Merseyside.

Difference the process has made

The SA/SEA process has shown that implementing the SPD for Transport will have many benefits. Positive effects of implementing the SPD may include:

- The SPD is likely to build on the positive effects of the LTP strategies on air quality and climate change in terms of NO₂ and CO₂ reduction associated with surface based transport through increased transport options and travel plans;
- Improvements in air quality and encouragement of walking and cycling through the use of travel plans and the accessibility checklist may lead to health benefits;
- Ensuring new development is accessible by a range of transport options will help community accessibility to services, goods, amenities and jobs, and will help improve social inclusion;
- There may be indirect benefits on biodiversity through improved air quality and sensitive landscaping/habitat creation.

As a result of the SA/SEA process the following mitigation/recommendations have been developed for incorporation into the SPD:

- Incorporation in SPD of reference to design guides, plans and strategies (Manual for Streets, CABE);
- Section added to SPD requiring the quality design of all new developments and schemes through adherence to referenced documents;
- Incorporation in SPD of section on Sustainable Urban Drainage Systems (SUDS) relating to new car parks;
- Incorporation in SPD of reference to Community Transport through inclusion within the travel plans or the accessibility checklist; and
- Build in links in the SPD to Merseyside project 'WorkWise'; Liverpool Neighbourhood Travel Team; and Sefton/Liverpool Enterprise Growth Initiative (SLEGI).

The recommendations have been agreed with the Merseyside LTP Support Unit, Merseytravel and the five Merseyside Local Authorities and will be incorporated into the Merseyside SPD for Transport.

3 Introduction

3.1 Terms of Reference

Mott MacDonald was commissioned by the Merseyside Local Transport Plan (LTP) Support Unit in November 2006 to undertake an integrated Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) incorporating Habitats Regulations Assessment (HRA) (or Appropriate Assessment) for the county level Merseyside Supplementary Planning Document (SPD) for Transport 'Ensuring Choice of Travel'. The Merseyside SPD for Transport is being produced as a framework at the Merseyside level but will then be taken forward and adopted separately by each of the Merseyside Local Authorities: Knowsley; Liverpool; Sefton; St Helens; and Wirral.

The SA/SEA was undertaken in accordance with the Office of the Deputy Prime Minister (ODPM) (now DCLG) Guidance 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents' (November 2005), and has followed the requirements of the European Union Directive 2001/42/EC, commonly known as the SEA Directive. This SA Report covers Stage A-C of the SA/SEA process as defined in the ODPM Guidance.

3.2 Purpose of the SA Report

This report is the SA Report as required by Stage C of the ODPM Guidance (November 2005). The SA Report on the draft Merseyside SPD is a key output of the appraisal process, presenting information on the effects of the plan on which formal public consultation is carried out. This report also includes some of the findings from Stage A of the SA/SEA process as set out in the Scoping Report (March 2007).

3.3 Likely Significant Effects of the Plan

Implementation of the SPD is likely to have mainly positive effects:

- The SPD is likely to build on the positive effects of the LTP strategies on air quality and climate change in terms of NO₂ and CO₂ reduction associated with surface based transport through increased transport options such as public transport, walking and cycling, and travel plans;
- The SPD aims to encourage more walking and cycling through increased use of travel plans and the accessibility checklist. This may lead to health and well-being benefits for the local community;
- The SPD will help ensure new developments are accessible by a range of transport options. This will improve community accessibility to services, goods, amenities and jobs, and increase social inclusion; and
- There may be indirect benefits on biodiversity through improved air quality and sensitive landscaping/habitat creation.

3.4 Difference the Process has Made

The SA/SEA process has shown that implementing the SPD for Transport will have many benefits. Positive effects of implementing the SPD may include:

- The SPD is likely to build on the positive effects of the LTP strategies on air quality and climate change in terms of NO₂ and CO₂ reduction associated with surface based transport through increased transport options and travel plans;
- Improvements in air quality and encouragement of walking and cycling through the use of travel plans and the accessibility checklist may lead to health benefits;
- Ensuring new development is accessible by a range of transport options will help community accessibility to services, goods, amenities and jobs, and will help improve social inclusion; and
- There may be indirect benefits on biodiversity through improved air quality and sensitive landscaping/habitat creation.

As a result of the SA/SEA process the following mitigation/recommendations have been developed for incorporation into the SPD (see Section 7.5 for full mitigation details):

- Incorporation in SPD of reference to design guides, plans and strategies (Manual for Streets, CABE);
- Section added to SPD requiring the quality design of all new developments and schemes through adherence to referenced documents;
- Incorporation in SPD of section on Sustainable Urban Drainage Systems (SUDS) relating to new car parks;
- Incorporation in SPD of reference to Community Transport through inclusion within the travel plans or the accessibility checklist; and
- Build in links in the SPD to Merseyside project 'WorkWise'; Liverpool Neighbourhood Travel Team; and Sefton/Liverpool Enterprise Growth Initiative (SLEGI).

The recommendations have been agreed with the Merseyside LTP Support Unit, Merseytravel and the five Merseyside Local Authorities and will be incorporated into the Merseyside SPD for Transport.

4 SA/SEA Legislative Requirements and Approach

4.1 Sustainability Appraisal Legislative Requirements

In the production of the Merseyside SPD for Transport there is a requirement upon Merseyside LTP Support Unit to comply with The Planning and Compulsory Purchase Act 2004. The Act has introduced a wider requirement for a SA to be undertaken for a range of planning policy documents. Under this Act SA is mandatory for SPDs.

Mott MacDonald has been commissioned to undertake Stages A to C of the SA/SEA process on the Merseyside-wide SPD framework. The GONW has advised that only one SA should be required for the development of a Merseyside-wide SPD. Each Local Authority will then take the SPD through their own public consultation in Stage D of the SA/SEA process which might lead to slight variations in the content of each of the adopted SPDs. If consultation results in significant changes being made to the SPD then the Local Authority will have to carry out further SA/SEA work.

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.

4.2 Strategic Environmental Assessment Legislative Requirements

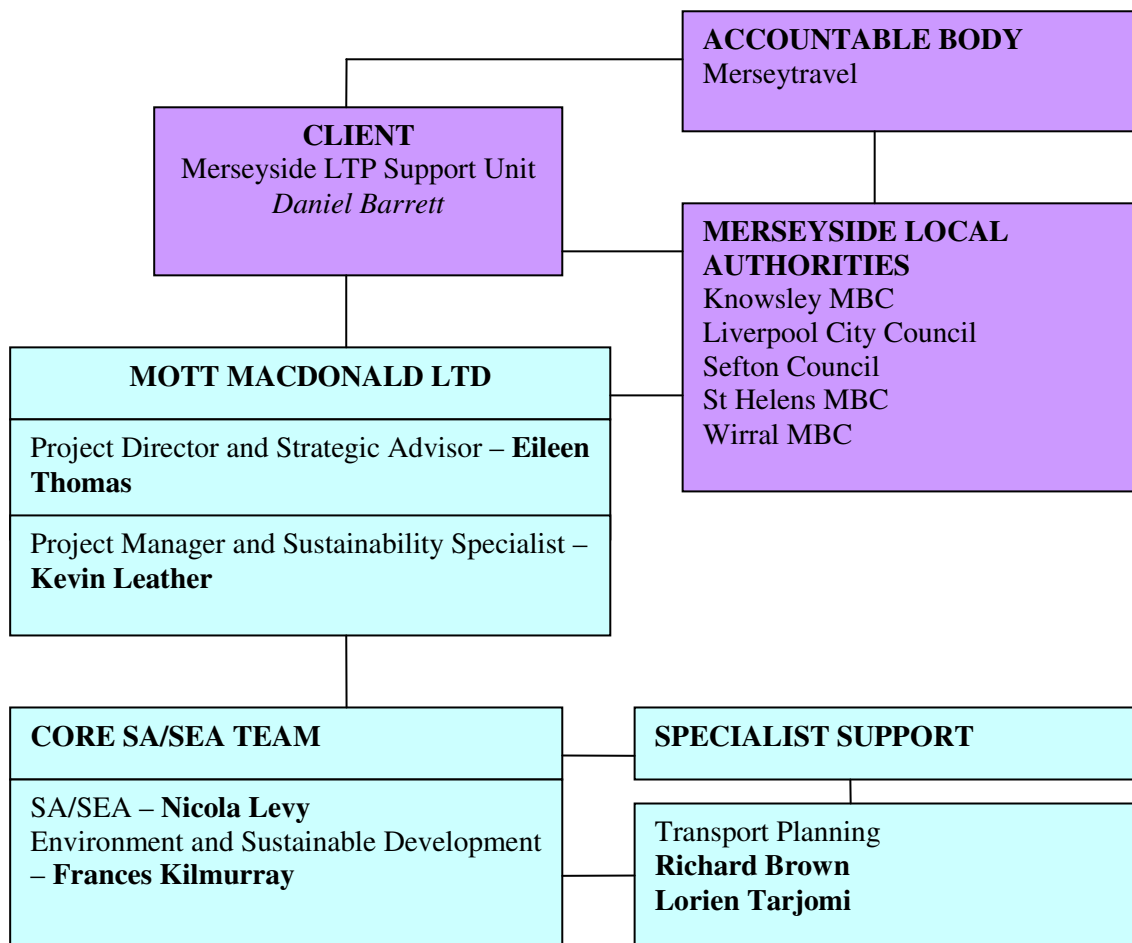
In addition to the Planning and Compulsory Purchase Act 2004 the Merseyside SPD for Transport will have to comply with the European Union Directive 2001/42/EC, more commonly known as the SEA Directive. The Directive was transposed into UK law via the Environmental Assessment of Plans and Programmes Regulations 2004, which requires an assessment of the effects of certain plans and programmes on the environment.

The objective 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.

4.3 SA/SEA Project Team

The SA/SEA project team for the Merseyside SPD for Transport consists of planning and transport officers from each of the five local authorities (Liverpool, Sefton, St Helens, Knowsley and Wirral), officers from Merseytravel and the Merseyside LTP Support Unit and sustainability specialists and environmental planning consultants from Mott MacDonald (Figure 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 SPD as well as consultants, who can contribute a more independent view to the sustainability appraisal exercise.

Figure 1: Organogram of Merseyside SPD SA/SEA Project Team



4.4 Merseyside SPD for Transport SA/SEA Timetable

Table 2 below establishes who carried out each stage of the scoping report and the associated timetable for the remaining stages of the sustainability appraisal process. It also incorporates the SA/SEA and SPD process timetables into an integrated programme.

Table 2: Merseyside SPD for Transport SA/SEA Timetable

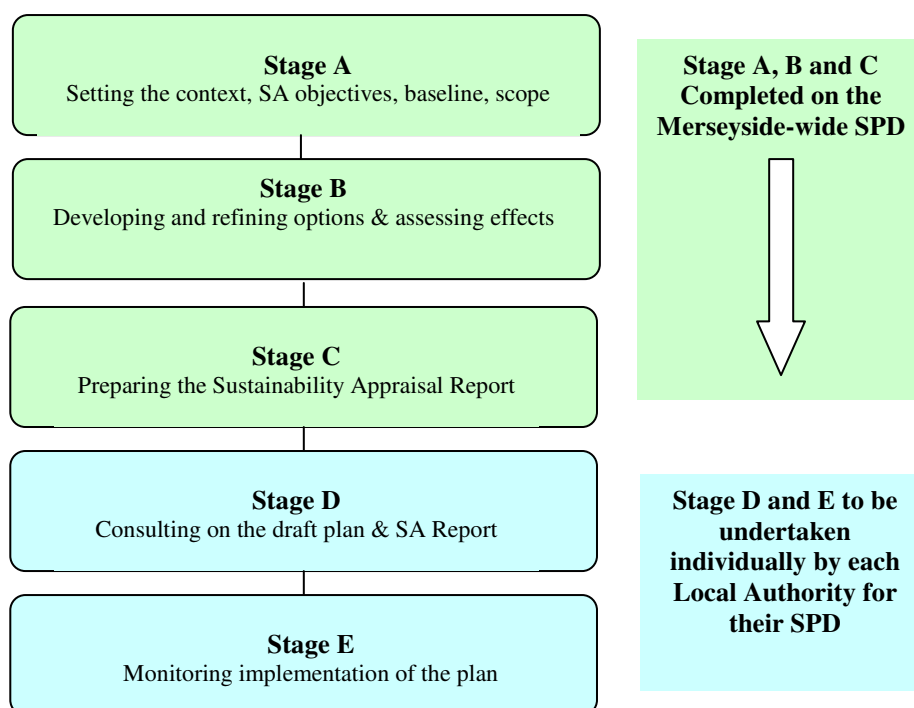
SPD Process	Sustainability Appraisal Stage	Who carried / will carry this out	When
Evidence Gathering	A: Setting the Context and Establishing the Baseline and Deciding on the Scope		
	A1: Identifying other relevant plans, programmes, and sustainability objectives	SA/SEA Consultancy Team	December 2006
	A2: Collecting baseline information	MLTPSU and SA/SEA Consultancy Team	December 2006
	A3: Identifying sustainability issues and problems	MLTPSU and SA/SEA Consultancy Team	December 2006
	A4: Developing the SA Framework	MLTPSU and SA/SEA Consultancy Team	January 2007
	A5: Consulting on the scope of the SA	MLTPSU and SA/SEA Consultancy Team	February 2007
Preparation of draft SPD	Stage B: Developing and refining options		
	B1: Testing the SPD objectives against the SA Framework	SA/SEA Consultancy Team	February 2007
	B2: Developing the SPD Options	MLTPSU and SA/SEA Consultancy Team	January 2007
	B3: Predicting the effects of the draft SPD	MLLTPSU and SA/SEA Consultancy Team	March 2007
	B4: Evaluating the effects of the draft SPD	MLTPSU and SA/SEA Consultancy Team	March 2007
	B5: Considering ways of mitigating adverse effects and maximising beneficial effects	SA/SEA Consultancy Team	March 2007
	B6: Proposing measures to monitor the significant effects of implementing the SPD	SA/SEA Consultancy Team	March 2007
	Stage C: Appraising the effects of the plan		
C1: Preparing the SA Report	SA/SEA Consultancy Team	April 2007	
Public participation on draft SPD	Stage D: Consulting on the plan and SA Report		
	D1: Public Participation on the draft SPD and SA Report	Merseyside Local Authorities	To be confirmed (TBC)
Representations and finalise SPD	D2: Appraising significant changes	Merseyside Local Authorities	TBC
Adoption	D3: Making decisions and providing information	Merseyside Local Authorities	TBC
Implementing, monitoring and review	Stage E: Monitoring implementation of the plan		
	E1: Finalising aims and methods for monitoring	Merseyside Local Authorities	TBC
	E2: Responding to adverse effects	Merseyside Local Authorities	TBC

4.5 SA/SEA and Habitats Regulations Assessment Approach

The SA/SEA will be carried out in accordance with the ODPM Guidance ‘*Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents*’ (November 2005), and will meet the requirements of the SEA Directive (and resulting SEA Regulations), and the EU Habitats Directive in relation to Habitats Regulations Assessment.

To ensure that the SA/SEA of the SPD is robust and complies with current legislation and best practice the SA/SEA will follow Stages A-C, identified in the ODPM Guidance ‘*Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents*’ (November 2005). Merseyside LTP Support Unit only require Stages A-C of the SA/SEA process as the remaining stages will be performed by the local planning authorities when adopting and monitoring the SPD.

Figure 2: SA/SEA Process for the SPD



- **Stage A** – identifying other plans and programmes, establishing baseline conditions and SA objectives, identifying sustainability issues, developing the SA Framework and consulting on the scope;
- **Stage B** – testing the plan objectives against the SA objectives, developing plan options, predicting and evaluating the effects of the plan and options, considering mitigation measures, and proposals for monitoring;
- **Stage C** – preparing the SA Report;
- **Stage D** – consulting on the draft plan and SA Report, appraising significant changes and decision-making and providing information; and
- **Stage E** – finalising aims and methods for monitoring.

Habitats Regulations Assessment

In accordance with Article 6 paragraphs (3) of the Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (Habitats Directive) and Regulation 48 of the Habitats Regulations 1994, a Stage 1 Habitats Regulations Assessment has been undertaken to ascertain any likely significance effects of the SPD on all European Natura 2000 sites and all international Ramsar sites within the Merseyside area. The full Habitats Regulations Assessment and results are contained within the Mott MacDonald Report 'Stage 1 Appropriate Assessment – Test of Likely Significance for the Merseyside Supplementary Planning Document: Ensuring Choice of Travel' (April 2007).

The objective of the Stage 1 Habitats Regulations Assessment: *Test of Likely Significance* is to act as a screening exercise to identify the likely impacts upon the Natura 2000 & Ramsar sites and to provide the competent authority with the necessary information to undertake the Habitats Regulations Assessment. The key component of the Stage 1 Habitats Regulations Assessment is to consider whether the impacts of the SPD plan are likely to be significant. If these impacts are likely to be considered significant, then a more detailed Stage 2 Habitats Regulations Assessment will be required.

Consultation on the Habitats Regulations Assessment was undertaken in conjunction with the SA/SEA Scoping Report consultation. The Scoping Report was sent out for a formal five week consultation period to a number of organisations to obtain their views, including the Environment Agency, Natural England and English Heritage

4.6 Scoping Report Consultation Results

The Merseyside SPD for Transport SA/SEA Scoping Report (March 2007) was produced by Mott MacDonald in conjunction with Merseyside LTP Support Unit, Merseytravel and the five Merseyside Local Authorities. The Scoping Report covered Stage A of the SA/SEA process. The Scoping Report was sent out for a formal five week consultation period to a number of organisations to obtain their views, including the Environment Agency, Natural England and English Heritage who are defined as organisations with environmental responsibilities within the ODPM Guidance entitled "Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents" (November 2005).

Consultation on the Habitats Regulations Assessment was also undertaken with Natural England during the consultation period.

The Scoping Report was published on the LTP website and a notification letter sent to each of the consultees. Responses received from the consultees and how these comments were taken on board was recorded in Table 3. Table 3 also records responses received from the five Merseyside Local Authorities prior to the formal consultation period to show their contribution to the development of the Scoping Report. .

Table 3: Consultee Responses

Consultees and Comments	Mott MacDonald Response and Implications for the SA/SEA
Environment Agency Comments:	No formal comments received
Natural England Comments:	No formal comments received
English Heritage Comments:	

Consultees and Comments	Mott MacDonald Response and Implications for the SA/SEA
<p>Owing to the volume of work that is being generated by the introduction of the new planning arrangements and SEA in this region, we are finding it necessary to prioritise which consultations we are able to respond to. In broad terms, we are endeavouring to respond to consultations where we consider that there are significant implications for the historic environment. Although we have not been able to provide a response at this stage, I must stress that this does not reflect our obligation to advise you on, and potentially object to, any specific development proposals which may subsequently arise from this or later versions of the document which is the subject of the consultation, and which may, despite the sustainability appraisal, have adverse effects on the historic environment.</p>	<p>No action required.</p>
<p>Merseytravel Comments:</p>	<p>No comments received</p>
<p>LTP Support Unit Comments: Track changes to Scoping Report - Option Two wording slightly changed to include reference to Urban Centres, Other Urban and Rural categories for parking standards. Travel plans thresholds updated.</p>	<p>No formal comments received. Comments were received before the formal consultation period and are detailed here. Text changed as stated.</p>
<p>Liverpool City Council Comments: Many of the indicators are contextual and Liverpool will be collecting many of these for our LDF e.g. collecting them annually for the Annual Monitoring Report. This is an approach we have taken with other SPDs e.g. housing, where annual monitoring will show if we are going in the right 'direction of travel' generally. We also monitor for example a smaller number of housing specific indicators measuring the SPD's direct impact. In order to make monitoring of the Transport SPD a more manageable process, a clear distinction could be made in the monitoring section between contextual indicators which will provide a general picture and collected for the whole LDF, and a smaller set of more specific indicators which will measure improved accessibility in new developments resulting either directly or indirectly from implementation of the SPD e.g.</p> <ul style="list-style-type: none"> - CO₂ tonnes per annum emitted by transport in the Merseyside area - No. of exceedances for NO₂ compared to EC standards adopted in Action Plans - KSIs in traffic accidents - Child KSIs in traffic accidents - recorded transport related crimes per 1,000 population - % of households at set distance from key services - % of households at set distance from recreational and leisure facilities - personal travel - distance, purpose and modes - % of Merseyside unemployed/economic activity levels (or access to employment sites indicator?) <p>In addition, each authority will need to measure the</p>	<p>No formal comments received. Comments were received before the formal consultation period and are detailed here.</p> <p>The SPD monitoring could be linked to the LDF monitoring and LTP monitoring. To be discussed.</p> <p>The LTP indicator for the SPD is referred to in the</p>

Consultees and Comments	Mott MacDonald Response and Implications for the SA/SEA
<p>use of the document itself via the LTP indicator related to the SPD.</p> <p>On the objectives:</p> <ul style="list-style-type: none"> objective 1 - changes in traffic levels should also be used to measure NO₂ levels objective 2 - could also include % reduction in CO₂ through smarter choices or improvements in the bus fleet objective 8 - rather than 'existing flood risk should be maintained', this might be better reworded to say 'ensure that existing levels of flood risk are not increased and where possible provide development that seeks to reduce flood risk through appropriate mitigation'. <p><i>General/Non-technical summary</i></p> <p>1. Need to clarify relationship between the 'Merseyside' SPD and individual authorities' SPDs. Although much of the work is and will continue to be carried out jointly, no 'Merseyside' SPD as such will be adopted, but the scoping report appears to suggest that it will. The report should also consider how further changes made by individual authorities will be dealt with in terms of the SA e.g. as shown in table 2, any changes as a result of consultation will require further SA/review against the SA framework.</p> <p><i>Policy context section</i></p> <p>2. Is this describing which policies set the framework for the SPD? It describes some authorities' policies in more detail than others e.g. it only refers to one Liverpool UDP policy (T14). It would not be sufficient to base the SPD on just this policy; others such as GEN6 – Transportation, T6, T7, T8 and T9 could be used as the SPD relates to all of these issues – cycling, walking, traffic management, road safety etc. A table could be used which shows which policies the SPD is supplementing.</p> <p><i>Options</i></p> <p>3. It would be useful to describe why air quality is an issue on Merseyside, even if this is covered elsewhere in the report. A reason for including this as an option is needed – does this need to be in every authorities' SPD if only Liverpool has AQMAs? What are the effects for other areas?</p> <p><i>SA framework</i></p> <p>4. Loss of green belt – would be better measured in hectares lost rather than % of developments of green belt. No of new cycle and walking routes – might be better measured as length (km) of new cycle and walking routes</p> <p><i>Appropriate Assessment (or Habitats Regulations Assessment)</i></p>	<p>monitoring section of this SA Report.</p> <p>Indicator added: 'NO₂ levels through change in traffic levels'</p> <p>Indicator added: '% reduction in CO₂ through smarter choices or improvements to the bus fleet'</p> <p>Objective reworded to reflect wording stated</p> <p>The Non-Technical Summary, Introduction and Section 5 of the SA Report explain how the Merseyside SPD will be taken forward individually by each Local Authority and how as a result of Stage D consultation any significant changes may requires further SA/SEA work to be carried out.</p> <p>Table 5 in the SA Report shows the UDP policies and emerging policies from each Local Authority that the SPD will be linked to.</p> <p>Paragraph added to Option Three that refers to why air quality is an issue on Merseyside and why this option has been included. It also explains that it is currently uncertain as to whether all the Local Authorities would adopt the Air Quality section.</p> <p>Indicator changed to 'hectares of green belt lost as a result of transport'</p> <p>Indicators changed to 'Number and length of new cycleways' and 'Number and length of new walking routes.'</p>

Consultees and Comments	Mott MacDonald Response and Implications for the SA/SEA
<p>5. Although, SACs are included in the list of sites reviewed, this section and the non-technical summary should reflect that SACs are included in the requirement for AA. Not every project will require a separate AA, it will depend on the scale, so the cumulative effect of lots of small transport projects may need to be assessed at the strategic level. However, this will need to be done for each of the Core Strategies; there needs to be a reference to this. Any AA screening will need to include information on the sites themselves, including their conservation objectives and key vulnerabilities. Much of this information is (or will be) available for each local authority (joint work on Habitats Regulations Assessment is underway).</p> <p>I have made some changes to the text in Table 6 as follows: "Initial consultation on issues and options has been carried out for the Core Strategy but the 'draft' policies contained in the Preferred Options Report are not yet available. Consultation on Core Strategy Preferred Options will take place later this year (2007). Once the Core Strategy is adopted it may be necessary to update the SPD to reflect any changes to transport policies."</p> <p>Where the Scoping Report refers to 'county wide' I think this should be replaced with 'Merseyside wide' as we no longer have a county as such.</p> <p>Just a general point that it might be worth numbering the consultee questions to save them time in referring to the questions when responding. I don't have any comments on the consultee list.</p>	<p>Information included in the Stage 1 Appropriate Assessment Report (April 2007)</p> <p>Table 6 text changed as stated.</p> <p>Reference to 'county wide' replaced with 'Merseyside wide'.</p> <p>Consultee questions in Scoping Report numbered.</p>
<p>Knowsley Metropolitan Borough Council Comments:</p>	<p>No comments received</p>
<p>St Helens Metropolitan Borough Council Comments received prior to formal consultation: <i>Options</i> The parking standards that are currently being applied are a combination of district's currently adopted standards, RSS and PPG13 hence the differences between option 1 and option 2 in terms of parking standards, are: consistency across Merseyside, and you would also expect - on average - a general tightening up of standards across Merseyside. Whether, or not this is a sufficiently significant difference between options, I doubt. Similarly, we would require travel plans without the SPD, but the SPD will ensure that more travel plans are delivered</p> <p><i>Draft Objectives and Indicators</i> A number of the objectives (and consequently the indicators) are indirect consequences of promoting more sustainable travel. Without knowing much about the details of an SA, I would expect any assessment to concentrate on the direct consequences of the principal</p>	<p>Both formal consultation comments and comments prior to formal consultation were received and are detailed here.</p> <p>There are some differences between standards for parking and travel plans in Options One and Two, and Option Two will ensure these standards are delivered. The main difference between the Options is the accessibility checklist in the SPD in Option Two.</p> <p>The indirect effects of the SPD should also be considered in the SA. For example the SPD may help improve air quality which may have indirect benefits for biodiversity.</p>

Consultees and Comments	Mott MacDonald Response and Implications for the SA/SEA
<p>objectives of modal shift and choice of travel, ie:</p> <ol style="list-style-type: none"> 1. improve air quality 2. reduce greenhouse gases 9. improve health and wellbeing and traffic accidents (reduce crime?? does a modal shift reduce crime?) 10. to improve accessibility (re indicator: should we use 'time' to services rather than a 'set distance', eg 15 mins walking or by bus should be a different distance) 11. increase travel choice (re indicators: new cycleways / walking routes is not the best indicator. Suggest number of improved walking/cycling routes) x. (not included) efficient energy use (ie not use of renewables, but better use of non-renewables) <p>The other objectives could have indirect consequences - but will be subject to size of development, potential measures implemented, and the range of alternatives not proposed by SPD.</p> <p>Formal Consultation Comments: <i>Question 1 – Additional plans or programmes excluded from Appendix A</i> It is recognised that no list of key documents is likely to be exhaustive but it should include the key documents. The report contains quite a comprehensive list of documents and it is not considered that any further additions are necessary.</p> <p><i>Question 2 – Baseline data for Merseyside appropriate and relevant</i> Para. 5.1.2 Query whether the data references to heritage landscape, national park areas and AONB in the NW are relevant to the Merseyside situation.</p> <p><i>Question 3 – Missing baseline information</i> In general, the baseline would give a clearer indication of the current position on Merseyside if supported with trend information and NW and national comparator information where available. Some of the information would be clearer if presented in tabular form. Listed buildings – more detailed information on the number of listed buildings and buildings at risk in each district would be useful. Conservation sites – I presume this refers to conservation areas. Suggest include number for each district, Map 4 is difficult to read – revise colour choice? Para. 5.1.3 We suggest include the numbers/areas of the various designations by district in a table. Para. 5.22 Employment – We suggest unemployment rates are included, include any available data on output and jobs, what area the NW and UK comparator figures for ‘never worked’ and ‘long term unemployed’? Para. 5.2.3 Education – Is any trend information available for attainment levels? Other possible data to consider are: People with no qualifications; Proportion of 16-18 year olds with no qualifications;</p>	<p>No action needed.</p> <p>Agreed that not relevant to the Merseyside baseline situation. Paragraph removed.</p> <p>Baseline data table produced which includes trends, and regional/national comparators.</p> <p>Data added to baseline data table.</p> <p>Table showing conservation areas in each district and hectares added</p> <p>Data added to paragraph</p> <p>Unemployment rates included in baseline data table. Unable to find other data.</p> <p>Unable to find trend data for attainment levels.</p> <p>Data for people with no qualifications included in baseline data table.</p>

Consultees and Comments	Mott MacDonald Response and Implications for the SA/SEA
<p>Proportion of adults with poor literacy/numeracy skills; Percentage of people of working age qualified to Level 2, Level 4 GCSE Para. 5.2.4 Health – Figure 9 – Are the figures for Merseyside available.</p> <p><i>Question 4 – Inaccurate environmental, social, economic baseline information</i> We are not aware of any inaccuracies in the data.</p> <p><i>Question 5 – Review of the current key sustainability issues in the Merseyside Area</i> Para. 6 The baseline data should also provide an input into identifying the sustainability issues. Para. 6.1 2nd Para. ‘there will be could be’ Para. 6.11 Include specific reference to the need to address high car usage. Is lack of public transport connectivity an issue on Merseyside.</p> <p><i>Questions 6, 7, 8, 9 SA/SEA Objectives and Indicators</i> Objective 4 – Suggest consider an indicator for sites of geological importance Objective 6 – Reword ‘use of water resources efficiently’ Objective 7 – What is meant by transport related crime? Is it issues such as: Theft from motor vehicles; Theft of motor vehicles. How will % of households satisfied with the quality of the places they live by measured?</p> <p>Objective 8 – Query whether the indicators relating to key services and leisure facilities are relevant to this SPD since they are more likely to be influenced by other planning decisions and strategies. Suggest an indicator for real changes in the cost of public transport if the information is available. Objective 9 – Suggest rewording ‘reduce the need to travel by car by increasing opportunities to use public transport, walking and cycling and making improvements for people with mobility difficulties’ Suggest an additional indicator measuring motor vehicle flows. Objective 11 – Reword ‘number of visitors to Merseyside using local public transport’. How much of visitor spend can be attributed to sustainable transport initiatives?</p>	<p>Unable to obtain figures for Merseyside.</p> <p>No action required.</p> <p>The open paragraph of the baseline data section does make reference to this. Error changed. Reference to the need to address high car use added</p> <p>Indicator added: ‘Number of geologically important sites adversely affected by transport’ Objective 6 reworded.</p> <p>Transport related crime indicator changed for clarification: <i>Crime/fear of crime on and round public transport; a) Number of broken window incidents recorded on public transport (monthly average); b) Proportion of people who are discouraged from PT use at night because of personal travel safety and security issues.</i> It is envisaged that % of households satisfied with the quality of the places they live will be measured by survey similar to the current national survey.</p> <p>Indicator considered relevant because new development of key service and leisure buildings will be subject to the SPD and will need to ensure they are accessible by arrange of transport modes. Indicator on changes in public transport fares added.</p> <p>Objective 9 reworded.</p> <p>Indicator on motor vehicles flows added.</p> <p>Indicator reworded. Visitor spend indicator removed as agreed not relevant to the SPD.</p>
<p>Sefton Council Comments: <i>Options</i> Option One - Should this contain reference to the SPG in Sefton? I think it should as that is the policy we are</p>	<p>No formal comments received. Comments were received before the formal consultation period and are detailed here. The introduction to the Three Options (Section 7.1) refers to the Sefton SPG. When each Local Authority</p>

Consultees and Comments	Mott MacDonald Response and Implications for the SA/SEA
<p>implementing. Option one "business as usual" implementing the separate policies in Wirral, Liverpool, St Helens and Knowsley. However the case is slightly different for Sefton as they currently have an adopted SPG covering these issues.</p> <p>Option two - This section could do with explaining the relevant path for different development in more detail. For instance, for a major application all sections would be relevant, however for a minor then the parking standards would only be applied.</p> <p>Table 2 Should we looking for more stringent thresholds for non food retail?</p> <p><i>Draft Objectors and Indicators</i> I am not sure about the objectives and indicators selected. They seem to focus generally on planning applications and most do not fall within the area of influence of the SPD. As the SPD is looking at local improvements through the accessibility checklist should the objective and indicators have a local influence? I think that if we look at the areas of influence the objectives and indicators should flow from that - however having not been involved in an SEA I'm not sure of the approach that is taken.</p>	<p>takes the SPD forward Sefton could include a section in its SA Report about the current SPG.</p> <p>Noted.</p> <p>Threshold was revised and is now more stringent than PPG13 standards.</p> <p>It is felt that most of the objectives and indicators are relevant to the SPD. While some may not have direct effects, it is important that indirect effects are considered as well, such as improved biodiversity benefits from improved air quality. It was agreed that objectives on waste and energy were not relevant to the SPD and these objectives and indicators were removed.</p>
<p>Wirral Metropolitan Borough Council Comments: <i>Options</i> The explanation of the checklist is a little confusing and could be improved.</p> <p><i>Draft Objectives and Indicators</i> I am a little confused with regards to these I feel that a number of the Objectives and Indicators are more applicable to the large infrastructure projects of the LTP rather than anything the SPD will have any influence over. Objectives 3,4,5 talk about transport infrastructure projects</p> <p><i>Indicators for objectives:</i> 2 - CO₂ offset by planting 3 - No. of brownfield sites used or remediated for transport infrastructure 4 - % of secondary or recycled aggregated used in transport infrastructure etc - % of construction waste diverted from landfill - Proportion of waste recycled/disposed by method of disposal 5 - Number of hectares of habitats created from transport infrastructure projects - Number of trees planted as a result of transport infrastructure projects - Number of mitigation measures included in transport infrastructure projects 6 - Number of hectares of habitats created from</p>	<p>No formal comments received. Comments were received before the formal consultation period and are detailed here Option Two reworded to make the explanation of the accessibility checklist in the SPD clearer.</p> <p>The SPD may have indirect effects on these indicators. A developer may be required to implement a transport project such as a cycleway as a result of the accessibility checklist in the SPD.</p> <p>It was agreed that the indicators on waste, construction and energy were not relevant to the SPD and were removed.</p>

Consultees and Comments	Mott MacDonald Response and Implications for the SA/SEA
<p>transport infrastructure projects</p> <ul style="list-style-type: none"> - Number of trees planted as a result of transport infrastructure projects - Number of mitigation measures included in transport infrastructure projects <p>11- % of bus and rail fleet with disabled access (low floor buses)</p> <p>How can the SPD influence any of these indicators? Currently there is no mention within the SPD document about the construction phase just the principles of having access by all modes. I don't argue that there will be transport infrastructure projects as a result of all development on site and we will be requesting additional works off site or funding as required as part of the SPD. Unless we condition use of recycled material and planting etc. we can only ensure the above if we secure the funds and carry out the works ourselves for off site measures including these elements e.g. footpaths and cycle routes. Is this the idea?</p> <p>Has MEAS been consulted?</p> <p>-Suggest an alternative to using RSS policies would be to use the objectives in the NW Integrated Appraisal Tool kit http://www.sdtoolkit-northwest.org.uk/toolkit/index.php</p> <p>- Are there any AONB on Merseyside?</p> <p>Consultation List - what about including Warrington Council as well as they seem to be the only North West council with transport responsibilities that are missed out. Also from Wirral's perspective as we are part of the Mersey Dee Alliance for transport issues it would be useful if copies could be sent out to Ellesmere Port and Neston Council , Chester City Council, Flintshire CC, Denbighshire and Wrexham CBC with a copy to be sent to the Mersey Dee Alliance co-ordinator.</p> <p>I've made some tracked changes to the main report relating to references to Appropriate Assessment, which would be better described as a 'Habitats Regulations Assessment' which is now tending to be adopted as the generic term for the whole process (Appropriate Assessment is the specific exercise carried out once it has been concluded that there will be a significant effect on European Sites). I've also identified a couple of extra sites for the list of European Sites.</p> <ul style="list-style-type: none"> • Mersey Narrows and North Wirral Foreshore potential Special Protection Area (pSPA) • Mersey Narrows and North Wirral Foreshore potential Ramsar Site • Dee Estuary possible Special Area of Conservation (pSAC) <p>A couple of issues which may be picked up during</p>	<p>MEAS were consulted as part of the formal Scoping Report consultation.</p> <p>RSS policies kept in the alignment matrix, but objectives in the NW Integrated Appraisal Toolkit were also added.</p> <p>No there are no AONB on Merseyside. Reference to this in the baseline removed.</p> <p>Consultees added to consultee list and consulted during the formal Scoping Report consultation period.</p> <p>References to Appropriate Assessment changed to Habitats Regulations Assessment.</p> <p>Sites added to list of European Sites.</p>

Consultees and Comments	Mott MacDonald Response and Implications for the SA/SEA
consultation - as I think was mentioned at the meeting at Merseytravel the other week, while it can be run in parallel to SA/SEA, HRA should ideally be documented separately. The significance test itself will probably need to go into more detail than is covered in this report.	A separate report on the Stage 1 Appropriate Assessment has been produced. A section on the main findings of the AA Report is summarised in this SA Report.
Merseyside Environmental Advisory Service Comments:	No formal comments received
West Lancashire District Council Comments:	No formal comments received
Lancashire County Council Comments:	No formal comments received
Halton Unitary Authority Comments:	No formal comments received
Cheshire County Council Comments:	No formal comments received
Wigan Metropolitan Borough Council Comments:	No formal comments received
Warrington Borough Council Comments:	No formal comments received
Ellesmere Port and Neston Borough Council Comments:	No formal comments received
Chester City Council Comments:	No formal comments received
Flintshire County Council Comments:	No formal comments received
Denbighshire County Council Comments:	No formal comments received
Wrexham County Borough Council Comments:	No formal comments received
Mersey Dee Alliance Comments:	No formal comments received
<p>Government Office for the North West Comments:</p> <p><i>General comments on the draft</i></p> <p>Overall this is a confusing document which lacks clarity of purpose. In particular: The document needs to make clear at the start whether the SA is to inform the SPD or (as becomes evident later in the report) the SPD has been drafted. The report does not explain the purpose of the document in a clear and unambiguous manner and it is not apparent that one of the key outcomes is the preparation of the SA framework for appraising the SPD; The report needs to make clear the distinction between the responsibilities of the LTP in commissioning the work to be undertaken and those of the Merseyside Local Authorities, each of whom will be responsible for consulting and progressing the document through their LDF process.</p> <p><i>Content</i></p> <p>There seems to be repetition of the SA/SEA process and references to AA – these are not always necessary and do not move the report on.</p>	<p>No formal comments received. Comments were received before the formal consultation period and are detailed here. Non-Technical summary and introduction re-worded to make this clearer and easier to understand.</p> <p>The SA Report contents follow best practice guidance suggested by the ODPM (November 2005).</p>

Consultees and Comments	Mott MacDonald Response and Implications for the SA/SEA
<p>More information needs to be provided on background/contextual information about the proposed SPD – for example why is it being prepared? For example were existing UDP policies tested for their effectiveness in implementing – delivering on - LTP 2 policies? Were SAs carried out on these policies (some UDPs are quite recent) The Report should also explain that it is linked to the ‘saved’ policies of each district’s UDP and that when these saved policies are eventually replaced by policies in DPDs then the SPD will also need to be replaced.</p> <p>Similarly, the document needs to say how the SPD will work in practice? For example will the ‘more stringent parking standards’ apply to all Merseyside LPAs and what happens where a UDP policy has set out less stringent standards? Will transport assessments and travel plans only apply to those LPAs who have included this requirement in their policies? Can it go further than PPG13 criteria thresholds for requirements for travel plans if these are not set out in the LPA’s policies?</p> <p>The links between the SA and the SPD should be stronger and more transparent. For example in setting out the SA/SEA legislative requirements and approach (section 2) it would be helpful if Table 2 linked the SA timetable with that for the preparation of the different stages of the SPD.</p> <p>Reference to AA is patchy and it is not made clear that at this stage the SA scoping exercise forms part of the evidence gathering for AA. It should be explained that AA is reported on separately from that of the SA. Also the glossary should include reference to ‘Appropriate Assessment’ and ‘Natura 2000 sites’ (also known as ‘European Sites’ and information on what they consist of)</p> <p>Presentation of information is not easy to follow. Introductions to the different tasks need to explain the work being undertaken and its outcomes and how this relates to the next stage ‘A’ task. Currently there are no links between the different tasks and it is not apparent how the SA framework has been developed. <u>Task A1</u> – provides a summary of Appendix A but does not say what the implications of these particular documents are for the SPD <u>Task A2</u> – the relevance of the baseline conditions described in this section needs clarifying. Although the commentary is useful consideration should be given to the suggested format set out in the SA Guide (see figure 18, Appendix 6). SA Guidance says that the baseline information ‘consists mainly of indicators’ (qualitative as well as quantitative); <u>Task A3</u> – sustainability issues – useful summary – it may be better to combine Tasks A2 and A3 as a commentary on a table of baseline information</p>	<p>Background to the SPD has been included in the Non-Technical summary and Section 5 of this SA Report. Table 5 shows the UDP and emerging policies that the SPD will be linked to.</p> <p>Emerging Core Strategy policies will be purposely linked to the SPD and should help solve this issue.</p> <p>Table 2 revised to include SA/SEA process and SPD process to shows the links between the two.</p> <p>A separate AA Report has been produced detailing the Stage 1 Assessment. A summary section of the key findings has been included in this SA Report. Appropriate Assessment and Natura 2000 sites added to glossary of terms.</p> <p>A section on policy implication for the SPD has been added.</p> <p>Baseline section has been added to and a baseline table showing baseline against the indicators has been developed in Appendix C.</p> <p>A table showing baseline, trends and issues has been developed in Appendix C.</p>

Consultees and Comments	Mott MacDonald Response and Implications for the SA/SEA
<p><u>Task A4</u> – not clear how this framework has developed. Also suggest that it is not yet the complete (usable) framework – see Figure 22 in Appendix 9 of the SA guide.</p> <p><u>Next stages of SA</u> – better if summarised and the detail included as an appendix. Next steps should include how the comments will (will not) be taken on board</p> <p><u>Consultation</u> – reference to Task A5 (page 16) – this needs to be much clearer about what it is people are being consulted on. It would be helpful to include a question for consultees to consider at the end of each section – and possibly repeat these questions on a separate sheet for submission.</p> <p><u>Appendix B</u> – could not find a reference to this in the text</p> <p><i>Layout</i> As this is a draft it is too early to comment on the layout. However, consideration should be given to the use of graphics (photos etc as well as maps. Charts etc) to break up the text. Advice of the districts' Equalities and Diversity units should be sought on the font size, the use of colour and making the document available in other formats and languages.</p> <p><i>SPD options (section 3.4?)</i> Inclusion of stage 'B' work on developing options does not aid understanding of the project and the decision making process. There is no introduction or explanation as to the purpose or relevance of the section. If it is stage B then it does beg the question why consult on stage A at all?</p> <p><i>SA/SEA objectives and indicators</i> See earlier comment on task A4 – when it is not clear how this framework has developed from the work undertaken in the previous tasks. Figure 22 (Appendix 9) of SA Guidance provides some pointers on how the framework should be developed to provide more detailed criteria for appraising sustainability of a plan.</p> <p>Overall the objectives appear to fit well with a transport SPD and it would be helpful if their relationship to the sustainability issues in Task A3 were made more explicit.</p>	<p>Clearer explanation of how SA Framework developed has been added along with justification for scoping out, adding or changing objectives and indicators.</p> <p>Felt that this section should stay in because it is useful to see what the next steps should be. Consultation section states how comments were taken on board.</p> <p>Consultation section reworded to make it clearer. Consultee questions added at the end of some sections.</p> <p>Reference to Appendix B added.</p> <p>More maps and graphs have been added to the baseline section.</p> <p>Explanation on the inclusion of Stage B work added. It was felt that this section should be kept in because it aided understanding of the project.</p> <p>See previous comments on Task A4.</p> <p>The table in Appendix C shows the objectives and indicators, baseline, trend and issues.</p>
<p>Regional Director of Health <i>(Consultee added to Scoping Consultation because it was considered best practice and health issues are an important consideration in the SA/SEA)</i> Comments:</p>	<p>No formal comments received</p>

5 Merseyside SPD for Transport

5.1 Context and Background

The Merseyside SPD for Transport is referred to in the Merseyside LTP2 as being a critical element of the plan. The Merseyside SPD is being produced as a framework at Merseyside level but will then be taken forward and adopted separately by each of the Merseyside Local Authorities: Knowsley; Liverpool; Sefton; St Helens; and Wirral (see Figure 3).

Currently the application of planning guidance, standards, conditions and requirements is applied inconsistently across Merseyside leading to missed opportunities to improve transport access. The Merseyside SPD for Transport is being produced as a framework at the Merseyside level to secure a consistent approach across Merseyside by, for example, ensuring new housing developments adequately cater for and support new bus routes, incorporates new cycle routes and parking facilities, and caters for pedestrians. It is recognised that although the aim is a consistent framework for assessing accessibility across Merseyside, the SPD cannot be adopted simultaneously, and it is intended that each Local Authority will take forward and adopt the Merseyside SPD separately to coincide with their LDF timetables.

The Merseyside SPD aims to set out clear and consistent standards for LPAs and developers to ensure that a transparent, fair and clearly understood system is in place to improve the integration of land use planning and transport and to ensure that new developments promote good access by all modes of transport and encourage sustainable travel.

Figure 3: Local Authority Boundaries



(Source: Merseyside Local Authorities 2006)

5.2 Contents of SPD

The SPD for Transport will support the aims and objectives of the LTP, the four shared priorities: Congestion; Accessibility; Safer Roads; and Air Quality, and each authority's UDPs and LDFs.

The vision for transport in Merseyside as set out in the LTP2 is:

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

The SPD will help to achieve this vision by setting out the access and transport requirements for new development. It will explain to developers how they can make sure their development satisfies policies contained in the UDP and LDF for each of the five local authorities on Merseyside. Development proposals will have to demonstrate that they are accessible by a realistic choice of transport, including cycling, walking, public transport and car. It will no longer be acceptable simply to provide car parking for a development. The SPD will also explain:

- The information needed to carry out transport assessments to support major applications;
- When a travel plan is required;
- The maximum amount of car-parking allowed for a development and the minimum amount of cycle-parking facilities; and
- Categories of development which may require an air quality assessment.

5.3 SPD Objectives

There is one main objective for the Merseyside SPD for Transport and a number of sub-objectives:

- Ensure a reasonable choice of access by all modes to new development

To:

- Reduce the environmental impact of travel choices (reduce pollution / improve local environment visually & in terms of road safety)
- Ensure choice – to maximise the ability of people to access services and opportunities
- Promote healthier lifestyles (Healthier workforces / residential locations where people choose to walk or cycle)
- Reduce the level of traffic growth and congestion on the local road network
- Encourage opportunities to improve the quality of development proposals by better use of space through the provision of less car parking spaces where appropriate.

6 Sustainability Objectives, Baseline and Context

6.1 Relationship with other Plans and Programmes

The purpose of this initial stage was to establish the range of plans and programmes relevant to the Merseyside SPD for Transport and how it may be affected by these outside factors in order to comply with Annex 1(a) of the SEA Directive. The outcome of this exercise is tabulated in Appendix A. Key national, regional and local policy document reviewed included:

Table 4: Relevant Plans and Programmes Reviewed

National Plans and Programmes
The Future of Transport: A Network for 2030 (July 2004)
Transport 10 Year Plan (2000)
UK White Paper – Our Towns and Cities: The Future – Delivering an Urban Renaissance (2000)
Encouraging Walking: Advice to Local Authorities (2000)
Walking and Cycling: An Action Plan (June 2004)
National Cycling Strategy (September 1996 and modified October 2004)
The UK Programme for Climate Change
National Air Quality Strategy (2000)
Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2000)
Working with the Grain of Nature: A Biodiversity Strategy for England (2002)
Power of Place (2000)
The Historic Environment - A Force for our Future
Energy White Paper: Our Energy Future – Creating a low carbon economy (February 2003)
Securing the Future – UK Sustainable Development Strategy (March 2005)
PPG13: Transport (March 2001)
PPG15: Planning and the Historic Environment (September 1994)
PPG16: Archaeology and Planning (November 1990)
PPG17: Planning for open space, sport and recreation (July 2002)
PPG24 Planning and Noise (September 1994)
PPS1: Delivering Sustainable Development (2005)
Consultation Document - PPS: Planning and Climate Change – Supplement to PPS1 (December 2006)
PPS3: Housing (November 2006)
PPS6: Planning and Town Centres (March 2005)
PPS9: Biodiversity and Geological Conservation (August 2005)
PPS10 Planning for Sustainable Waste Management (July 2005)
PPS12: Local Development Frameworks (September 2004)
PPS22: Renewable Energy (August 2004)
PPS23: Planning and Pollution Control (November 2004)
Regional Plans and Programmes
Moving Forward – The northern Way (2004)
Action for Sustainability – The Regional Sustainable Development framework Integrated Appraisal Toolkit
The North West Plan – Draft Regional Spatial Strategy for the North West (2006)
RPG13 including Regional Transport Strategy (current RSS) (March 2003)
Wild About the North West: A Biodiversity Audit of the North West England (1999)
Regional Cultural Strategy
Regional Economic Strategy (2006)
Local Plans and Programmes
Merseyside Second Local Transport Plan 2006-2011
Liverpool City Council Air Quality Action Plan
Knowsley UDP (June 2006)
St Helens UDP (July 1998)
Liverpool UDP (November 2002)
Sefton UDP (June 2006)

Wirral UDP (February 2000)
Liverpool First – Liverpool Community Strategy 2005-2008
Knowsley Community Plan 2002-2012
A Vision for Sefton – Sefton Community Strategy 2006-2011
St Helens Community Plan 2002-2012
Getting Better Together – Wirral Community Strategy 2003-2013
Liverpool City Regional Development Programme - Update 2006
Housing Market Renewal Initiative – Liverpool Delivery Plan (May 2004)
Rising to the Challenge – A Climate Change Action Plan for England’s Northwest 2007-2009 (November 2006)
Merseyside Noise Study (June 2004)
Code of Practice on Access and Mobility (2002)

6.1.1 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 purpose. 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.

PPS1 ‘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, and 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.

6.1.2 Regional Context

The regional planning framework is provided by Regional Planning Guidance for the North West (RPG13). Under the Planning and Compulsory Purchase Act 2004 RPG is to be replaced by RSS. The North West Regional Assembly, in partnership with a wide range of authorities, agencies, voluntary groups and individuals has produced The North West Plan as the Regional Spatial Strategy for the region. The North West Plan sets out the scale, priorities and broad locations for future development across the region, providing a framework for where and how much development should take place. It covers a broad range of issues including housing, retail and the environment, and includes the Regional Transport Strategy. Ultimately the document seeks to ensure the sustainable growth and development of the North West. The North West Plan is currently only draft status, but once approved by the government the North West Plan will replace RPG13 forming the statutory document with which local authority development plans will need to conform.

Until the North West Plan is approved and officially adopted RPG13 is the published RSS and sets out the regional planning framework. RPG13 focuses on economic competitiveness and growth, urban renaissance, efficient and integrated transport system, high environmental and design quality, management of environmental and cultural assets and social inclusion and quality of life.

‘Action for Sustainability’ (AfS) is the sustainable development framework for the North West, developed by the North West Assembly. It was originally adopted in 2000, but was reviewed and a revised version published in 2004. There are ten priorities and long-term goals:

- Sustainable transport and access, reducing the need to travel and allowing access for all to places, goods and services;
- Sustainable production and consumption, ensuring energy and resources are used both efficiently and effectively by all;
- Social equity, that respects, welcomes and celebrates diversity and allows all communities and generations a representative voice;
- Biodiversity and landscapes that are valued in themselves and for their contribution to the region’s economy and quality of life;
- Active citizenship that empowers people and enables them to contribute to issues that affect the wider community;
- A culture of lifelong learning that allows people to fulfil their duties and potential in a global society by acquiring new skills, knowledge and understanding; and
- Cultural distinctiveness, nurturing and celebrating diversity to create a vibrant and positive image.

6.1.3 Local Context

The Second Local Transport Plan for Merseyside covers the period from 2006-2011. It sets out the proposal for improving transport within Merseyside over the next five years. The vision for the LTP2 is:

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

The LTP2 makes specific reference to the SPD for Transport stating that it is a critical element of the plan. The SPD will support the principle policies in the LDD's ensuring developments are accessible by a choice of all modes and encourage sustainable travel to new developments. The SPD will also set out clear and consistent standards for LPA's and developers across the Merseyside region. The LTP2 sets out indicators for measuring the performance of the SPD:

- Percentage of new developments, falling within the appropriate thresholds, meeting minimum accessibility standards for all transport modes as defined by the SPD. 95% target by 2010/11;
- Develop monitoring practices to allow checks on implementation (possibly through software packages).

Under the Planning and Compulsory Purchase Act 2004 local authorities are required to develop Local Development Frameworks (LDF) which will gradually replace Local Plans and Unitary Development Plans. All the five Councils have started to develop their LDF's, but are at different stages in the process. Liverpool City Council and Wirral MBC have both produced Core Strategy Issues and Options Papers, and the next step will be to prepare the Preferred Options Report. St Helens MBC has prepared their Core Strategy Issues and Option Report and preparation on the Preferred Options has been delayed to take account of the European Habitats Regulations. Sefton Council and Knowsley MBC are at the beginning of the process and due to begin preparation on their core strategy documents in 2007. These documents are still at the draft stage, because of this it is too early to place any weight on them.

The adopted UDP for each local authority currently contains the principle means by which the demand for travel will be reduced, structuring the location and type of development, favouring mixed uses, brownfield sites, and locations with good public transport access. These policies will be supported and supplemented by the SPD. Each of the Local Authorities adopted UDP has been examined to identify suitable policy links for the SPD. This is imperative, given that the SPD can only amplify existing policies. The SPD will linked to 'saved' policies in each of the district's UDP, when these saved policies are eventually replaced by policies in DPDs then the SPD will need to be reviewed. Table 5 below shows the adopted and emerging policies that the SPD will supplement. The UDP policies haven't yet undergone SA/SEA. However, it is likely that by the time each Local Authority adopts the SPD it will be linked to the Core Strategy policies which will have undergone SA/SEA.

Table 5: UDP/LDF Policies the SPD will Supplement

Local Authority	Adopted UDP Policies the SPD will supplement		Emerging Policies that the SPD will supplement once adopted
	Policy	Name	
Liverpool	GEN6 T6 T7	Transportation Cycling Walking and Pedestrians	Initial consultation on issues and options has been carried out for the Core Strategy but the 'draft' policies contained in the Preferred Options Report are not yet available.

	Adopted UDP Policies the SPD will supplement	
	T8 Traffic Management T9 Road Safety T12 Car Parking Provision in New Developments T13 Car Parking for the Disabled T14 City Centre Car Parking Strategy T15 Traffic Impact Assessment	<p>Consultation on Core Strategy Preferred Options will take place later this year (2007). Once the Core Strategy is adopted it may be necessary to update the SPD to reflect any changes to transport policies</p>
Sefton	CS3 Development Principles T1 Transport Network Priorities T2 Walking and Cycling T5 New Car Parks in Designated Areas AD1 Location of Development AD2 Ensuring Choice of Travel AD3 Transport Assessments AD4 Green Travel Plans H7A Mixed Use Development EP2 Pollution	<p>Sefton Council do not currently have any emerging policies written that the SPD for Transport will support</p>
Wirral	TRT1 Provision for Public Transport TRT3 Transport and the Environment TR9 Requirements for Off-Street Parking TR11 Provision for Cyclist in Highway and Development Schemes TR12 Requirements for Cycle Parking TR13 Requirements for Disabled Access	<p>Wirral MBC is shortly going out to consultation on a draft SPD for Parking Standards which is intended to address the parking aspects of the Merseyside SPD for Transport.</p> <p>Wirral MBC has decided that the Wirral UDP as currently set out does not provide a robust enough policy framework to take forward other elements of the Merseyside SPD.</p> <p>Initial consultation on the issues has been carried out for the Core Strategy but there are currently no emerging policies written.</p>
St Helens	GEN9 Parking and Servicing REC5 Footpaths and Cycleways TRA2 Traffic Calming TRA7 Cycling	<p>The following emerging policy will go to Council in late summer/autumn 2007 and then be consulted on as part of the Preferred Options consultation</p> <p>Ensuring a Choice of Travel to Development All development should provide for a realistic choice of travel, including access for people with mobility difficulties. This will be achieved by development meeting a minimum level of accessibility for each mode of travel by:</p> <ul style="list-style-type: none"> • locating where there is potential for users to walk or cycle to the site and/or the provision of cycle and walking facilities within the site, and/or the improvement of routes or facilities which serve the site; • locating where there is good access to the public transport network and/or the provision of public transport facilities within the site and/or the improvement of public transport and facilities which serve the site; • the provision of safe and adequate access and circulation within the site and in its connections to the public highway, including: <ul style="list-style-type: none"> • the provision of on-site car parking, which should not exceed the Council's adopted maximum standards; • parking for those of limited mobility, service vehicles, cycles and other motor vehicles, which should meet the Council's minimum guidelines. <p>Where facilities required to meet the minimum level of accessibility are not provided within the site, planning conditions or legal agreements may be used to meet the above requirements. Planning conditions and/or legal</p>

		Adopted UDP Policies the SPD will supplement	
			agreements may be used to provide for the maintenance of new facilities.
Knowsley	T5 T6 T7 T8 T9	Location of Major Traffic Generating New Development Ensuring Choice of Travel to Serve New Developments New Development and Walking and Cycling Transport Assessments Travel Plans	Knowsley MBC do not currently have any emerging policies written that the SPD for Transport will support

6.1.4 Policy Implications for the Merseyside SPD

The Merseyside SPD will need to take account of national, regional and local planning policies. Of particular note is the local planning context with policies on parking, travel assessments, cycling, walking and accessibility. The SPD will supplement many of these local policies through providing criteria and requirements for travel plans, transport assessments, parking and accessibility to new developments. Increased accessibility to new developments by a range of travel modes will also support the aims set out in the district’s community strategies to open up transport links and reduce deprivation and social exclusion. The addition of the air quality section will support Liverpool’s Air Quality Action Plan, as well as general council policies on air quality improvement.

6.2 Baseline Conditions

Task A2 of the ODPM Guidance (November 2005) 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.

Due to the large amount of baseline data studies and information available, use was made of existing data sources such as previous reports and studies. The existing baseline was reviewed and relevant data used to inform the SPD. Existing sources used included:

- Faber Maunsell (November 2005) Merseyside Local Transport Plan Strategic Environmental Assessment and Health Impact Assessment;
- Merseytravel and Merseyside Local Authorities (2006) The Local Transport Plan for Merseyside 2006-2011;
- Merseyside Transport, Health and Environment Forum (2004) Merseyside Noise Study;
- Mott MacDonald (June 2005) Strategic Environmental Assessment of the Second Local Transport Plan: Baseline Report;
- Mott MacDonald (November 2006) MIS Six Month Monitoring Review;
- Sub-Regional Partnership (2006) Liverpool City Region Development Programme – Update 2006; and
- The Mersey Partnership (July 2006) Merseyside Action Plan.

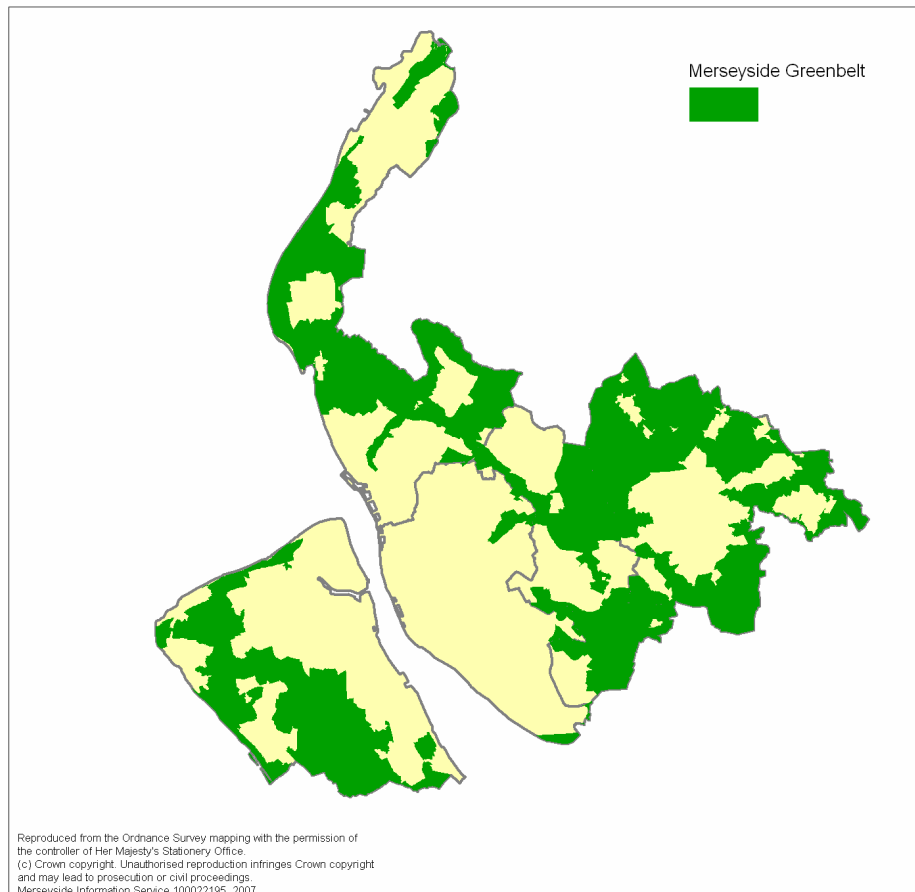
Specific baseline data for each of the SA/SEA objectives and indicators can be found in Appendix C. The baseline data table in Appendix C also contains regional and national comparators, trend data and issues.

6.2.1 Environmental

(i) Landscape and Visual

There are approximately 28,500 ha of greenbelt in Merseyside. Wirral, Sefton and St Helens contain the highest amounts of greenbelt (4,000 to 9,000) (Figure 4). In comparison Liverpool has very little greenbelt (534 ha) (Merseyside LTP SEA/HIA Report, November 2005). Liverpool has by far the largest amount of public open space in Merseyside, which compensates for its lack of greenbelt areas. Knowsley, St Helens and Wirral have less than 1,000 ha of public open space (SEA of LTP2 Baseline Report, June 2005).

Figure 4: Areas of Green Belt within Merseyside



(Source: Merseyside Local Authorities 2001)

There are approximately 3,000 ha of woodland/tree cover in Merseyside. The distribution of woodland/tree cover across the districts of Knowsley, St Helens, Sefton, and Wirral is fairly even. Liverpool has the lowest woodland/tree cover (Merseyside LTP SEA/HIA Report, November 2005).

(ii) Cultural Heritage and Material Assets

The City of Liverpool has received the honour of being the Capital of Culture in 2008. There are currently 9,944 sites and monuments records on the Merseyside historic environmental record database (Table 6). St Helens has the highest (2,561) followed by Wirral, Liverpool, Sefton and then Knowsley (SEA of LTP2 Baseline Report, June 2005).

Table 6: Number of SMR records by district

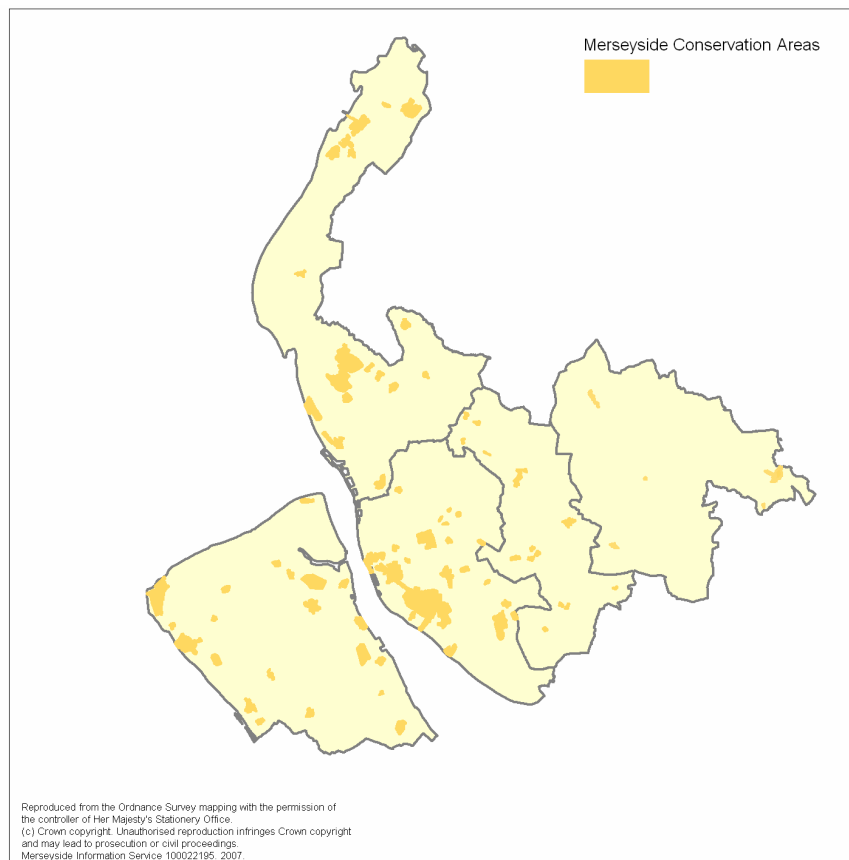
District	2005
Knowsley	1,506
Liverpool	1,902
St Helens	2,561
Sefton	1,877
Wirral	2,098
Total	9,944

(Source: Mott MacDonald (June 2005) SEA of LTP2 Baseline Report)

There is an extremely high concentration of listed buildings in Liverpool and the number of listed buildings at risk is also greatest in the Liverpool district (13 buildings). Sefton and Wirral also have high numbers of listed buildings in comparison to St Helens and Knowsley. Wirral has three listed buildings at risk as does St Helens which is significant when the number of listed buildings in St Helens is low in comparison to the other districts.

Wirral has the highest area of heritage landscape in Merseyside. Liverpool contains an area designated as a world heritage site. The number of conservation sites is highest in Liverpool. Sefton also has a sizeable area of conservation land closely followed by the Wirral. Knowsley and St Helens have the least area and sites of conservation and emphasis should be placed on supporting the limited number of sites (Figure 5) (SEA of LTP2 Baseline Report, June 2005).

Figure 5: Conservation Areas in Merseyside

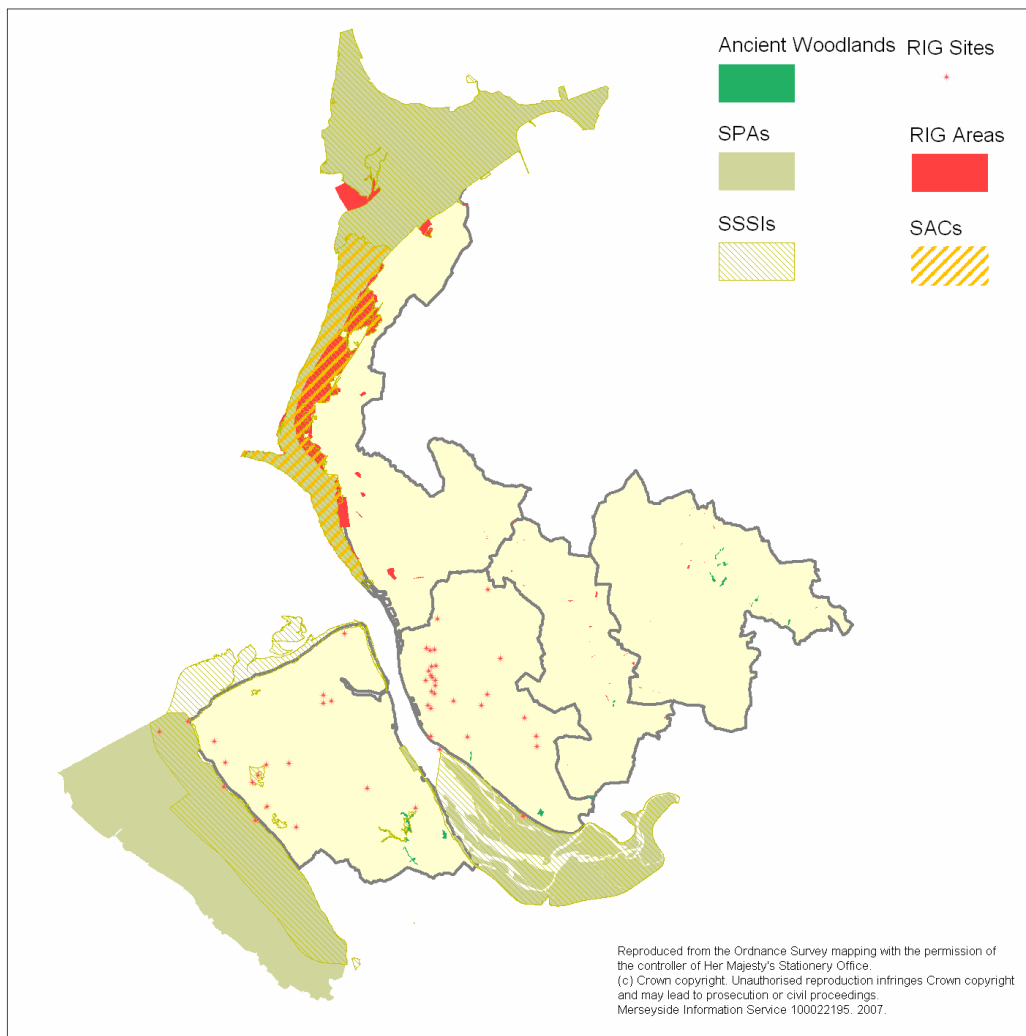


(Source: Merseyside Local Authorities 2006)

(iii) Flora and Fauna

Merseyside contains International, European and Nationally important sites of nature conservation interest (Figure 6). Both the Mersey Estuary, and Dee Estuary are designated Sites of Special Scientific Interest (SSSI), Special Protection Area (SPA), and Ramsar Sites (Wetland of International Importance). The Sefton Coast is a designated Special Area of Conservation (SAC and SSSI). The Ribble and Alt Estuaries SPA and SSSI extends south from the Ribble Estuary to Bootle. There are also a number of terrestrial SSSI and other regionally/locally important nature conservation sites distributed across Merseyside. The total number of locally important nature conservation sites in Merseyside is 338. The largest number of these is located in St Helens (103), and the lowest in Liverpool (29) (Merseyside LTP SEA/HIA Report, November 2005).

Figure 6: Nature Conservation Areas in Merseyside



(Source: Merseyside Local Authorities 2006)

Key

- RIG – Regionally Important Geological/Geomorphological site
- SSSI – Site of Special Scientific Interest
- SAC – Special Area of Conservation
- SPA – Special Protection Area

Table 7: Number and Extent of Designated Areas in Merseyside

Local Authority	Designated Conservation Site	Sites	Hectares
Knowsley	SAC	0	0
	SPA	0	0
	SSSI	0	0
	Ramsar	0	0
Liverpool	SAC	0	0
	SPA	1	4497
	SSSI	1	6706
	Ramsar	1	5005
Sefton	SAC	1	4563
	SPA	1	12370
	SSSI	4	14064
	Ramsar	1	13464
St. Helens	SAC	0	0
	SPA	0	0
	SSSI	2	35
	Ramsar	0	0
Wirral	SAC	0	0
	SPA	2	17639
	SSSI	12	15695
	Ramsar	2	18147

In 2002, of the 254 assessed priority species, 44% were declining, or had been lost, 10% were found to be increasing, and 46% were stable, fluctuating or showed no clear pattern. Of the 31 assessed priority habitats, 55% were declining or lost, 19% were found to be improving, and 26% were stable, fluctuating or had not yet been assessed (Merseyside LTP SEA/HIA Report, November 2005).

In Merseyside there are 28 sites and 112,185ha of land 'designated as nature conservation and geologically important sites' (These are sites with status such as a Site of Special Scientific Interest (SSSI), a Special Area of Conservation (SAC), a Special Protection Area (SPA) and Ramsar sites. The vast majority of the area is located along the coast and at the Mersey estuary (SEA of LTP2 Baseline Report, June 2005).

(iv) Noise and Vibration

The Merseyside Noise Study carried out in 2003/04 identified that transportation noise was the major constituent of residents' noise exposure on Merseyside. Road traffic was the most widely heard source of environmental noise and 44% of people surveyed said that they had been bothered, annoyed or disturbed to some extent by road traffic noise. 48% of the 90 locations monitored had noise levels greater than the WHO daytime guidelines, and 70% of the locations exceeded WHO night time guidelines. The study also asked residents how noise affected their everyday lives. The responses varied but included affect on: sleeping, resting concentrating, listening to TV, radio, reading, writing, spending time in the garden, having windows and doors open (Merseyside Noise Study, 2004).

(v) Water Quality

There are seven main beaches in Merseyside, three in Sefton and four in the Wirral. In 2002, six of the seven beaches were classed as good and one was classed as excellent. In 2003, six of the seven beaches were classed as excellent and one was classed as good.

There are three Ramsar sites (i.e. wetlands of international importance) within Merseyside, the Mersey Estuary, Martin Mere and the Ribble and Alt Estuaries, covering large areas of the region (SEA of LTP2 Baseline Report, June 2005).

The Environment Agency tests the chemical and biological water quality of the rivers in Merseyside. Table 8 shows the biological water quality for rivers in Merseyside. The data shows 'good' river grades have fallen slightly in the North West, although 'fair' grades have increased by a small amount. In Merseyside, 'fair' river grades have increased in Knowsley, but fallen in Sefton (slightly), St. Helens and Wirral, with consequent increases in poorer quality grades.

Table 8: Merseyside River Grades 2005 (Biology)

District	Good %	Fair %	Poor %	Bad %	Total km
Knowsley	0.00 (0)	41.06 (24.96)	57.22 (73.32)	1.72 (1.72)	26.10 (26.10)
Liverpool	0.00 (0)	21.13 (21.13)	69.91 (69.91)	8.97 (8.97)	10.23 (10.23)
Sefton	0.00 (0)	52.20 (53.70)	35.10 (33.60)	12.70 (12.70)	26.80 (26.80)
St. Helens	0.00 (0)	36.54 (50.06)	58.25 (45.84)	5.22 (4.11)	30.08 (38.22)
Wirral	0.00 (0)	68.87 (77.04)	31.13 (22.96)	0.00 (0)	31.00 (21.75)
North West	55.02 (55.34)	34.25 (33.92)	9.62 (9.24)	1.11 (1.51)	4708.78 (4695.88)

(2004 data in brackets)

Table 9 shows the chemical water quality for rivers in Merseyside. The data shows 'good' river grades have increased across the North West, but there has also been a slight decrease in 'fair' grades (balanced by slight improvements in 'poor' and 'bad' grades). In Merseyside, 'good' grades have vastly improved in Liverpool and Sefton; an advantage gained from 'fair' grades in both of these districts.

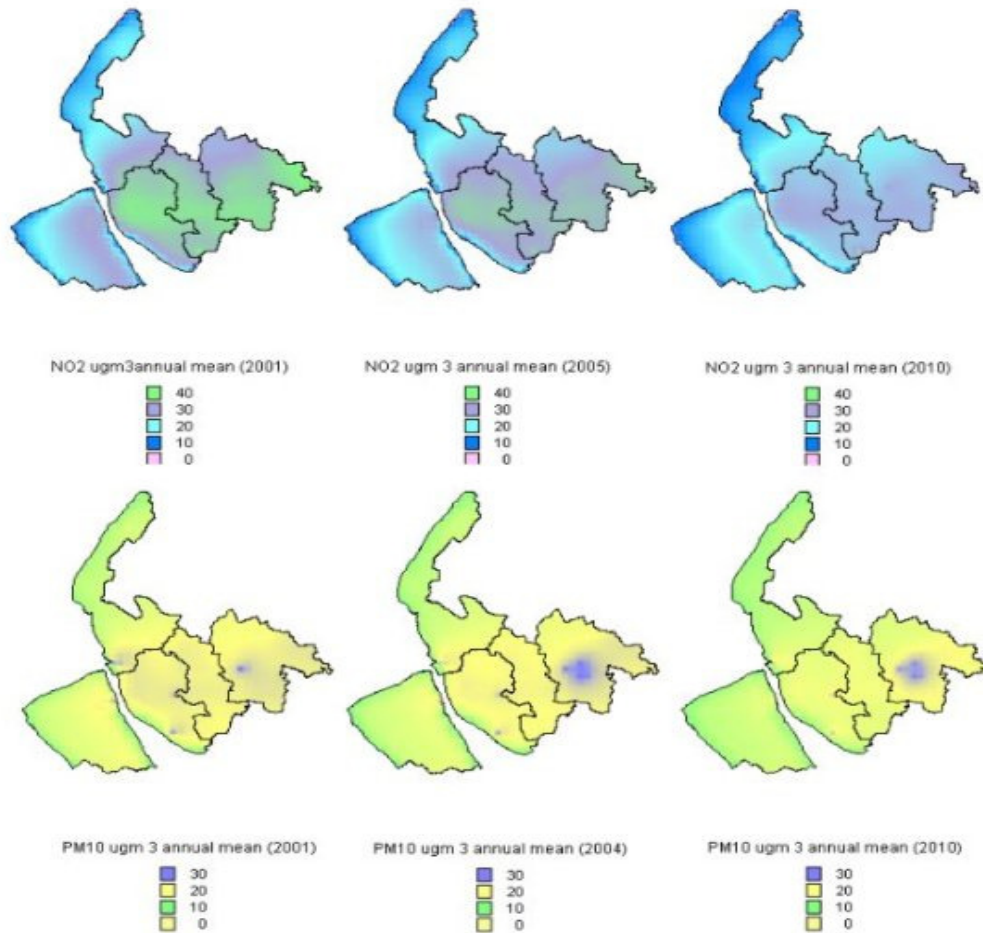
Table 9: Merseyside River Grades 2005 (Chemistry)

District	Good %	Fair %	Poor %	Bad %	Total km
Knowsley	0.4 (5.74)	61.1 (46.64)	5.6 (5.57)	32.9 (42.05)	28.1 (28.14)
Liverpool	19.2 (0)	63.4 (82.60)	7.7 (7.72)	9.7 (9.68)	12.6 (12.65)
Sefton	51 (9.22)	37.6 (79.32)	8.9 (8.85)	2.6 (2.61)	47.5 (47.45)
St. Helens	29.5 (37.53)	43.7 (49.96)	20.9 (6.59)	5.9 (5.92)	38.2 (38.22)
Wirral	7.9 (0)	5.6 (5.63)	61.2 (78.23)	25.3 (16.13)	31.00 (31.00)
North West	62.6 (60.8)	29.4 (30.71)	6.5 (6.9)	1.5 (1.59)	5428 (5428)

(vi) Air and Climate

The total number of ‘air pollution days’ (days where pollutant emissions exceed National Air Quality Standards) in Merseyside has fluctuated from 16 to 61 during the period from 1997 to 2004. In 2004 the number of air pollution days was 19 compared to 61 in 2003 (Figure 7). Weather conditions were thought to be a contributing factor to the high number of days in 2003 (Merseyside LTP SEA/HIA Report, November 2005).

Figure 7: Background Pollution Levels for NO₂ and PM₁₀ – Trend Maps



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(Source: Mott MacDonald MIS)

There are two declared Air Quality Management Areas (AQMA) in Merseyside. Both of which are located in Liverpool. The first is an area of Liverpool City Centre stretching from Boundary Street in the North to Coburg Dock and Parliament Street in the South, and from the Mersey in the West to Grove Street and Hall Lane in the East. The second AQMA is the Liverpool M62/Rocket Junction, an area along the A5058 between the junction with Chilcott Road/Oakhill Road to the north and Childwall Road/Childwall Valley Road to the south, along the A5080 Bowring Park Road and M62 between Queens Drive to the West and Willingdon road to the east, and the A5080 Broad Green Road up until the junction with Statton Road to the West. Both AQMA have been declared due to pollution from road traffic in the form of Nitrogen dioxide (NO₂) (SEA of LTP2 Baseline Report, June 2005).

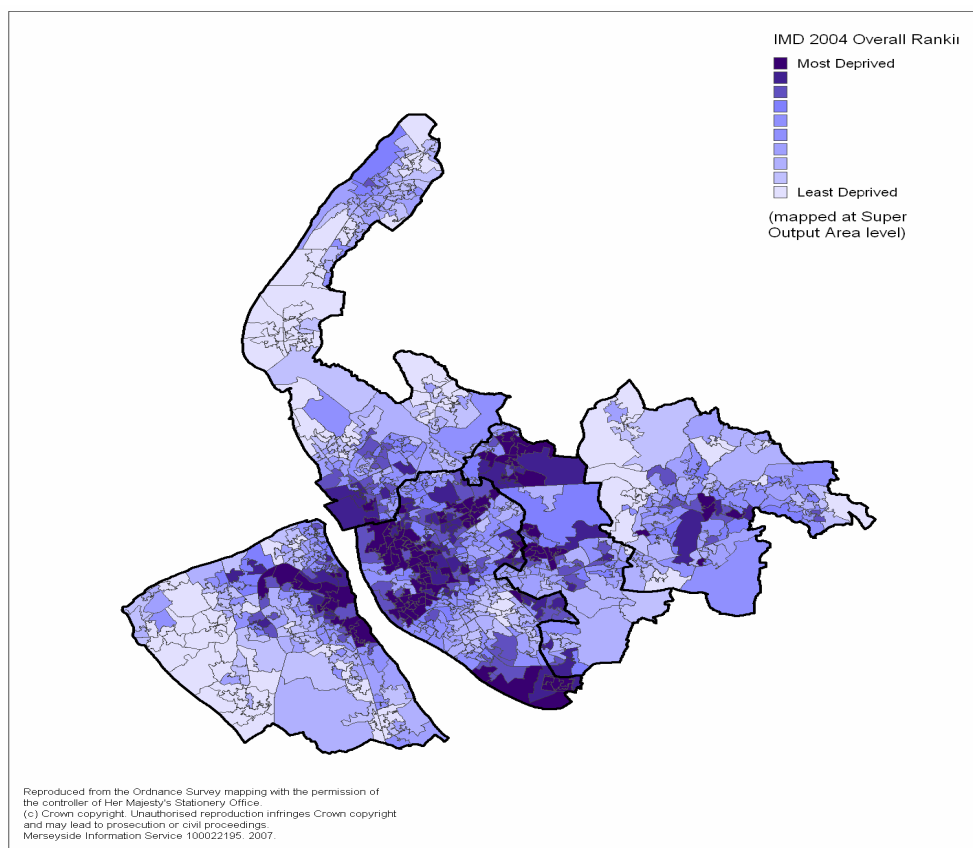
Estimated traffic flows (million vehicle kilometres) across Merseyside have increased from 6,679 in 1993 to 7,687 in 2003. The highest traffic flows are in Liverpool (2,257 in 2003). The lowest traffic flows are in St Helens (1,285 in 2003) (Merseyside LTP SEA/HIA Report, November 2005).

6.2.2 Socio-Economic

(i) Population

Overall Merseyside includes a large number of the most deprived areas in the UK, all five Merseyside districts are within the most deprived 80 districts in England (out of 354). Sefton and Wirral have the least deprivation in Merseyside, while Liverpool is the most deprived district in England and Knowsley is ranked 3rd based on the rank of the average multiple deprivation scores of all Super Output Areas within the districts. The districts with high deprivation concentrations have associated high rates of working age population unemployment and those receiving state benefits (Merseyside LTP SEA/HIA Report, November 2005).

Figure 8: Merseyside Lower Level Output Areas by Overall IMD 2004 Rank



(Source: Department for Communities and Local Government DCLG formerly ODPM)

The rates of sickness and disability in Liverpool and Knowsley are twice the rate for England. Areas of deprivation tend to occur in pockets and are not evenly distributed. The areas suffering the worst deprivation and levels of social exclusion have been identified as Pathway Areas. There are 38 Pathway Areas in Merseyside (Merseyside LTP SEA/HIA Report, November 2005).

(ii) Employment

Over recent years there has been a sustained relative improvement in the Merseyside economy with some very significant growth, both in output and jobs. However, Merseyside has many challenges still to face if it is to achieve North West or National levels of productivity and associated economic wealth. Merseyside economic activity rates at 72.9% in 2004 are lower than any other metropolitan area and well short of the national rate of 78.2%. At 21.8 VAT businesses per 1000 of population Merseyside remains well behind the UK figure of 37.8 for 2005 (31.6 for North West) and needs 11600 new businesses to reach the NW total alone.

The proportion of residents in Liverpool and Knowsley that have never worked is double the average for the North West. The proportion of residents in Liverpool and Knowsley that are long term unemployed is double the UK average (Merseyside Action Plan, July 2006).

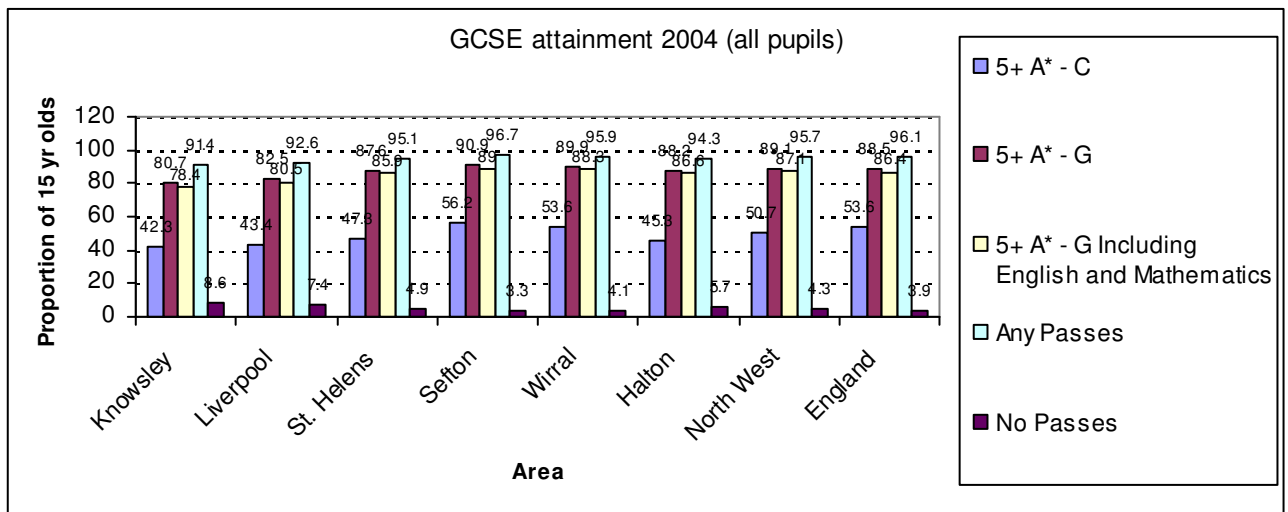
Table 10: % of Working Age Population Unemployed by District

District / Region	% of working age population unemployed
Knowsley	7.0
Liverpool	8.8
St. Helens	5.1
Sefton	5.3
Wirral	5.3
North West	5.0
UK	5.0

(iii) Education

The chart below (Figure 9) shows the GCSE attainment results for all pupils aged 15 in 2004. The proportions attaining 5+ A*-C range between 42.3% in Knowsley and 56.2% in Sefton. Wirral and Sefton both have attainment rates which are equal to or higher than the England rate (53.6%). In terms of 5+ A*-G attainment, rates range between 80.7% (Knowsley) and 90.9% (Sefton). Again only Wirral and Sefton have rates which are higher than the England rate (88.5%). Attainment of 5+ A*-G grades including English and Mathematics range between 78.4% (Knowsley) and 89.0% (Sefton); Halton, Wirral and Sefton all have rates higher than the national average (86.4%). The proportions of pupils with no passes range between 3.3% (Sefton) and 8.6% (Knowsley). Only Sefton has a rate which is lower than the England rate of 3.9% (MIS Six Month Monitoring Review, November 2006).

Figure 9: GCSE Attainment 2004 (all pupils)



(Source: MIS Six Month Monitoring Review, November 2006)

(iv) Health

Life expectancy at birth for males and females in all districts in Merseyside increased between 2000 and 2005. In Liverpool the life expectancy levels for men has persistently lagged behind both the county and nation average (see Figure 10). The range of health inequalities within Merseyside can be seen most acutely between Liverpool and Sefton, with Liverpool having the lowest life expectancy for both males and females (73.4 years and 78.1 years respectively), and Sefton having highest (75.9 and 80.4) (Merseyside LTP SEA/HIA Report, November 2005).

Figure 10: Life expectancy at birth (years)

Local Authority	Males				Females			
	2000-2002	2001-2003	2002-2004	2003-2005	2000-2002	2001-2003	2002-2004	2003-2005
Knowsley	72.9	73.4	73.6	73.9	78.2	78.0	78.2	78.4
Liverpool	72.6	72.7	73.2	73.4	77.6	77.7	77.9	78.1
St Helens	74.3	74.3	75.1	75.2	79.4	79.0	79.5	79.5
Sefton	74.9	75.1	75.6	75.9	79.9	79.9	80.2	80.4
Wirral	74.9	75.2	75.4	75.5	79.9	80.0	80.2	80.2
England & Wales	75.9	76.1	76.5	76.8	80.6	80.7	80.8	81.1

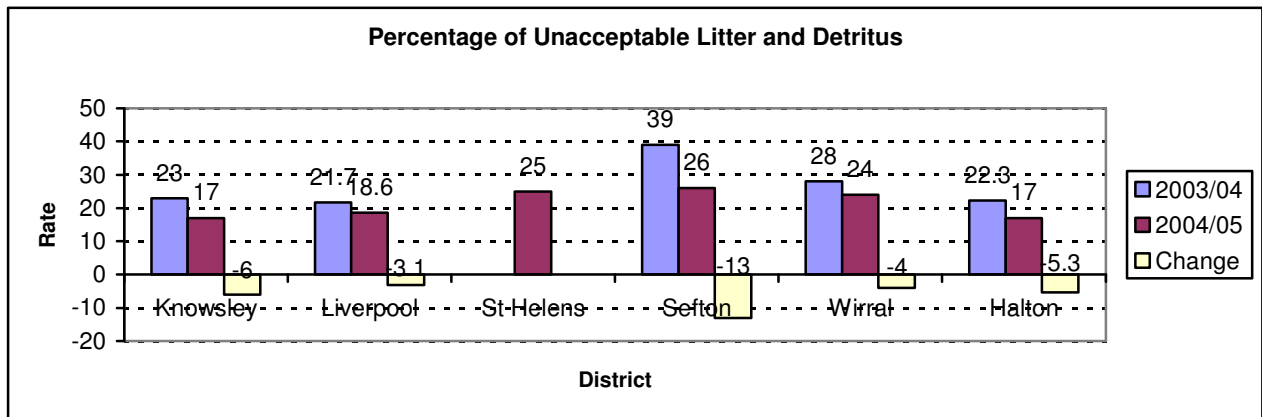
(Source: Office for National Statistics 2006)

(v) Community

The chart below (Figure 11) shows the extent to which people feel litter and detritus is an issue in an area. Such an issue is usually seen as being of great importance in communities. Data released by the Floor Target Interactive website regarding litter and detritus shows that the percentage of unacceptable levels of litter and detritus has decreased between 2003/4 and 2004/5. Levels in 2004/5 range between

seventeen percent (Knowsley) and 26% (Sefton). Sefton has seen the greatest decrease (thirteen percentage points) (MIS Six Month Monitoring Review, November 2006).

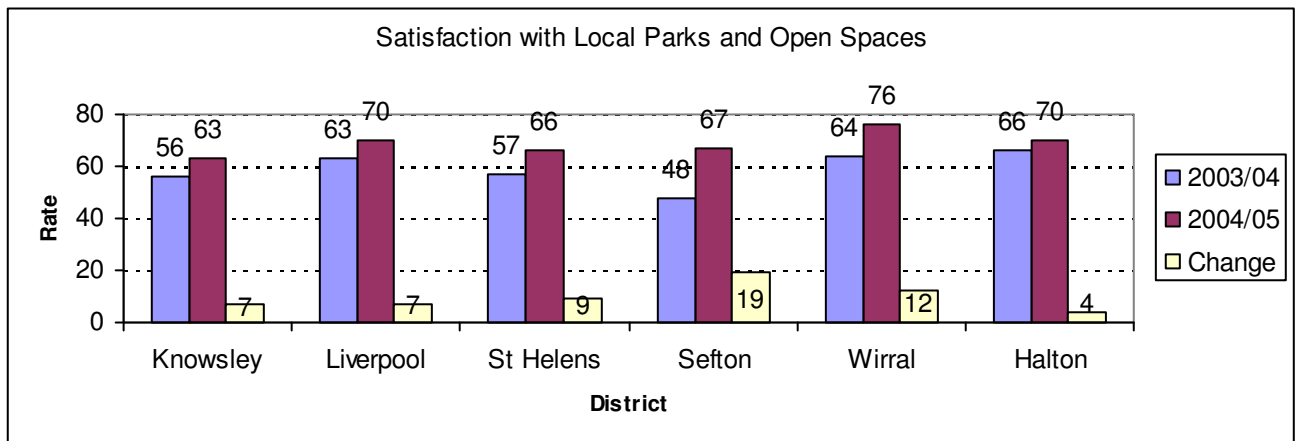
Figure 11: Percentage of Unacceptable Litter and Detritus



(Source: MIS Six Month Monitoring Review, November 2006)

Figure 12 shows data from the Floor Target Interactive website on resident's satisfaction with local parks and open spaces. The data shows that satisfaction with local parks and open spaces have increased in all areas; Sefton saw the greatest increase (19 percentage points. In 2004/5 satisfaction ranged between 63% (Knowsley) and 76% (Wirral) (MIS Six Month Monitoring Review, November 2006).

Figure 12: Satisfaction with Local Parks and Open Spaces



(Source: MIS Six Month Monitoring Review, November 2006)

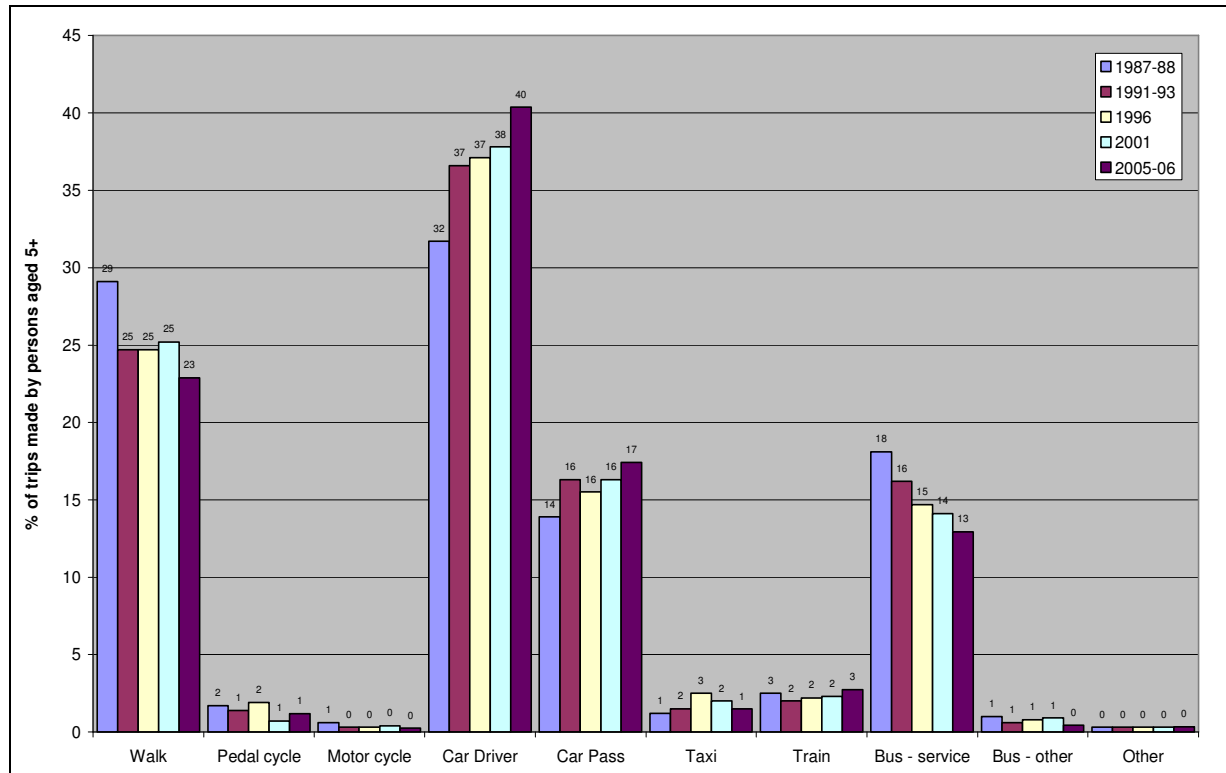
(vi) Transport

Demand management strategies are set to become increasingly important in the role of authorities as they seek to control the pressure placed upon the local highway network. It is now widely recognised that a reduction in the need to travel is necessary. Local authorities will play a key role in improving the choice and use of sustainable transport modes.

The Merseyside Countywide Household Travel Interview Survey is a unique survey of travel habits for Merseyside which has been undertaken in varying forms since 1987/88. It is used to explore the current travel patterns of Merseyside's inhabitants.

The 2005-06 survey revealed that an increasing majority of trips in Merseyside are made by car and that the average trip rate per person per day for Merseyside was 2.8. The rise in car use is accompanied by falling levels of bus patronage, walking and cycling trips. Trips by train have experienced a general decline but this has been much less severe and has in fact reversed to become a steady increase from the mid 1990's onwards. Travel by foot and cycle in Merseyside has declined in recent years. The survey reports a decrease in walking trips of 7% from 1987-88 to 2005-06, and a decrease in cycling trips from 2% in 1987-88, to 1% 2005-06.

Figure 13: Percentage of Trips made by Persons aged 5+ in Merseyside – Main mode of travel 1987-2005/06



(Source: Merseyside Countywide Household Travel Interview Survey Report 2005-06)

The survey also reported that the main trip purposes in Merseyside are home based work, shopping and recreation. The vast majority of travel to work trips are undertaken by car. Sustainable modes of travel have consequently seen some decreases. The majority of people travelling to school do so by foot, followed by car (passengers), and bus. The percentages travelling to school by train, cycle and other are very low in comparison to other modes.

None of the targets set for bus patronage have been met. The current rail patronage targets are under review as part of the franchising process. The average age of the bus fleet has increased and is 1.6 years over the local target age of 8 years. The accessibility of the bus fleet has increased slightly to 36.5% in 2004/05. Future targets of 50% remain ambitious. The percentage of the bus fleet with Euro II engines or better has seen an increase from 37.5% in 2001/02, to 54.3.1% in 2004/05 (Merseytravel Best Value Performance Plan 2005-2006).

The Travel in Merseyside Report is an annual compendium of transport trends and statistics which accompanies the ongoing work of the Merseyside Second Local Transport Plan and its partners. Within this document many more sources of local transport statistics are cited. Other key issues raised within this document include car ownership and the growth of Liverpool John Lennon Airport. Merseyside has historically experienced a relatively low level of car ownership in comparison to the national average. In 2005 the average car ownership per person was 0.40, and ownership per household was 0.92 in 2003. In 2005 the number of vehicles licensed in Merseyside was 517,848 (DVLA). Liverpool John Lennon Airport located at Speke has experienced rapid growth in passengers during the last eleven years. In 2005 Liverpool John Lennon airport recorded the fastest level of growth compared to all other major UK airports.

6.3 Sustainability Issues

Task A3 in the ODPM Guidance (November 2005) looks at identifying sustainability issues within the plan area which may be affected by, or affect the SPD. Sustainability issues relating to the SPD were identified from local knowledge of the area, baseline data and key sustainability issues identified in the Mott MacDonald SEA of LTP2 Baseline Report (June 2005).

6.3.1 Landscape Implications

Merseyside contains 28,500 ha of green belt, transport developments can have impacts on the visual setting of these landscapes. Local transport schemes or development promoted by the SPD may have an impact on the enhancement and management of the local landscape character and accessibility, therefore schemes should be sensitive to aesthetic issues.

Within the context of the SPD it is likely that there could be effects on the local landscape character of Merseyside through landtake and noise. Where parking, cycle and footpaths paths are required by the SPD for certain new development there may be some landtake from greenbelt areas. However, whether significant effects will occur will depend on the type, size and location of the new development.

6.3.2 Cultural Heritage Implications

The built heritage is extremely important within the context of Liverpool's Capital of Culture year in 2008. The impact of traffic on cultural sites which have enabled Liverpool to win this status is important to secure their continued level of condition. In order to help preserve these assets the SPD where appropriate, should consider the effects of its recommendations especially where designated conservation sites are impacted upon.

Within the context of the SPD it is likely that there will be minimal effects on Merseyside's cultural heritage. It is unlikely that ensuring new developments are accessible to sustainable transport modes will have an effect on cultural heritage. There may be potential effects where developments are within conservation areas but this will be dependent on the location of the new development rather than direct effects of the SPD.

6.3.3 Air Quality and Climate Change Implications

There are two declared Air Quality Management Areas (AQMA) in Merseyside. Both AQMA have been declared due to pollution from road traffic in the form of Nitrogen dioxide (NO₂). Within the wider context of climate change emissions from vehicles have a significant contribution to climate change. Within the context of the SPD it is likely that there will be positive effects on local air quality and climate change. The SPD aims to encourage options for sustainable transport such as walking, cycling and public transport, and requires transport assessments and travel plans for certain categories of development. The SPD will help in promoting alternatives to the private car and so contributing to the reduction of emissions from vehicles, which could serve to improve local air quality, in turn reducing the contribution of transport to climate change effects.

6.3.4 Noise Implications

The Merseyside Noise Study has shown that transportation noise especially from road traffic is an issue for many residents in Merseyside. The Merseyside SPD may have cumulative effects on road traffic noise from modal shift. However it is unlikely that modal shift will be significant enough to affect noise levels.

6.3.5 Water Quality Implications

Existing and future local transport infrastructures could have effects on local inland, estuarine and coastal waters. Transport developments where appropriate can seek to avoid affecting local water quality, which is already quite poor in Merseyside compared to other regions.

Within the context of the SPD it is likely that there will be minimal effects on the water quality of Merseyside's rivers. Transport can contribute to adverse river water quality through contaminated run-off (de-icer, particulates), however most new development and infrastructure have interceptors to reduce levels of contaminated run-off entering watercourses. The SPD could influence a change in contaminated run-off levels, however this is dependent on how the proposed development is designed and implemented.

6.3.6 Ecology Implications

Transport developments could directly affect ecology wherever physical modifications are recommended for the transport network which involves landtake. The presence of traffic will have the most effect on biodiversity where it is located close to designated areas. Locally transport schemes should be sympathetic to this trend in order to minimise any contribution to increasing damage to SSSI sites or other associated sites.

Within the context of the SPD it is likely that there could be an effect on biodiversity through landtake and changes in air quality. The SPD does not promote new developments which would potentially affect designated sites. However, where parking, cycle and footpaths paths are required by the SPD for certain new development there may be some landtake. The effect this would have on ecology depends on the type, size and location of the new development. Where the development would effect designated sites further assessments such as an Environmental Impact Assessment may be needed.

6.3.7 Socio-Economic Implications

The linkage to the SPD concerns access to transport in deprived areas especially where reliance on public modes of transport is likely to be high. This is important to facilitate economic inclusion i.e. travel to the workplace. For transport to be effective at reducing poverty and securing economic inclusion, it needs to be clear that public transport is not a second class alternative to the car but is viewed equally as a sustainable mode of transport with local community benefits. Transport can play a part in the cumulative effect of targeting deprived areas especially where issues are undeveloped access to key services and amenities are concerned. It can help facilitate economic regeneration with the aim of stimulating widespread regeneration for communities and their wider surroundings.

In the context of the SPD there are likely to be positive effects due to enhancing accessibility and providing better links to the public transport network, increasing access to jobs and services for non car owners.

6.3.8 Health Implications

Within the context of the SPD it is likely that there could be positive health benefits for people in Merseyside. The SPD aims to ensure that new developments promote good access by all modes of transport and encourage sustainable travel. More opportunities for walking and cycling could promote healthier lifestyles. The SPD will help in promoting alternatives to the private car and so contributing to the reduction of emissions from vehicles, which could serve to improve local air quality, and help improve respiratory health of local residents.

6.3.9 Housing Implications

The SPD requires that new developments are accessible by a range of sustainable transport options, this will include housing developments. In order to achieve sustainable communities there must be good transport links between housing estates and the surrounding area and communities for access to key services, social activities, education and employment.

6.3.10 Community and Quality of Life Implications

Accessibility and social inclusion are an important part of achieving sustainable communities and improving quality of life. Accessibility is an important issue for both young and elderly. Within the context of the SPD it is likely that there could be positive effects on quality of life because the SPD will not only promote transport links to key services, education and employment, but will also allow access to social networks, community facilities and activities, which will help create social inclusion and community spirit.

6.3.11 Sustainable Transport Implications

Locally there are many opportunities for the SPD to improve the choice and accessibility of more sustainable transport modes, and address high car usage. The effect on the local population could be positive, as could the cumulative effects a shift to more sustainable transport would stimulate. Within the context of the SPD there is likely to be a positive effect on opportunities for sustainable transport because the SPD will ensure that new developments are accessible by a range of sustainable transport modes such as walking, cycling and public transport.

6.4 SA Framework

6.4.1 Developing SA/SEA Objectives

A key stage in the appraisal process is the development of a range of sustainability appraisal objectives and indicators against which provisional options and policies can be tested to determine whether the implementation of the SPD contribution towards sustainability could be improved. A provisional list of 13 SA/SEA objectives was developed based on the SEA Directive topics, the generic Merseyside SEA/SA objectives, North West RSS, North West Sustainable Development Integrated Appraisal Toolkit, and the LTP2 objectives (see Appendix B). Following consultation with officers from the five Merseyside Local Authorities, Merseytravel and the Merseyside LTP Support Unit it was decided that not all of the objectives were relevant to the transport SPD and some could be scoped out or re-worded. Table 11 shows the 13 provisional SA/SEA objectives and the justification for scoping out or re-wording of certain objectives.

Table 11: Justification for Scoping Out SA/SEA Objectives

Provisional objectives	Justification for scoping out or re-wording objectives
1. To protect and where necessary improve air quality within Merseyside by aiming to reduce concentrations of NO ₂ generated from transport	Changed to <i>'To protect and where necessary improve air quality within Merseyside by aiming to reduce concentrations of NO₂ generated from surface based transport'</i> . It was decided that the SA/SEA should only consider the surface travel aspect as this is what the SPD has been designed to address. This will enable 'like for like' comparison and keeps the appraisal within the context and remit of the SPD.
2. To mitigate and adapt to climate change through reducing greenhouse gas emissions such as CO ₂ from transport	As a result of consultation changed to <i>'To mitigate and adapt to climate change through reducing greenhouse gas emissions such as CO₂ from surface based transport'</i>
3. Promote the efficient and prudent use of energy seeking to use renewable sources wherever possible, and use land resources efficiently through re-use and remediation for transport infrastructure improvements	Scoped Out – the SPD will not affect energy use or energy sources. This will depend on individual transport projects.
4. To minimise the production of waste and increase reuse, recycling and recovery rates by maximising the use of secondary and recycled aggregates for transport infrastructure projects	Scoped Out – the SPD will not affect waste. This will depend on individual transport projects.
5. To preserve, enhance and manage Merseyside's rich diversity of cultural, historic and archaeological buildings, areas, sites and features during design and implementation of transport projects	
6. To protect, enhance and manage biodiversity, species, wildlife habitats and sites of geological importance within Merseyside	
7. To protect and enhance the character of Merseyside's rural and urban landscapes	Changed as a result of consultation <i>'To protect and enhance the character of Merseyside's rural and urban landscapes and townscapes'</i> .

Provisional objectives	Justification for scoping out or re-wording objectives
8. To protect the quality of inland, estuarine and coastal waters, ensure that existing levels of flood risk are not increased and where possible provide development that seeks to reduce flood risk through appropriate mitigation, and efficient use of water resources	<i>'Use water resources efficiently'</i> changed to <i>'efficient use of water resources'</i> as a result of consultation. <i>'Existing flood risk should be maintained'</i> changed to <i>'ensure that existing levels of flood risk are not increased and where possible provide development that seeks to reduce flood risk through appropriate mitigation'</i> as a result of consultation.
9. To improve the health and wellbeing of communities within Merseyside, reduce transport related crime and road traffic accidents	
10. To improve accessibility of communities to key services, goods and amenities, and reduce community severance	
11. Increase travel choice and reduce the need to travel by car by increasing opportunities for public transport, walking and cycling, and improvements for people with mobility difficulties	As a result of consultation changed to <i>'Reduce the need to travel by car by increasing opportunities to use public transport, walking and cycling and making improvements for people with mobility difficulties'</i>
12. Increase social inclusion and reduce deprivation through supporting the local economy, opportunities for investment, education and employment	
13. To enhance the vitality and viability of city, town and local centres by developing and marketing the image of Merseyside by ensuring choice of sustainable transport	

6.4.2 Developing SA/SEA Indicators

The second part of developing the SA/SEA framework is to develop indicators to monitor the performance of the SPD against the SA/SEA objectives. The indicators should be measurable and should be able to be monitored by each LA. Table 12 shows that revised eleven SA/SEA objectives and indicators.

Table 12: SA/SEA Objectives and Indicators

Ref	Mott MacDonald Merseyside SPD SA/SEA Objectives	Indicators (The reference number for the national sustainable development indicator and Merseyside generic indicator is given where appropriate)
1	To protect and where necessary improve air quality within Merseyside by aiming to reduce concentrations of NO ₂ generated from surface based transport	<ul style="list-style-type: none"> • Number of exceedances for NO₂ compared to EC standards adopted in Action Plans • Change in background pollutant concentrations • (ADDED as a result of consultation) NO₂ levels through changes in traffic levels
2	To mitigate and adapt to climate change through reducing greenhouse gas emissions such as CO ₂ from surface based transport	<ul style="list-style-type: none"> • CO₂ tonnes per annum emitted by transport in the Merseyside area • % of CO₂ from transport offset by planting • (ADDED as a result of consultation) % reduction in CO₂ through smarter choices or improvements to the bus fleet
3	To preserve, enhance and manage Merseyside's rich diversity of cultural, historic and archaeological buildings, areas, sites and features during design and implementation of transport projects	<ul style="list-style-type: none"> • Change in number/setting of listed buildings • Number and reported condition of designated heritage sites (taken from Merseyside indicators) • Number of archaeological sites adversely impacted by transport infrastructure projects
4	To protect, enhance and manage biodiversity, species, wildlife habitats and	<ul style="list-style-type: none"> • Progress against Biodiversity Action Plan targets (S4) • Number of hectares of habitats created from transport infrastructure projects

Ref	Mott MacDonald Merseyside SPD SA/SEA Objectives	Indicators (The reference number for the national sustainable development indicator and Merseyside generic indicator is given where appropriate)
	sites of geological importance within Merseyside	<ul style="list-style-type: none"> Number of trees planted as a result of transport infrastructure projects Number of mitigation measures included in transport infrastructure projects (ADDED as a result of consultation) Number of geologically important sites adversely affected by transport'
5	To protect and enhance the character of Merseyside's rural and urban landscapes and townscapes	<ul style="list-style-type: none"> % of transport development on green belt land (CHANGED to 'hectares of greenbelt lost as a result of transport') Number of hectares planted for landscape enhancement/screening as a proportion of the total
6	To protect the quality of inland, estuarine and coastal waters, ensure that existing levels of flood risk are not increased and where possible provide development that seeks to reduce flood risk through appropriate mitigation, and efficient use of water resources	<ul style="list-style-type: none"> Water quality (chemical and biological) classification of rivers, canals, estuaries and coastal waters (H12, R1) % development on floodplain Groundwater quality
7	To improve the health and wellbeing of communities within Merseyside, reduce transport related crime and road traffic accidents	<ul style="list-style-type: none"> Years of healthy life expectancy (H6) (CHANGED to 'life expectancy at birth' for data availability reasons) Years of healthy life expectancy in deprived areas (REMOVED as too similar to above indicator and data availability reasons) % of households satisfied with the quality of the places in which they live Mortality rates from respiratory diseases Numbers of people killed/seriously injured in traffic accidents (taken from Merseyside indicators) Numbers of children killed/seriously injured in traffic accidents (taken from Merseyside indicators) Recorded transport related crimes per 1,000 population (adapted from H8) (REMOVED and indicator below added for clarification and data availability reasons) (ADDED) Crime/fear of crime: a) Number of broken window incidents recorded on public transport (monthly average); b) Proportion of people who are discouraged from PT use at night because of personal travel safety and security issues
8	To improve accessibility of communities to key services, goods and amenities, and reduce community severance	<ul style="list-style-type: none"> % of households within 400m of key services (hospitals, schools, dentists, GPs, ATMs) % of households within 400m of recreational and leisure facilities (sports clubs, parks, gym) % of households within 400m of a bus top or railway station % of jobs and services within 400m of a bus stop or railway station
9	Reduce the need to travel by car by increasing opportunities to use public transport, walking and cycling and making improvements for people with mobility difficulties	<ul style="list-style-type: none"> Personal travel – distance, purpose and modes (G1, G3) Number of new cycleways (CHANGED to 'Number and length of new cycleways' as a result of consultation) Number of new walking routes (CHANGED to 'Number and length of new walking routes' as a result of consultation) Bus and rail patronage (taken from Merseyside indicators) % of bus and rail fleet with disabled access (low floor buses) (CHANGED due to data availability to '% total bus fleet which are fully accessible low floor vehicles') (ADDED as a result of consultation) Changes in public transport fares (ADDED as a result of consultation) Motor vehicle flows
10	Increase social inclusion and reduce deprivation through supporting the local economy, opportunities for investment, education and employment	<ul style="list-style-type: none"> The percentage of population of working age who are claiming key benefits Deprivation indices % of Merseyside unemployed Economic activity % with no qualifications
11	To enhance the vitality and viability of city, town and local centres by developing and marketing the image of Merseyside by ensuring choice of sustainable transport	<ul style="list-style-type: none"> Number of visitors to Merseyside using local public transport Visitor spend (taken from Merseyside indicators)(REMOVED following consultation as felt not relevant to SPD)

6.4.3 Compatibility of the SPD and SA/SEA Objectives

It is important that the objectives of the SPD are set in accordance with the UK Governments sustainability principles, so they can be tested for compatibility with the sustainability appraisals objectives. This is likely to help in refining the SPD objectives. The SPD objectives should also be consistent with each other and the associated sustainability appraisal objectives will be one way of checking for this. Where there is conflict between objectives, Merseyside LTP Support Unit will need to reach a decision on priorities.

Table 13 tests the objectives of the SPD against the SA/SEA objectives which have been developed by the SA/SEA Consultancy Team in conjunction with officers from Merseyside LTP Support Unit, Merseytravel and the five Merseyside Local Authorities. Compatibility between SPD and SA/SEA objectives is in the main good. The SPD objectives on reducing congestion and increasing transport choice compliment the SA/SEA objectives on air quality, climate change, health and accessibility.

Table 13: Testing the SPD objectives against the SA/SEA objectives

SA/SEA Objectives	SPD Objectives					
	1. Ensure a reasonable choice of access by all modes to new development	2. Reduce the environmental impact of travel choices (reduce pollution / improve local environment visually & in terms of road safety)	3. Ensure choice – to maximise the ability of people to access services and opportunities	4. Promote healthier lifestyles (Healthier workforces / residential locations where people choose to walk or cycle)	5. Reduce the level of traffic growth and congestion on the local road network	6. Encourage opportunities to improve the quality of development proposals by better use of space through the provision of less car parking spaces where appropriate
1. To protect and where necessary improve air quality within Merseyside by aiming to reduce concentrations of NO ₂ generated from surface based transport	+	++	+	++	++	+
2. To mitigate and adapt to climate change through reducing greenhouse gas emissions such as CO ₂ from surface based transport	+	++	+	++	++	+
3. To preserve, enhance and manage Merseyside's rich diversity of cultural, historic and archaeological buildings, areas, sites and features during design and implementation of transport projects		++			+	
4. To protect, enhance and manage biodiversity, species, wildlife habitats and sites of geological importance within Merseyside		++			+	
5. To protect and enhance the character of Merseyside's rural and urban landscapes and townscapes		++			+	+
6. To protect the quality of inland, estuarine and coastal waters, ensure that existing levels of flood risk are not increased and where possible provide development that seeks to reduce flood risk through appropriate mitigation, and efficient use of water resources		++			+	+
7. To improve the health and wellbeing of communities within Merseyside, reduce transport related crime and road traffic accidents	+	++	++	++	++	+
8. To improve accessibility of communities to key services, goods and amenities, and reduce community severance	++	+	++	+	+	+
9. Reduce the need to travel by car by increasing opportunities to use public transport, walking and cycling and making improvements for people with mobility difficulties	++	+	++	++	++	++

SA/SEA Objectives	SPD Objectives					
10. Increase social inclusion and reduce deprivation through supporting the local economy, opportunities for investment, education and employment	1. Ensure a reasonable choice of access by all modes to new development	2. Reduce the environmental impact of travel choices (reduce pollution / improve local environment visually & in terms of road safety)	3. Ensure choice – to maximise the ability of people to access services and opportunities	4. Promote healthier lifestyles (Healthier workforces / residential locations where people choose to walk or cycle)	5. Reduce the level of traffic growth and congestion on the local road network	6. Encourage opportunities to improve the quality of development proposals by better use of space through the provision of less car parking spaces where appropriate
11. To enhance the vitality and viability of city, town and local centres by developing and marketing the image of Merseyside by ensuring choice of sustainable transport	++	+	++	+	+	+
10. Increase social inclusion and reduce deprivation through supporting the local economy, opportunities for investment, education and employment	+	+	++	+	+	

Key

++	SPD objective directly promotes SA objective
+	SPD objective indirectly promotes SA objective
-	SPD objective has no link to the SA objective
--	SPD objective indirectly contradicts SA objectives
??	SPD objective directly contradicts SA objectives
?	Link depends on implementation of SPD objective

7 Appraisal of Strategic Options

7.1 Proposed Alternatives for the SPD

Stage B of the ODPM Guidance (November 2005) requires alternatives to be developed and assessed. Options for the SPD were proposed as part of the scoping stage because it was felt they would help understanding of the project and aid in decision making. Following consultation in the Scoping Report the options were further developed. The three options for the SPD are:

- Option One – Business as Usual/Without SPD;
- Option Two – With SPD and without Air Quality Option; and
- Option Three – With SPD and with added Air Quality Chapter.

It should be noted that Sefton already has an SPG on Transport in place. Therefore Option Two is effectively their 'Business as Usual' approach.

7.1.1 Option One – Business as Usual/Without SPD Option

The without SPD option is the 'Business as Usual' Option. This option involves implementing current schemes, policies and standards set out in the RSS, PPG13 and the LTP2 without the addition of the SPD. These schemes and policies include:

- Transport assessments for major development (DfT guidance);
- Travel plans for major development;
- Apply parking standards in accord with the RSS and PPG13.

Transport Assessments

Transport assessment is a review of all the potential transport impacts of a proposed development or redevelopment, with an agreed plan to reduce any adverse consequences. Current guidance on transport assessment is set out in the ODPM and DfT guidance document '*Guidance on Transport Assessment*' (March 2007). The guidance sets out when a transport assessment or transport statement will be required. Criteria for transport assessment requirements are based on the development type (e.g. A1 Retail, B1 Business) and the area of the development. These standards will be applied in Option one.

Travel Plans

Travel plans can be an effective means of controlling the traffic generation of new developments and establishing long-term sustainable travel patterns. Current guidance on travel plans is set out in the RSS and PPG13, and the standards set out in these documents will apply in Option one. PPG13 sets out specific criteria and thresholds for when a travel plan is required for a development. The RSS doesn't set any specific standards for when travel plans are required but encourages the use of travel plans through Policy RT6 which states:

'Manage car use by implementing workplace, education and personal travel plans which should be developed alongside public transport, cycling and pedestrian network improvements'.

Parking Standards

Current parking standards are set out in PPG13 and the RSS. The standards in both these documents are similar and are based on the type of development. PPG13 gives general standards for development types while the RSS categorises the standards into key services centre and rural areas, and regional centres and regional towns and cities.

7.1.2 Option Two – With SPD and without Air Quality Option

Option two is the 'With SPD' option. The proposed SPD contains the same standards relating to transport assessments for major schemes as outlined in the DfT guidance in Option one. The main difference of implementing the SPD would be the use of the accessibility checklist by developers/applicants for planning permission, and more stringent travel plan and parking standards.

Accessibility Checklist

The accessibility checklist (page 10 of the draft SPD) sets out requirements to ensure that new development is safely accessible by:

- Walking;
- Cycling;
- Public transport;
- Motor vehicles; and
- People with mobility difficulties.

The checklist is made up from a number of factors (both existing baseline conditions and improvements that can be made) that can affect the accessibility of a development such as location and layout. A development will be expected to meet a number of these factors in the checklist depending on its proposed type, size and location. The minimum number of factors development will be expected to meet for each mode (minimum levels of accessibility) are identified. If the target number is not met the developer or applicant for planning permission may be required to include additional measures such as extra cycle storage, footpaths to improve their score. Such measures could be enforced as part of planning obligations/conditions attached to any permission.

Parking Standards

The parking standards in the SPD aim to provide sufficient parking for cyclists, essential motor vehicles and people with disabilities and also, where appropriate, encourage less on site parking where there are alternatives to meet demand for travel.

The parking standards set out in the SPD are generally the same as in the RSS and PPG13. However, the SPD sets out parking standards for more development types and categorises standards into Urban Centres, Other Urban and Rural. Parking standards for Urban Centre developments are generally more stringent than developments elsewhere because space is at a premium and Urban Centres are generally

more accessible by public transport, cycling and walking. For example for development type A1 Retail (non-food) Urban Centre standards are one space per 22sq m, and standards for Other Urban/Rural are one space per 20sq m. For a full comparison of parking standards set out in PPG13, RSS and SPD see Table 14.

The SPD is also promoting Car Free Housing in appropriate locations such as city centres to reduce dependency on the private car. Car free housing can encourage people to pursue a car-free lifestyle and contribute to traffic and pollution reductions.

Travel Plans

In accordance with PPG13 the SPD sets out when travel plans are required to be submitted alongside planning applications. The SPD generally contains more stringent criteria thresholds for requirements of travel plans than those set out in PPG13. For example in PPG 13 A1 Retail developments require a travel plan if the development will exceed 1000m², while the SPD requires a travel plan if the development exceeds 500m². For of full comparison of the PPG13 and SPD thresholds for requirement of Travel Plan see Table 15. The SPD also states that any development of a smaller nature than those indicated by the thresholds, that employ 200 or more staff will also be required to submit a travel plan. The rest of the wording in the SPD is very similar to PPG13 and follows the same standards.

Table 14: Comparison of Parking Standards

Development Type	PPG13	RSS (March 2003)		SPD	
		Regional Ceiling Values	Urban Conurbation Ceiling Values	Urban Centres	Other Urban / Rural
A1 Food Retail	1 space per 14m ²	1 space per 14 sq m	1 space per 16 sq m	1 space per 16 sq m	1 space per 14 sq m
A1 Non-food Retail	1 space per 20 m ²	1 space per 20 sq m	1 space per 22 sq m	1 space per 22 sq m	1 space per 20 sq m
A2 Financial and Professional	-	-	-	1 space per 35 sq m	1 space per 30 sq m
A3 Restaurants and Cafes	-	1 space per 5sq m of public floor space	1 space per 7sq m of public floor space	1 space per 7 sq m of public floor space	1 space per 5 sq m of public floor space
A4 Drinking Establishments	-	-	-	1 space per 7 sq m of public floor space	1 space per 5 sq m of public floor space
A5 Hot Food Takeaways	-	1 space per 7.5 sq m of gross floor area	1 space per 8.5 sq m of gross floor space	1 space per 8.5 sq m of gross floor area	1 space per 7.5 sq m of gross floor space
B1 Business Single Offices	1 space per 30 sq m	1 space per 30 sq m	1 space per 35 sq m	1 space per 35 sq m	1 space per 30 sq m
B1 Business Business Parks		1 space per 45 sq m	1space per 30 sq m	1 space per 40 sq m	1space per 35 sq m
B2 General Industrial	-	1 space per 45 sq m	1 space per 60 sq m	1 space per 45 sq m	
B8 Storage and Distribution	-	1 space per 45 sq m	1 space per 45 sq m	1 space per 45 sq m	
C1 Hotels	-	1 space per bedroom including staff	1 space per bedroom including staff	1 space per bedroom including staff	1 space per bedroom including staff
C2 Residential Institutions	-	-	-	1 space per 4 staff plus 1 space per 3 day visitors	1 space per 4 staff plus 1 space per 3

Development Type	PPG13	RSS (March 2003)		SPD	
		Regional Ceiling Values	Urban Conurbation Ceiling Values	Urban Centres	Other Urban / Rural
					day visitors
C3 Dwellings	-	-	-	Flat: 1 space per dwelling House: Av. 1.5 spaces per dwelling	
D1 Non-residential institutions	1 space per 2 staff	1 space per 2 staff plus 4 per consulting room	1 space per 2 staff plus 3 per consulting room	1 space per 2 staff plus 3 per consulting room	1 space per 2 staff plus 4 per consulting room
D2 Assembly and Leisure	1 space per 22 sq m	1 space per 22sq m	1 space per 25 sq m	Cinemas, Conference 1 space per 8 seats Leisure 1 space per 25sq m	Cinemas, Conference 1 space per 5 seats Leisure 1 space per 22 sq m
Misc. Stadia	1 space per 15 seats	1 space per 15 seats	1 space per 18 seats	To be determined by the LA	To be determined by the LA

Table15: Comparison of Travel Plan Thresholds

Development Type	PPG13 (m ²)	SPD (m ²)
A1 Retail	1,000	500
A1 Non-food Retail	1,000	800
A2 Financial and Professional		1,000
A3 Restaurants and Cafes		2,500
A4 Drinking Establishments		600
B1 Business	2,500	1,000
B2 General Industrial	-	1,000
B8 Storage and Distribution	-	2,000
C1 Hotels		30 bedrooms
C2 Residential Institutions	-	All
C3 Dwelling Houses	-	30 units
D1 Non-Residential		500
D2 Assembly and Leisure	1,000	800
Stadia	1,500 seats	All
Schools/colleges	2,500	All

7.1.3 Option Three – With SPD and with added Air Quality Chapter Option

Option three is the SPD plus air quality option. This option has been included because air quality is an issue in Merseyside especially in Liverpool where two Air Quality Management Areas (AQMA) have been designated due to NO_x primarily from transport emissions. Currently it is uncertain whether all the five local authorities would adopt the air quality section of the SPD. It is proposed that the air quality section could just be included in the Liverpool SPD and be an option which could be added at a later stage to the other authorities SPDs.

Option three would be similar to option two but with the addition of requirements for air quality assessments in the SPD. Standards and requirements for the accessibility checklist, travel plans and parking standards would be the same as in option two. It is proposed that if a development proposal falls into one of the categories below then the developer must contact the council to discuss the possibility of an assessment of air quality being required:

- Developments requiring a full Environmental Impact Assessment or Transport Assessment;
- Developments that may result in increased congestion and lower vehicle speeds than is present on the existing local road network;
- Proposals that significantly alter the composition of traffic such that adverse air quality impacts may arise;
- Proposals for new developments with more than 300 car parking spaces;
- Proposals for lorry or coach parks; and
- Proposals for new residential developments or intensification of existing residential use, which would introduce new sensitive receptors into an area of poor air quality, if this would result in the declaring of a new Area Quality Management Area (AQMA) or the amending of an existing one such that more people would be affected e.g. Liverpool city centre – AQMA1.

If the Council decided that an air quality assessment is required the developer should submit the air quality assessment with or preferably prior to the planning application. The proposed SPD states that the following information should be included in the assessment:

- Identification of the site and defined area for which the air quality impacts of the development will need to be assessed, along with identification of sensitive receptors and other development proposals in order to ensure cumulative effects are taken into consideration;
- Assessment of existing air quality, including any AQMA's;
- Full assessment of the likely cumulative air quality impacts of the proposed development in the context of the baseline data; and
- Identification and assessment of potential mitigation measures.

Guidance for the Council on assessing the acceptability of the proposed development has been produced.

7.2 Appraisal of SPD Options

This section shows the appraisal of the three options for the Merseyside SPD for Transport against the SA/SEA Framework objectives. The three SPD options were assessed according to whether they would have a positive, negative or neutral contribution to the SA/SEA objectives. Table 16 contains the appraisal results and Table 17 The Commentary Table, records those factors taken into account in the decision making process during the appraisal and any key assumptions made. Both Tables 16 and 17 were completed during a half day workshop with Mott MacDonald and officers from the Merseyside LTP Support Unit, Merseytravel and the five Local Authorities. It should be noted Option one includes implementing policies in the RSS, PPG13 and LTP2. For the purposes of this assessment only the surface travel aspects of these documents are considered because this is what the SPD has been designed to address. This will enable ‘like for like’ comparison and keeps the assessment within the context and remit of the SPD.

Table 16: Appraising the SPD options against the SA/SEA objectives

SA/SEA Objectives	Environmental						Socio-Economic				
	1. To protect and where necessary improve air quality within Merseyside by aiming to reduce concentrations of NO ₂ generated from surface based transport	2. To mitigate and adapt to climate change through reducing greenhouse gas emissions such as CO ₂ from surface based transport	3. To preserve, enhance and manage Merseyside’s rich diversity of cultural, historic and archaeological buildings, areas, sites and features during design and implementation of transport projects	4. To protect, enhance and manage biodiversity, species, wildlife habitats and sites of geological importance within Merseyside	5. To protect and enhance the character of Merseyside’s rural and urban landscapes and townscapes	6. To protect the quality of inland, estuarine and coastal waters, ensure that existing levels of flood risk are not increased and where possible provide development that seeks to reduce flood risk through appropriate mitigation, and efficient use of water resources	7. To improve the health and wellbeing of communities within Merseyside, reduce transport related crime and road traffic accidents	8. To improve accessibility of communities to key services, goods and amenities, and reduce community severance	9. Reduce the need to travel by car by increasing opportunities to use public transport, walking and cycling and making improvements for people with mobility difficulties	10. Increase social inclusion and reduce deprivation through supporting the local economy, opportunities for investment, education and employment	11. To enhance the vitality and viability of city, town and local centres by developing and marketing the image of Merseyside by ensuring choice of sustainable transport
Business as usual/ Without SPD	+	+			+	+	+	+	+	+	+
With SPD & without Air Quality	+	++	+	++			+	+	++	++	++
With SPD & with added Air Quality	++	+	++	+			+	+	++	++	++

Key

++	Significant Positive Effect
+	Marginal Positive Effect
	Neutral or No Effect
-	Marginal Negative Effect
--	Significant Negative Effect
D	Depends on Implementation
?	Uncertainty Over Effect

Table 17: Appraisal Commentary

SA/SEA Objectives	Proposed SPD Options		
	Option One – Business as Usual/Without SPD	Option Two – With SPD and without Air Quality	Option Three – With SPD and with added Air Quality Chapter
1. To protect and where necessary improve air quality within Merseyside by aiming to reduce concentrations of NO ₂ generated from surface based transport	<p>LTP assumes a 9.2% growth in traffic levels (7% in Liverpool), which is likely to lead to an increase in emissions of PM₁₀ and NO₂. Strategies in the LTP such as travel plans, bus and rail strategies, park and ride, and walking and cycling targets will help improve air quality.</p> <p>Assessment: It is likely that a marginal positive effect on air quality would be achieved.</p>	<p>The SPD is intended to reduce journeys and achieve modal shift. The SPD does not influence the location of development but has an important role to play in influencing how people access services etc. It provides a choice of travel modes and encourages people to choose alternatives to car journeys. The aim is for higher bus/train/cycle patronage/use and fewer car journeys.</p> <p>The SPD is a major tool in increasing the number of Travel Plans across Merseyside, although success will depend on the implementation and enforcement of the SPD.</p> <p>Assessment: Providing the implementation and enforcement of the SPD was successful then the SPD would have marginal to significant positive effects.</p>	<p>As Option Two.</p> <p>The SPD could be used as a mechanism to improve air quality, and would help to specifically tackle air quality and reduce emissions.</p> <p>The SPD may help to reduce the potential need to designate further AQMAs in the future. There are several pockets within Merseyside that suffer from poor air quality and are likely to require designation of AQMA in the future.</p> <p>Tackling air quality through the SPD may help in preventing such designations and reduce levels of pollution in such areas in addition to the entire Merseyside area.</p> <p>Assessment: The SPD with Air Quality offers a good potential mechanism for reducing emissions and possibly preventing further AQMA designations and has therefore been assessed as having a significant positive effect.</p>

SA/SEA Objectives	Proposed SPD Options		
	Option One – Business as Usual/Without SPD	Option Two – With SPD and without Air Quality	Option Three – With SPD and with added Air Quality Chapter
2. To mitigate and adapt to climate change through reducing greenhouse gas emissions such as CO ₂ from surface based transport	<p>Predicted traffic growth will increase emissions of CO₂. Strategies in the LTP such as travel plans, bus and rail strategies, park and ride, and walking and cycling targets will help to reduce reliance on the car and reduce associated CO₂ emissions.</p> <p>Assessment: It is likely that a marginal positive effect would occur.</p>	<p>SPD aims to implement more travel choices and more sustainable modes e.g. through travel plans, car share, cycling and walking and improved accessibility.</p> <p>Assessment: As the SPD is aiming to contribute towards achieving sustainable development it was felt the effects of implementation would be marginally to significantly positive.</p>	<p>As Option Two.</p> <p>It is unlikely that higher numbers of air quality assessments would reduce travel any further than in the option two scenario.</p> <p>The SPD doesn't address journey length because the remit of the SPD is to connect people and services rather than influence the location of development.</p> <p>Assessment: The air quality chapter is unlikely to significantly reduce carbon emissions therefore a marginal to significant positive effect was predicted</p>
3. To preserve, enhance and manage Merseyside's rich diversity of cultural, historic and archaeological buildings, areas, sites and features during design and implementation of transport projects	<p>Physical implementation of schemes in the RSS and LTP2 may require land take and adversely affect historic character and archaeological sites. However, it is very unlikely that this would happen because several policies within the RSS and LTP protect historic sites and structures and their settings from development. The predicted increase in traffic flows and potential increases in congestion may detract from local character.</p> <p>Assessment: Neutral effect predicted.</p>	<p>Wider travel choice may encourage modal shift leading to a slight decrease in congestion which may reduce adverse effects on local character/visual amenity.</p> <p>Assessment: A neutral effect was predicted because it was felt that there wouldn't be a significant modal shift.</p>	<p>As Option Two.</p> <p>Reduction in poor air quality may lead to improved street scenes. A reduction in pollutants (NO₂ and PM₁₀) may reduce harmful effects on historic buildings.</p> <p>Assessment: The minor improvements that may result with additional air quality assessments would have a marginal positive effect.</p>
4. To protect, enhance and manage biodiversity, species, wildlife habitats and sites of geological importance within Merseyside	<p>The RSS contains measures to prevent ecological damage. Although the Barker review may also need to be taken into consideration.</p> <p>Assessment: The effects were assessed as being neutral because the RSS and LTP2 won't enhance biodiversity but do include measures to protect it.</p>	<p>The SPD has more stringent parking standards. Reducing the amount of parking available may lead to benefits through reduced amount of land take.</p> <p>There is the potential to increase or improve green spaces through planting.</p> <p>Increased uses of sustainable transport modes may lead to slight improvements in air quality, which may indirectly benefit biodiversity.</p> <p>Assessment: Improvements would be unlikely to be significant enough to warrant record of beneficial effect, therefore a neutral effect was recorded.</p>	<p>As Option Two.</p> <p>An increased number of air quality assessments may lead to improved local air quality; this may have indirect benefits for local biodiversity. However these benefits would only be observable over time.</p> <p>Assessment: Over time with potential improvements in air quality, a marginal positive effect may occur.</p>

SA/SEA Objectives	Proposed SPD Options		
	Option One – Business as Usual/Without SPD	Option Two – With SPD and without Air Quality	Option Three – With SPD and with added Air Quality Chapter
5. To protect and enhance the character of Merseyside’s rural and urban landscapes and townscapes	The RSS contains policies that aim to protect and enhance landscape character Assessment: A marginal positive effect has been predicted.	There is likely to be slight improvements in traffic volumes and congestion, and layout is likely to be improved. More stringent parking standards may mean less landtake for car park which may benefit the urban landscape. Assessment: Marginal positive effect attributable to less congestion, improved layouts and smaller car parks.	As option Two. Assessment: Marginal positive effect attributable to less congestion and improved layouts.
6. To protect the quality of inland, estuarine and coastal waters, ensure that existing levels of flood risk are not increased and where possible provide development that seeks to reduce flood risk through appropriate mitigation, and efficient use of water resources	With implementation and adherence to PPS25 and policies within the RSS/PPG13 /LPT2 potential effects on watercourses will be minimised. Assessment: With the attention that is being paid to flood risk management nationally and general adherence to RSS/PPG13/LPT2 it was felt that a marginal positive effect was likely in the long term.	More stringent parking standards may mean a reduction in the size of car parks and therefore a decrease in the amount of impermeable areas created. Higher use of sustainable transport modes and potential achievement/contribution to modal shift is likely to reduce amount of harmful pollutants contained within surface water runoff. Assessment: A marginal positive effect is anticipated because the SPD would be expected to enhance the positive effects being advocated nationally and regionally.	As Option Two. In addition improvements in air quality may eventually contribute to water quality improvements through reduced deposition of harmful contaminants into watercourses. Further encouragement in the use of sustainable modes of transport as a result of air quality assessments may lead to indirect beneficial effects on water. Reduced carbon emissions may also contribute towards regional targets for tackling climate change and reduce severity and frequency of storms that could result in localised flooding. Assessment: A marginal positive effect is anticipated because the effect of the SPD may not lead to a significant effect during the life of the SPD, although may make beneficial contributions.
7. To improve the health and wellbeing of communities within Merseyside, reduce transport related crime and road traffic accidents	The LTP2 contains a walking and cycling strategy which also addresses safety and security. This encourages people to use these modes and as a result health may improve. However, there is no reference to well lit and secure cycling and walking facilities. Assessment: Measures to promote more sustainable and healthy communities are included within the LTP2 therefore a marginal positive assessment was recorded.	The SPD encourages more walking and cycling than the LPT2 through increased use of travel plans and the accessibility checklist. This will help encourage healthier communities and social inclusion. Assessment: Long term significant positive effects are anticipated as the SPD becomes more widely adopted. An increase in overall accessibility as a result of the SPD being implemented across all five local authorities is anticipated to have wide reaching beneficial effects, particularly for those without a car or poor accessibility to public transport services.	As Option 2, with added health benefits associated with improved local air quality. Assessment: Significant positive effects

SA/SEA Objectives	Proposed SPD Options		
	Option One – Business as Usual/Without SPD	Option Two – With SPD and without Air Quality	Option Three – With SPD and with added Air Quality Chapter
8. To improve accessibility of communities to key services, goods and amenities, and reduce community severance	The RSS and LTP2 encourage linking people and services, and promotes social inclusion and access for all. Assessment: Marginal positive effects as RSS and LTP2 strategies will lead to increased accessibility.	Option Two goes above and beyond Option One in encouraging social inclusion and accessibility through the use of travel plans and the accessibility checklist. This benefit would increase over time as more travel plans are implemented. Assessment: Significant positive effects as the SPD will improve accessibility and ensure that social inclusion is promoted.	As option Two. Assessment: Significant positive effect
9. Reduce the need to travel by car by increasing opportunities to use public transport, walking and cycling and making improvements for people with mobility difficulties	The LTP2 contains a walking and cycling strategy and also address travel for those with mobility difficulties. Assessment: Marginal positive effects	The SPD will increase travel choice to new developments through travel plans and the accessibility checklist. It also strengthens the local commitment to ensuring travel and accessibility for all. Assessment: Significant positive effects as the SPD will improve travel choice.	As Option Two. Assessment: Significant positive effect
10. Increase social inclusion and reduce deprivation through supporting the local economy, opportunities for investment, education and employment	The LTP2 contains policies and strategies to increase travel choices, accessibility and availability. It also provides access to the Merseyside Workwise Scheme to increase employment levels throughout Merseyside. Assessment: LTP2 will make a marginal positive contribution towards the objective through improved accessibility to public transport, and will help link skills and employment bases.	The SPD will further increase travel choices and ensure that accessibility is a key consideration in any new development. This will contribute towards increasing accessibility and ensuring that people have access to jobs and education. It is also anticipated to contribute towards tackling deprivation. Assessment: Likely to lead to significant positive effects when applied at local level and throughout the Merseyside area.	As Option Two but with additional potential health benefits over time. Assessment: Significant positive effects
11. To enhance the vitality and viability of city, town and local	The LTP does address this issue. Assessment: Marginal positive effects.	The SPD does strengthen this issue through implementation at the local levels and with cumulative effects across Merseyside. Assessment: Significant positive effects overtime and across local authorities.	As Option Two. Assessment: Significant positive effects

SA/SEA Objectives	Proposed SPD Options		
	Option One – Business as Usual/Without SPD	Option Two – With SPD and without Air Quality	Option Three – With SPD and with added Air Quality Chapter
centres by developing and marketing the image of Merseyside by ensuring choice of sustainable transport			

7.3 Trans-boundary and Cumulative Impacts

This section provides a summary of the impact (on sustainability objectives) of each option over time. (Tables 18 to 20). The three effects over time matrices (below) show the short, medium, long term and overall impacts of each plan option on the SA/SEA objectives, and the predicted cumulative and transboundary effects..

Table 18: Option One – Business as Usual/ Without SPD

Appraisal Criteria		Timescale Effects				Cumulative Impact	Trans boundary Impact	Comments
SPD Option	SA/SEA objectives	Short term 0-5 yrs	Medium term 6-9 yrs	Long term 10+ yrs	Overall Impact 0-15 yrs			
Option 1	1. To protect and where necessary improve air quality within Merseyside by aiming to reduce concentrations of NO ₂ generated from surface based transport	+	+	+	+		Neutral, traffic would grow regardless of SPD implementation	Refer to commentary table.
	2. To mitigate and adapt to climate change through reducing greenhouse gas emissions such as CO ₂ from surface based transport	+	+	+	+		Neutral, traffic would grow regardless of SPD implementation	
	3. To preserve, enhance and manage Merseyside’s rich diversity of cultural, historic and archaeological buildings, areas, sites and features during design and implementation of transport projects						Would be limited to Merseyside.	
	4. To protect, enhance and manage biodiversity, species, wildlife habitats and sites of geological importance within Merseyside							
	5. To protect and enhance the character of Merseyside’s rural and urban landscapes and townscapes	+	+	+	+	+	Would be limited to Merseyside.	
	6. To protect the quality of inland, estuarine and coastal waters, ensure that existing levels of flood risk are not increased and where possible provide development that seeks to reduce flood risk through appropriate mitigation, and efficient use of water resources	+	+	+	+	+	May have downstream positive effects	
	7. To improve the health and wellbeing of communities within Merseyside, reduce transport related crime and road traffic accidents	+	+	+	+	+	May encourage inter-regional travel/improve accessibility outside the region/county level. May also improve image of Merseyside.	
	8. To improve accessibility of communities to key services, goods and amenities, and reduce community severance	+	+	+	+	+		
	9. Reduce the need to travel by car by increasing opportunities to use public transport, walking and cycling and making improvements for people with mobility difficulties	+	+	+	+	+		
	10. Increase social inclusion and reduce deprivation through supporting the local economy, opportunities for investment, education and employment	+	+	+	+	+		
	11. To enhance the vitality and viability of city, town and local centres by developing and marketing the image of Merseyside by ensuring choice of sustainable transport	+	+	+	+	+		

Table 19: Option Two – With SPD and without Air Quality

Appraisal Criteria		Timescale Effects				Cumulative Impact	Trans boundary Impact	Comments	
SPD Option	SA/SEA objectives	Short term 0-5 yrs	Medium term 6-9 yrs	Long term 10+ yrs	Overall Impact 0-15 yrs				
Option 2	1. To protect and where necessary improve air quality within Merseyside by aiming to reduce concentrations of NO ₂ generated from surface based transport	+	+	+	+	++	+ Wider implementation overtime will lead to most positive effects.	May positively influence neighbouring regions/counties such as Lancashire.	St. Helens adversely affected during summer months by M6, depending on prevailing winds.
	2. To mitigate and adapt to climate change through reducing greenhouse gas emissions such as CO ₂ from surface based transport			+	+	++			
	3. To preserve, enhance and manage Merseyside’s rich diversity of cultural, historic and archaeological buildings, areas, sites and features during design and implementation of transport projects								Refer to commentary table.
	4. To protect, enhance and manage biodiversity, species, wildlife habitats and sites of geological importance within Merseyside								
	5. To protect and enhance the character of Merseyside’s rural and urban landscapes and townscapes	+	+	+	+		+ Wider implementation overtime will lead to most positive effects.		
	6. To protect the quality of inland, estuarine and coastal waters, ensure that existing levels of flood risk are not increased and where possible provide development that seeks to reduce flood risk through appropriate mitigation, and efficient use of water resources	+	+	+	+			May have positive effects distally.	
	7. To improve the health and wellbeing of communities within Merseyside, reduce transport related crime and road traffic accidents	+	+	++	++		+ +Wider implementation overtime will lead to most positive effects.	May encourage inter-regional travel/improve accessibility outside the region/county level. May also improve image of Merseyside.	
	8. To improve accessibility of communities to key services, goods and amenities, and reduce community severance	+	+	++	++				
	9. Reduce the need to travel by car by increasing opportunities to use public transport, walking and cycling and making improvements for people with mobility difficulties	+	+	++	++				
	10. Increase social inclusion and reduce deprivation through supporting the local economy, opportunities for investment, education and employment	+	+	++	++				
	11. To enhance the vitality and viability of city, town and local centres by developing and marketing the image of Merseyside by ensuring choice of sustainable transport	+	+	++	++				

Table 20: Option Three – With SPD and with added Air Quality Chapter

Appraisal Criteria		Timescale Effects				Cumulative Impact	Trans boundary Impact	Comments
SPD Option	SA/SEA objectives	Short term 0-5 yrs	Medium term 6-9 yrs	Long term 10+ yrs	Overall Impact 0-15 yrs			
Option 3	1. To protect and where necessary improve air quality within Merseyside by aiming to reduce concentrations of NO ₂ generated from surface based transport	+	++	++	++	+ +Wider implementation overtime will lead to most positive effects.	May positively influence neighbouring regions/counties such as Lancashire.	Refer to commentary table.
	2. To mitigate and adapt to climate change through reducing greenhouse gas emissions such as CO ₂ from surface based transport	+	+	+	+			
	3. To preserve, enhance and manage Merseyside’s rich diversity of cultural, historic and archaeological buildings, areas, sites and features during design and implementation of transport projects			+	+	+ Wider implementation overtime will lead to most positive effects.	Restricted to Merseyside.	
	4. To protect, enhance and manage biodiversity, species, wildlife habitats and sites of geological importance within Merseyside			+	+			
	5. To protect and enhance the character of Merseyside’s rural and urban landscapes and townscapes	+	+	+	+	+ Wider implementation overtime will lead to most positive effects.	May have positive effects distally.	
	6. To protect the quality of inland, estuarine and coastal waters, ensure that existing levels of flood risk are not increased and where possible provide development that seeks to reduce flood risk through appropriate mitigation, and efficient use of water resources	+	+	+	+			
	7. To improve the health and wellbeing of communities within Merseyside, reduce transport related crime and road traffic accidents	++	++	++	++			
	8. To improve accessibility of communities to key services, goods and amenities, and reduce community severance	++	++	++	++			
	9. Reduce the need to travel by car by increasing opportunities to use public transport, walking and cycling and making improvements for people with mobility difficulties	++	++	++	++			
	10. Increase social inclusion and reduce deprivation through supporting the local economy, opportunities for investment, education and employment	++	++	++	++	++ Wider implementation overtime will lead to most positive effects.	May encourage inter-regional travel/improve accessibility outside the region/county level. May also improve image of Merseyside.	
	11. To enhance the vitality and viability of city, town and local centres by developing and marketing the image of Merseyside by ensuring choice of sustainable transport	++	++	++	++			

7.4 Summary of Appraisal Results

The results of the appraisal show that implementation of either SPD option would have benefits over the Business as Usual/Without SPD option. The SPD increases positive effects associated with implementing policies in the RSS, PPG13 and LTP2, through travel plans and the accessibility checklist. The SPD aims to influence how people access services by providing a choice of travel modes and encouraging people to choose alternatives to the private car. Positive effects of implementing the SPD may include:

- The SPD is likely to build on the positive effects of the LTP strategies on air quality and climate change in terms of NO₂ and CO₂ reduction associated with surface based transport through increased transport options such as public transport, walking and cycling;
- The SPD aims to encourage more walking and cycling through increased use of travel plans and the accessibility checklist. This may lead to health and well-being benefits for the local community;
- The SPD will help ensure new developments are accessible by a range of transport options. This will improve community accessibility to services, goods, amenities and jobs, and increase social inclusion;
- There may be indirect benefits on biodiversity through improvements in air quality and more sensitive landscaping.

The With SPD and With Added Air Quality Chapter option has slightly more benefits than the With SPD and Without Air Quality option. The With SPD and With Added Air Quality Chapter option would have a more positive effect on air quality through helping to reduce NO₂ and CO₂ emissions associated with surface based transport which might lead to health and biodiversity benefits.

7.5 Mitigation Measures and Recommendations

The appraisal of the SPD options suggests that implementing either SPD option will have mainly positive impacts, because of this mitigation measures will be aimed at maximising these positive effects. The following issues were highlighted as a result of the SA/SEA process:

- Incorporation of references to Design Guides in the SPD - The SPD needs to clearly refer to any appropriate design guides that have been produced, either by the Merseyside Local Authorities or Statutory Bodies. Adherence to design guides would help improve and would ensure quality design that minimised potential adverse effects on the local character and visual amenity that may occur through in sensitive design and urbanisation.
- Draft SPD to be referred to in other design guides, plans and strategies.
- SPD to require quality design of all new developments and schemes - Where works may affect a sensitive area, e.g. Conservation, historic core or area of high value in terms of its streetscape/landscape character and visual amenity, sensitive design work should be implemented including the use of appropriate materials and street furniture that would compliment the local historic character.

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- Incorporation of references to Guidance, Plans and Strategies in the SPD - Developers would be required to adhere to these documents:
 - The SPD should ensure developers refer to CABE documents, Institute of Lighting Engineers (ILE) guidance and the Merseyside Walking Strategy to ensure that proposals are consistent with requirements and ensure benefits
 - Wildflower Verge guidance is being produced. The SPD should refer to this document, and any other guidance documents that would promote and enhance biodiversity through planting/habitat creation and restoration in schemes.
 - The SPD should include reference to flood risk management documents produced by the EA, GONW and Merseyside Local Authorities.
 - Incorporation of reference to the use of Sustainable Urban Drainage Systems (SUDS) in the SPD in relation to new car parks- This can help to prevent localised flooding associated with the urban drainage system and can also have additional benefits with regard to biodiversity, landscape/townscape character and visual amenity and recreation depending on the system installed. New car parks can create an impermeable surface which may cause flash flooding, implementing SUDS could help reduce impacts. Careful design, green landscaping and planting can reduce climate change impacts, flooding, reflection, and urban heat issues. Adherence to the design guides mentioned above should ensure effective design and landscaping for new developments.
 - Include reference to Community Transport in the SPD – This could be done through inclusion within the travel plans or the accessibility checklist. Including community transport in the SPD will help strength commitment to and implementation of community transport schemes outlined in the LTP2.
 - Build in links in the SPD to:
 - Merseyside project ‘WorkWise’ which aims to remove transport as a barrier to residents taking up employment/education or training opportunities;
 - Liverpool Neighbourhood Travel Team;
 - Sefton/Liverpool Enterprise Growth Initiative (SLEGI).

The recommendations have been agreed with the Merseyside LTP Support Unit, Merseytravel and the five Merseyside Local Authorities and will be incorporated into the Merseyside SPD for Transport.

8 Consulting on the Draft SPD and SA Report

Stage D of the SA/SEA process requires that the draft SPD and draft SA Report go out for a five week formal public consultation. Each of the five Merseyside Local Authorities are taking the SPD for Transport forward separately therefore each authority will carry out their own consultation to fit in with their LDF timetables. Results of the consultation process might lead to slight variations in the content of each of the adopted SPDs. If consultation results in significant changes being made to the SPD then the Local Authority will have to carry out further SA/SEA work.

Each of the five Merseyside Local Authorities will draw up their own consultee list, however it is recommended that the following consultees are consulted:

- Natural England
- Environment Agency
- English Heritage
- Government Office for the North West
- Regional Director for Health
- Merseytravel
- Merseyside LTP Support Unit
- Liverpool City Council
- Knowsley MBC
- St Helens MBC
- Sefton Council
- Wirral MBC
- Merseyside Environmental Advisory Service
- West Lancashire District Council
- Lancashire County Council
- Halton Unitary Authority
- Cheshire County Council
- Wigan MBC
- Warrington Borough Council
- Ellesmere Port and Neston Borough Council

- Chester City Council
- Flintshire County Council
- Denbighshire County Council
- Wrexham County Borough Council
- Mersey Dee Alliance
- RSPB
- Ramblers Association
- Sustrans
- Arriva
- Local Community Groups
- Local wildlife groups

9 Habitats Regulations Assessment

9.1 Habitats Regulations Assessment Requirements and Approach

In accordance with Article 6 paragraphs (3) of the Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (Habitats Directive) and Regulation 48 of the Habitats Regulations 1994, a Stage 1 Habitats Regulations Assessment (Appropriate Assessment) has been undertaken to ascertain any likely significance effects of the SPD on all European Natura 2000 sites and all international Ramsar sites within the Merseyside area. The Habitats Regulations Assessment and results are summarised in this section of the SA Report. In line with current legislation a separate Habitats Regulations Assessment Report has been produced by Mott MacDonald 'Stage 1 Appropriate Assessment – Test of Likely Significance for the Merseyside Supplementary Planning Document: Ensuring Choice of Travel' (April 2007).

The Habitats Regulations Assessment follows the DFCLG *Planning for the Protection of European Sites: Appropriate Assessment* (August 2006) guidance, and the methodology and reporting follows the *Assessment of plans and projects significantly affecting Natura 2000 sites. Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC*. Brussels, November 2001.

9.2 Objective of the Habitats Regulations Assessment

The objective of the Stage 1 Habitats Regulations Assessment: *Test of Likely Significance* is to act as a screening exercise to identify the likely impacts upon the Natura 2000 & Ramsar sites and to provide the competent authority with the necessary information to undertake the Habitats Regulations Assessment. The key component of the Stage 1 Habitats Regulations Assessment is to consider whether the impacts of the SPD plan are likely to be significant. If these impacts are likely to be considered significant, then a more detailed Stage 2 Habitats Regulations Assessment will be required.

9.3 Natura 2000 and Ramsar Sites

The area covered by SPD includes the districts of Liverpool, Knowsley, Wirral, St Helens, and Sefton. Eight international and European designated sites occur within 2 km of the area covered by the SPD, and therefore need to be considered by the Habitats Regulations Assessment (including Ramsar Sites);

- Ribble & Alt Estuaries SPA & Ramsar Site;
- Martin Mere Ramsar Site;
- Sefton Coast SAC;
- Dee Estuary SPA & Ramsar Site;
- Mersey Estuary SPA & Ramsar Site;
- Midland Meres & Mosses Ramsar Site;
- Rixton Clay Pits SAC;

- Manchester Mosses SAC;
- Mersey Narrows and North Wirral Foreshore proposed SPA and Ramsar Site;
- Liverpool Bay proposed SPA;
- Dee Estuary proposed SAC.

9.4 Habitats Regulations Assessment Consultation

The Merseyside SPD for Transport SA/SEA Scoping Report (March 2007) was produced by Mott MacDonald in conjunction with Merseyside LTP Support Unit, Merseytravel and the five Merseyside Local Authorities. The Scoping Report covered Stage A of the SA/SEA process and the Stage 1 Habitats Regulations Assessment Consultation. The Scoping Report was sent out for a formal five week consultation period to a number of organisations to obtain their views, including the Environment Agency, Natural England and English Heritage.

Natural England did not reply to the consultation, and no comments regarding the Habitats Regulations Assessment was made by any of the other stakeholders

9.5 Test of Likely Significance

The following section summarise the potential impacts of the SPD on the Natura 2000 and Ramsar sites, in accordance with the EC methodological guidance for undertaking Habitats Regulations Assessment.

Table 21: Summary of SPD Impacts on Natura 2000 and Ramsar sites

<p>Describe the individual elements of the project (either alone or in combination with other plans or projects) likely to give rise to impacts on the Natura 2000 site.</p>	<ul style="list-style-type: none"> • The Merseyside SPD plan sets out the need to assess and to take into consideration accessibility, cycle and car parking standards and transport assessments for new developments within the Merseyside district.
<p>Describe any likely direct, indirect or secondary impacts of the project (either alone or in combination with other plans or projects) on the Natura 2000 site.</p>	<p><u>Overall Impact</u></p> <p>The overall impact of the SPD plan is likely to be positive, mainly because:</p> <ul style="list-style-type: none"> • There are likely to be beneficial affects on air quality in terms of NO₂ and CO₂ reduction associated with surface based transport through increased transport options such as public transport, walking and cycling. • There could also be indirect benefits on biodiversity through sensitive landscaping and habitat creation as mitigation in transport

	<p>developments.</p> <p>The SPD does not specifically promote new developments which could potentially impact on Natura 2000 & Ramsar sites. However nor does the plan explicitly restrict any development which could impact on a site.</p> <p>The SPD encourages new developments to be accessible by a range of transport options. This will improve community accessibility to services, goods, amenities and jobs, and increase social inclusion.</p> <p>Improved accessibility could result in an expansion in urban development owing to improved transport systems. The Merseyside area is already heavily urbanised (as outlined in the Natural Areas description, section 2.3). Any plan which could potentially increase urbanisation could have the potential to have cumulative indirect impacts on the designated sites.</p> <p>Potential negative impacts should be avoided by ensuring that a Habitats Regulations Assessment is undertaken on all planned development projects within the zone of influence of the individual designated sites.</p> <p>It is recommended that the potential cumulative and in-combination effects of the SPD are investigated in full in the Habitats Regulations Assessment for the Merseyside Development Plan Documents.</p> <p><u>Impact of Options</u></p> <p>Option 1: Business as Usual</p> <p>Four of the eight designated sites in this Stage 1 Habitats Regulations Assessment are also Sites of Special Scientific Interest. Condition assessments of SSSI's are regularly undertaken, and in Merseyside three out of four indicate that the SSSI's are in favourable conservation status, with no implication that urbanisation or air quality is having a current impact (The site which is largely in unfavourable condition is Sefton Coast, its condition is largely due to poor habitat management, and not urbanisation or air quality. However, at Manchester Mosses the ability of the qualifying features to recover would appear to be hindered by poor air quality.</p>
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	<p>While there is no empirical evidence that ‘business as usual’ is having a significant impact on the designate site, there is no evidence to suggest business as usual is not having an impact. Air quality in the region is an issue and does not appear to be improving significantly. Climate change could also have further significant impacts on the conservation status of the designated site.</p> <p>Under the ‘business as usual’ scheme there are policies and strategies in the LTP for improving air quality, option 1, could have the potential to result in a slight positive effect on the designated sites.</p> <p>Option 2: The SPD without Air Quality Chapter</p> <p>The addition of the SPD without the Air Quality chapter is unlikely to make a significantly different beneficial or adverse affects to that of Option 1. More stringent travel plans and parking standards could reduce the need to build new car parks or similar transport infrastructure which would have had a slight adverse impact on designated sites. Hence, the impact of Option 2 on designated sites is likely to be negligible to slight beneficial.</p> <p>Option 3: The SPD with the Air Quality Chapter</p> <p>Air quality is a significant environmental issue in Merseyside, and poor air quality does appear to be adversely affecting the ability of qualifying features to be fully restored to a favourable status, notably at the Manchester Mosses SAC.</p> <p>Option 3 which could potentially improve air quality is reasonably likely to have a slight to moderate beneficial affect on at least one designated site (Manchester Mosses) and have the potential to be beneficial at the other designated sites.</p>
<p>Describe any likely changes to the site arising as a result of:</p> <ul style="list-style-type: none"> - Reduction in habitat area - Disturbance to key species - Habitat or species fragmentation - Reduction in species density 	<p>In the short to medium term the SPD will not directly cause any changes to those designated sites as listed in section 2.2. of this report.</p> <p>However, in the long-term there could be slight beneficial changes as the air quality is predicted to be improved. However, the positive effects from the SPD could potentially be neutralised by increased urban development within the region.</p>

<ul style="list-style-type: none"> - Changes in key indicators of conservation value (water quality etc) - Climate change 	<p>The SPD (at the very least) should assist in compensating against future development and industrial growth within the region</p>
<p>Describe any likely impacts on the Natura 2000 site as a whole in terms of:</p> <ul style="list-style-type: none"> - Interference with the key relationships that define the structure of the site - Interference with key relationships that define the function of the site. 	<p>The SPD is highly unlikely to directly impact on any of the Natura 2000 & Ramsar sites as a whole.</p>
<p>Provide indicators of significance as a result of the identification of effects set out above in terms of:</p> <ul style="list-style-type: none"> - Loss; - Fragmentation; - Disruption - Disturbance - Change to key elements of the site 	<p>The SPD is high unlikely to cause any negative effect, such as habitat loss, fragmentation, disruption, disturbance, and is highly unlikely to change key elements of the sites.</p> <p>The current status of one of the designated sites, Manchester Mosses SAC (section 2.2.8), clearly indicates a restriction in regeneration of the qualifying features owing to industrial impacts on air quality. Improvements in air quality and the conservation status of the qualifying features are indirect indicators of significant impacts.</p>
<p>Describe from the above those elements of the project or plan, or combination of elements, where the above impacts are likely to be significant or where the scale or magnitude of impacts is not known.</p>	<p>No elements of the plan or combination of elements of the plan are likely to cause a significant impact.</p> <p>There is a degree of uncertainty regarding indirect impacts of the plan. The rate of urban and rural development and industrialisation in Merseyside area is unknown but the region is likely to see significant economic growth over the next ten years. Uncertainty exists as to how these growths could change air quality in the region, and how these may be compensated through the Merseyside SPD, and other environmental plans and policy for the area.</p>

Table 22 shows the results of the Habitats Directive screening matrix – finding of no significant effects.

Table 22: Habitats Directive Screening Matrix

<p>Is the project or plan directly connected with or necessary to the management of the site (provide details)?</p>	<p>No</p>
<p>Are there other projects or plans that together with the project or plan being assessed could affect the site (provide details)?</p>	<p>Yes, there are many other plans which could have potential in-combination or accumulative impacts. The main plans being:</p> <ul style="list-style-type: none"> - Merseyside Second Local Transport Plan 2006-2011 - Liverpool City Council Air Quality Action Plan - Knowsley UDP (June 2006) - St Helens UDP (July 1998) - Liverpool UDP (November 2002) - Sefton UDP (June 2006) - Wirral UDP (February 2000) - Liverpool First – Liverpool Community Strategy 2005-2008 - Knowsley Community Plan 2002-2012 - A Vision for Sefton – Sefton Community Strategy 2006-2011 - St Helens Community Plan 2002-2012 - Getting Better Together – Wirral Community Strategy 2003-2013 - Liverpool City Regional Development Programme - Update 2006 - Housing Market Renewal Initiative – Liverpool Delivery Plan (May 2004) - Rising to the Challenge – A Climate Change Action Plan for England’s Northwest 2007-2009 (November 2006). <p>Potential impact resulting from possible n-combination effects on the Nature 2000 sites would be covered in the Habitats Regulations Assessment for the Merseyside Regional Development Plan.</p>
<p>Describe how [summary] the project or plan (alone or in combination) is likely to affect the Natura 2000 site.</p>	<p>The Merseyside SPD is highly unlikely to have any significant affects on the designated sites, except for possible in-combination and cumulative affect if the SPD has the potential to increase urbanisation in Merseyside resulting from an improved transport provision.</p> <p>The direct impacts of the SPD (Option 3) are likely to be beneficial owing to possible improvements in air quality. These beneficial affects could be, in the</p>

	<p>long-term neutralised by negative impacts resulting from climate change. Climate change impacts are likely to include increased submersion and erosion of coastal habitats. However, climate change impacts are poorly understood and with a relatively high degree of uncertainty. A detailed assessment on the potential impacts of climate change on Merseyside designated sites has not been carried out and beyond the remit of this document.</p>
<p>Explain why these effects are not considered significant.</p>	<p>The Merseyside SPD will not have any direct negative impacts on the designated sites, and the only likely significant environmental impact is a possible slight beneficial long-term change in air quality. But the beneficial effects are not necessarily considered as being significant owing to potential negative impacts from climate change.</p>

9.6 Habitats Regulations Assessment Conclusions

The proposed Merseyside SPD: Ensuring Choice of Travel is highly unlikely to have any significant ecological impact on the Natura 2000 and Ramsar designated sites.

There are potential beneficial effects of the SPD, notably through the long-term improvements in air quality which is likely to result from improved and more sustainable travel options across Merseyside. Poor air quality has been identified by Natural England as an environmental issue which could be restricting some qualifying features of designated sites (notably Manchester Mosses Special Area of Conservation) in achieving a favourable conservation status.

There is the possibility that the SPD could have indirect cumulative and in-combination impacts on designated sites within the area. This negative impact is likely to be no worse than slight adverse. This possible negative impact is based on a potential increase in urbanisation which could result from improved transport facilities.

It is possible that in the long-term the beneficial impacts could be neutralised by the possible adverse in-direct and accumulative impacts, as well as environmental changes which are likely to result from climate change. The overall long-term impact of the SPD on Natura 2000 and Ramsar sites within Merseyside is therefore likely to be neutral.

In accordance with Regulation 48 of the Habitats Regulations 1994 the Stage 1 Test of Likely Significance has indicated that the Merseyside SPD is unlikely to have direct effects on Merseyside Natura 2000 and Ramsar sites. It has therefore been concluded that a Stage 2 Habitats Regulations Assessment will not be required at this high level for the Merseyside area. In addition, in taking the SPD forward at the local level it is considered unlikely that Habitats Regulations Assessment would be required or appropriate, unless there are significant changes to the proposed SPD or significant changes in views of the statutory consultees. Within the context of Habitats Regulations Assessment, some screening of these issues in relation to potential changes is recommended at the local level at this later stage.

However, there could be potential cumulative and in-combination impacts as a result of other development plans and programmes. It is recommended that when each of the five Merseyside Local Authorities develops and adopts its own SPD, further investigation of the identified potential indirect cumulative effects associated with other plans and programmes should be carried out at the local level as part of the Stage 2 Appropriate Assessments being undertaken for other Development Plan Documents for example housing.

10 Implementation and Monitoring

Each Local Authority SPD will be implemented following formal consultation and any resulting amendments to the SA Report and SPD in Stage D. This section described the next step in the SA/SEA process 'Stage E - Monitoring.

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

The SPD for Transport for each of the five Merseyside Local Authorities will be linked to policies in their adopted UDP. This is imperative, given that the SPD can only amplify existing policies. The SPD will be linked to 'saved' policies in each of the district's UDP, when these saved policies are eventually replaced by policies in DPDs then the SPD will need to be reviewed. Table 5 in Section 6.1 of this report shows the links with each districts UDP policies and emerging policies.

The SPD is also linked closely to the Merseyside Second Local Transport Plan, which makes specific reference to the SPD for Transport stating that it is a critical element of the LTP2. The SPD will support and help strengthen implementation of many of the policies, schemes and strategies in the LTP2.

10.2 Proposals for Monitoring

Monitoring the significant sustainability effects of implementing the SPD for Transport 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.

Each of the five Merseyside Local Authorities will undertake their own monitoring on their SPD for Transport. Each Local Authority may have different monitoring arrangements but in all cases monitoring of the SPD should be linked to the LTP2 SEA monitoring.

Success of the SPD will depend on the implementation and enforcement of the SPD. Monitoring will be an important requirement to monitoring performance and ensure the SPD is being successfully implemented. The LTP2 sets out indicators for measuring the performance of the SPD:

- Percentage of new developments, falling within the appropriate thresholds, meeting minimum accessibility standards for all transport modes as defined by the SPD. 95% target by 2010/11;
- Develop monitoring practices to allow checks on implementation (possibly through software packages).

Appendix C in this SA Report provides the basis for monitoring the SPD contribution to sustainability. The table in Appendix C shows the SA/SEA objectives and indicators to be monitored and the baseline data against each indicator. This will allow future monitoring data to be compared against the baseline to see whether the SPD has improved conditions in Merseyside. The Local Authorities could also consider developing targets to help focus the achievement of the SA/SEA objectives and aid future monitoring such as national and regional targets on priority biodiversity species and habitat, national air quality objectives and targets.

11 References

ODPM (September 2005) A Practical Guide the SEA Directive

ODPM (November 2005) Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents

ODPM/ DfT (August 2006) Draft Guidance on Transport Assessment

Faber Maunsell (November 2005) Merseyside Local Transport Plan Strategic Environmental Assessment and Health Impact Assessment

Merseytravel and Merseyside Local Authorities (2006) The Local Transport Plan for Merseyside 2006-2011

Mott MacDonald (November 2006) MIS Six Month Monitoring Review

Mott MacDonald (June 2005) Strategic Environmental Assessment of the Second Local Transport Plan: Baseline Report

North West Regional Assembly (2006) Action for Sustainability

North West Regional Assembly (January 2006) The North West Plan – Draft Regional Spatial Strategy for the North West of England

North West Regional Assembly (2006) North West Sustainable Development Integrated Appraisal Toolkit www.sdtoolkit-northwest.org.uk

Sub-Regional Partnership (2006) Liverpool City Region Development Programme – Update 2006

Sustainable Development Working Group (October 2005) Draft Merseyside Environmental Objectives and Indicators for SEA/SA

The Mersey Partnership (July 2006) Merseyside Action Plan

Appendix A Review of Relevant Plans and Programmes

Plan or Programme	Objectives or Requirements of Plan or Programme	Implications for the Merseyside SPD and SA/SEA
International		
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 project 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 project should consider biodiversity in terms of whole ecosystems rather than 'islands' of protected sites
Convention of Biodiversity (1992)	Implementation of national strategies, plans and programmes for the conservation and sustainable use of biological diversity.	The project should encourage the sustainable use of resources and protect and enhance biodiversity
Johannesburg Summit on Sustainable Development (2002)	Furthering of Parties commitment to sustainable development including sustainable consumption and production. Implementation of strategies to support ecosystems and increase use of renewable energy sources. No precise targets or indicators established	The project should encourage the sustainable use of resources, energy efficiency and protect and enhance biodiversity
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 project should aim to improve air quality and help reduce climate change. The SPD aims to encourage 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 project should aim to help reduce climate change
European		
European Climate Change Programme	To combat climate change by means of various cross-cutting measure in the fields of energy, industry and transport	Transport is a significant contributor to climate change. The project should aim to help reduce climate change
EU Air Quality Framework Directive	Revision of previously existing legislation, setting of long term air quality objectives and introduction of new air quality standards. Establishes mandatory standards for air quality and sets limits and guides values for sulphur and nitrogen dioxide, suspended particulates	Transport is a significant contributor to air quality. The project should include objectives for air quality. One of the proposed options for the SPD has requirements for air quality assessment to be undertaken for certain developments

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	and lead in air.	
EU Water Framework Directive	A non-prescriptive framework Directive requiring all Member States to achieve 'good ecological statuses of inland water bodies by 2015. Environment Agency to hold some planning powers as River Basin Authority.	Surface water run-off from roads and hard surfaced areas can cumulatively pollute watercourses. The project should consider the effects on groundwater, surface water and river water quality
EU Directive on the Conservation of Wild Birds	Imposes duty on Member States to sustain populations of naturally occurring wild birds by sustaining areas of habitats in order to maintain populations at ecologically and scientifically sound levels. Applies to birds, their eggs, nests and habitats. Designation of SACs and use of Appropriate Assessment.	The project should consider the effects of transport on European protected bird species. Appropriate Assessment has been carried out as part of the SA/SEA
EU Directive on the Conservation of Natural Habitats and of Wild Flora and Fauna	Requires Member States to take legislative and administrative measures to maintain and restore natural habitats and wild species at a favourable conservation status in the Community	The biodiversity and habitat impacts of the project should be considered along with possible mitigation measures
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 SPD aims to encourage cycling and walking, reducing noise from cars.
National		
The Future of Transport: A network for 2030 (July 2004)	<p>This strategy builds on the progress that has already been made since the implementation of the 10 Year Plan for transport. It extends the investment plans to 2014-15.</p> <p>The strategy is built around three central themes.</p> <ul style="list-style-type: none"> • Sustained investment over the long term; • Improvements in transport management; • Planning ahead. <p>Objectives include:</p> <ul style="list-style-type: none"> • The road network providing a more reliable and freer-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel; • The rail network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas; 	The white paper promotes walking and cycling and more sustainable transport modes. The SPD aims to ensure that these sustainable modes are integrated into new development.

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	<ul style="list-style-type: none"> • 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. 	
Transport 10 Year Plan (2000)	<p>Government strategy to reduce pollution and congestion levels by improvements to existing transport infrastructure through integrated transport initiatives, development of new projects and public and private partnerships.</p> <p>Targets in England of relevance to this SA included increasing bus passenger journeys by 10%, the further introduction of park and ride schemes, bus priority schemes, the provision of integrated transport information and the introduction of Home Zones in housing areas.</p>	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.
UK White Paper – Our Towns and Cities: The future – delivering an urban renaissance (2000)	The guiding principle of this white paper is that people must come first. The policies, programmes and structures of governance are based on engaging local people in partnerships for change with strong local leadership. This inclusive approach is at the heart of work on tackling social exclusion, and is central to achieving sustainable economic growth.	Social exclusion and deprivation are significant issues in the Merseyside region. The SPD will help enhance accessibility by providing better links with public transport networks and increase access to jobs and services for non car owners.
Encouraging Walking: Advice to Local Authorities (DETR 2000)	<p>Government proposals to make walking easier, safer and more pleasant. There are four reasons for this:</p> <ul style="list-style-type: none"> • Walking is good for people. Getting out for a walk occasionally is better for most people than sitting in an armchair all the time. • Walking is good for communities. Streets are safer with people in them. • Walking is an essential part of most public transport journeys, and of some journeys mainly by car. • Walking accounts for more than 25% of all 	SA/SEA to include policies to improve transport safety, reduce the fear of crime and improve accessibility levels.

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	<p>journeys, and for some 80% of journeys less than a mile. Anything that makes those journeys easier, more pleasant, and safer is benefiting a lot of people.</p> <p>The document is a working guide for the people who will put policy into action. It is based on the work of an advisory group drawn together from a wide range of organisations with interests in the issues to help improve the quality of people's lives through walking..</p>	
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 to 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 to include policies to improve transport safety, reduce the fear of crime and improve accessibility levels.
The UK Programme for Climate Change	Target for the UK to cut its emissions by 12.5% below 1990 levels by 2008 – 2012.	Carbon Dioxide (CO ²) is one emission contributing to greenhouse gases emitted from vehicle exhausts. The SA/SEA contains objectives for reducing CO ² emissions and improving air quality.
National Air Quality Strategy (2000)	Sets objectives and targets for the reduction of air pollutants in the UK to protect health, vegetation and ecosystem. Objectives must be met by varying dates between 2003 and 2008.	Transport is a significant contributor to reductions in air quality. The SA/SEA will include objectives for air quality.
Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2000)	Sets objectives for eight main air pollutants to protect health. Performance against these objectives will be monitored where people are regularly present and might be exposed to air pollution.	Transport is a significant contributor to reductions in air quality. The SA/SEA will include objectives for air quality
Working with the Grain of Nature: A Biodiversity Strategy for England (2002)	Aims to ensure that biodiversity consideration become embedded in all main sectors of economic activity. It is the principal means by which the UK Government will comply with duties under Section 74 of the Countryside and Rights of Way Act (CRoW) Act 2000.	The SA/SEA aims to integrate biodiversity into LTP activity by highlighting interaction between transport and wildlife.

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Making the Connections: Final Report on Transport and Social Exclusion (2003)	<p>This 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.</p> <p>The strategy has two main pillars:</p> <ul style="list-style-type: none"> • A new framework of ‘accessibility planning’. This will ensure that there is clear responsibility and accountability for identifying accessibility problems and deciding how to tackle them. • National policy changes to enable improved public transport, better land-use planning, safer streets, and improved specialist support to help people get to work, learning, healthcare and food shops. 	Social exclusion and deprivation are significant issues in the Merseyside region. The SPD will help enhance accessibility by providing better links with public transport networks and increase access to jobs and services for non car owners
Power of Place (2000)	<p>English Heritage was asked by Government in February 2000 to co-ordinate a wide-ranging review of all policies relating to the historic environment. A steering Group, chaired by English Heritage Chairman Sir Neil Cossons, oversaw the work of the Review. Research was commissioned from MORI to accompany the report. Power of Place was submitted to the Government and published in December 2000.</p> <p>Power of Place is about the future of England’s historic environment, its role in people’s lives, and its contribution to the cultural and economic well-being of the nation. It demonstrates that with, proper understanding and sensitive and open management, there can be desirable change without losing the places we value.</p>	Transport and new development schemes affects the historic environment in several ways including the ambience of the historical structures and features.
The Historic Environment – A force for our future	<p>Aims include that::</p> <ul style="list-style-type: none"> • the historic environment is accessible to everybody and is seen as something with which the whole of society can identify and engage <p>the historic environment is protected and sustained for</p>	Transport affects the historic environment in several ways including the ambience of the historical structures and features. SEA objectives include objectives for Conservation Areas.

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Energy White Paper: Our Energy Future – creating a low carbon economy (Feb 2003)	<p>the benefit of our own and future generations</p> <p>White Paper which includes the following major objectives:</p> <ul style="list-style-type: none"> • Cutting carbon dioxide emissions by 60% by 2050 • Maintain the reliability of supplies <p>Ensure that every home is adequately and affordably heated.</p>	Carbon Dioxide (CO ₂) is one emission contributing to greenhouse gases emitted from vehicle exhausts. The SA/SEA contains objectives for reducing CO ₂ emissions.
UK Sustainable Development Strategy	<p>Living Within Environmental Limits Respecting the limits of the planet’s environment, resources and biodiversity – to improve our environment and ensure that the natural resources needed for life are unimpaired and remain so for future generations.</p> <p>Ensuring a Strong, Healthy and Just Society Meeting the diverse needs of all people in existing and future communities, promoting personal wellbeing, social cohesion and inclusion, and creating equal opportunity for all.</p> <p>Achieving a Sustainable Economy Building a strong, stable and sustainable economy which provides prosperity and opportunities for all, and in which environmental and social costs fall on those who impose them (polluter pays), and efficient resource use is incentivised.</p> <p>Promoting Good Governance Actively promoting effective, participative systems of governance in all levels of society – engaging people’s creativity, energy, and diversity.</p> <p>Using Sound Science Responsibly Ensuring policy is developed and implemented on the basis of strong scientific evidence, whilst taking into account scientific uncertainty (through the precautionary principle) as well as public attitudes and values.</p>	Establishes the UK Government sustainable development objectives which should be incorporated into the project where possible
PPG13: Transport	PPG13 proposes an overall approach to transport	The principal guidance on transport planning. SA/SEA

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	<p>planning in relation to the accessibility of travel generators to public transport, walking and cycling infrastructure.</p> <p>Objectives are to:</p> <ul style="list-style-type: none"> • Promote more sustainable transport choices for both people and for moving freight • Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling reduce the need to travel, especially by car 	<p>objectives will reflect the objectives of PPG13.</p>
PPG15: Planning and the Historic Environment	<p>Government policy on the identification and protection of historic buildings and conservation areas for local planning authorities. Objectives are for effective protection for all aspects of the historic environment. Highway authorities should reflect the need to protect the historic environment, for roads can have a particular impact at all levels - not only through strategic decisions on the siting of new roads, but also through the more detailed aspects of road building and road maintenance, such as the quality of street furniture and surfaces.</p>	<p>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 includes objectives for conservation of the historic environment in relation to transport impacts.</p>
PPG16: Archaeology and Planning	<p>Archaeological remains should be seen as a finite and non-renewable resource, in many cases highly fragile and vulnerable to damage and destruction. Appropriate management is therefore essential to ensure that they survive in good condition. In particular, care must be taken to ensure that archaeological remains are not needlessly or thoughtlessly destroyed</p> <p>Where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development there should be a presumption in favour of their physical preservation</p>	<p>Archaeological remains should be preserved and recorded</p>
PPG17: Planning for open space, sport and recreation	<p>Objectives include improved quality of life through support urban renaissance, promoting social inclusion and community cohesion, health and well being through provision of adequate open spaces, and supporting sustainable development by for example ensuring</p>	<p>SA/SEA objectives should include objectives for human health benefits arising from the environment.</p> <p>In considering planning applications - either within or adjoining open space - local authorities should weigh</p>

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	facilities are within walking and cycling distances. Establishes the need for local authorities to set local standards based upon an audit of existing facilities and an assessment of future need.	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).
PPG24: Planning and Noise	Guidance on the impact of noise as a material consideration in planning applications. To give consideration to noise in planning development so as to ensure that sensitive developments are separated from noise sources. Introduces the concept of Noise Exposure Categories.	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 where noise will not be such an important consideration or where its impact can be minimised
PPS1: Delivering Sustainable Development	<p>Making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life</p> <p>Contributing to sustainable economic development</p> <p>Protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities</p> <p>Ensuring high quality development through good and inclusive design, and the efficient use of resources</p> <p>Ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community</p>	The project should seek to achieve economic, social and environmental sustainability, as well as inclusive access for all and high quality design
Consultation Document PPS: Planning and Climate Change – Supplement to PPS1	Planning and Climate Change sets out how spatial planning should contribute to reducing emissions and stabilising climate change (mitigation) and take into account the unavoidable consequences (adaptation). It is currently a consultation document, but when finalised will supplement PPS1.	Transport contributes to climate change through vehicle emissions. The SPD aims to reduce reliance on the private car by making new developments more accessible by a wider range of transport options and encouraging sustainable travel.
PPS3: Housing	PPS3 reflects the Government’s commitment to improving the affordability and supply of housing in all communities. It encourages Local Planning	The parking standards in the SPD aim to provide sufficient parking for cyclists, essential motor vehicles and people with disabilities and also,

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	<p>Authorities to develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently.</p>	<p>where appropriate, encourage less on site parking where there are alternatives to meet demand for travel.</p>
<p>PPS6: Planning and Town Centres</p>	<p>The current core planning policy framework within PPG 6 is to be retained by Government. The key issue is to ensure that new developments are located to reduce the need for the reliance upon the use of private cars. No precise targets or indicators established.</p>	<p>The SPD aims to provide more opportunities for sustainable travel options and reduce reliance on the private car</p>
<p>PPS9: Biodiversity and Geological Conservation</p>	<p>Planning Policy Statement on Biodiversity and Geological Conservation, which is based upon the principles of sustainable development. The intention is to contribute to an urban renaissance and conserve and enhance biodiversity levels. As well as protect geological and geomorphological sites, including the physical processes upon which they depend.</p>	<p>Ensure that the SA/SEA includes wider biodiversity in relation to transport.</p>
<p>PPS10: Planning for Sustainable Waste Management</p>	<p>The overall objective of Government policy on waste, as set out in the strategy for sustainable development, is to protect human health and the environment by producing less waste and by using it as a resource wherever possible. Through more sustainable waste management, moving the management of waste up the 'waste hierarchy' of reduction, reuse, recycling and composting, using waste as a source of energy, and only disposing as a last resort the Government aims to break the link between economic growth and the environmental impact of waste.</p>	<p>The SA/SEA should include objectives for sustainable waste management. Transport infrastructure will require excavation of materials and where possible this should be reused or recycled.</p>
<p>PPS12: Local Development Frameworks</p>	<p>The UK Government has four aims for sustainable development in its strategy 'A better quality of life: a strategy for sustainable development in the UK' (as set out in PPS12):</p> <ul style="list-style-type: none"> • Social progress which recognizes the needs of everyone; • Effective protection of the environment; • The prudent use of natural resources; • Maintenance of high and stable levels of 	<p>Ensure compliance with the requirements of the EU SEA Directives and the SEA requirements of the DfT.</p>

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	<p>economic growth and employment.</p> <p>The PPS goes on to examine the aims of the new planning system, including:</p> <ul style="list-style-type: none"> • The system should be flexible to enable plans to respond quickly to change • The process should be front loaded to enable decisions to be made early in the process • Plan preparation should follow the above sustainable development principles and SA should be undertaken <p>Plans should be based upon a robust evidence base. No precise targets or indicators established</p>	
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
PPS23: Planning and Pollution Control	PPS 23 states that where there are substantial concentrations of land affected by contamination, more detailed attention should be given to this in local authority LDDs, possibly through action area plans. No precise targets or indicators established.	Where transport infrastructure is to be developed on contaminated land remediation should be implemented. SA/SEA to consider remediation of contaminated land.
Regional		
Moving forward – The Northern Way (2004)	<p>The Action Plan – Progress Report sets out the key milestones and activities for all the proposals outlined in Moving Forward: the Northern Way.</p> <p>The Plan sets out ten investment priorities, of which Number eight is about transport: ‘invest in creating better integrated public transport services within and between our city regions; these are key to efficient labour markets and to enable those living in deprived communities to access jobs elsewhere. Bus services will be the dominant mode of</p>	The Northern Way encourages investment in better integrated public transport services enabling deprived communities to access jobs and services. The SPD will help promote this aim.

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	<p>travel but it will be essential to extend and upgrade light rail systems.'</p> <p>The plan also sets out four strategic themes for Merseyside:</p> <ul style="list-style-type: none"> • a premier destination city region; • a connected city region; • a creative and competitive city region; • a city region of sustainable communities. 	
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 SPD aims to promote these objectives.
North West Sustainable development Integrated Appraisal Toolkit	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
Draft Regional Spatial Strategy for the North West	The RSS for the North West is the draft North West Plan. The North West Plan sets out the scale, priorities and broad locations for future development across the region, providing a framework for where and how much development should take place. It covers a broad range of issues including housing, retail and the environment, and includes the Regional Transport Strategy. Ultimately the document seeks to ensure the sustainable growth and development of the North West.	SA/SEA and SPD to complement policies set out in the RSS, especially on transport
Regional Planning Guidance for the North West (RPG13) including Regional Transport Strategy (now adopted RSS)	<p>RPG13 sets out the regional planning framework, it focuses on economic competitiveness and growth, urban renaissance, efficient and integrated transport system, high environmental and design quality, management of environmental and cultural assets and social inclusion and quality of life.</p> <p>The RTS is integrated into the policies set out in the RPG. Policy SD9 'The Regional Transport Strategy'</p>	SA/SEA to reflect policies set out in the RPG and RTS

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	<p>supports the achievement on the ground of Policies SD1-8, and should deliver:</p> <ul style="list-style-type: none"> • enhancement of Trans-European Networks (TENs); • effective multi-modal solutions to the conveyance of goods, people and services, especially at major hubs; • effectively planned and significantly more efficient transport interchanges; • attractive gateways and transport corridors; • scope for effective use of new technology to enhance travel; • high-quality public transport in urban and rural areas; and • a safe and pleasant environment complementary to the need to improve the Region's image and encourage more use of environmentally-friendly modes of transport (e.g. walking, cycling and canals). 	
<p>Wild about the North West: A Biodiversity Audit of North West England (1999)</p>	<p>The Audit identifies priority habitats and species of conservation importance at a regional level, it also informs the production of Local Biodiversity Action Plans, and provides a basis for targeting the allocation of resources as well as strategic regional planning and economic initiatives.</p> <p>The audit identifies priority and important areas in Merseyside such as the sand dune coast and estuaries which are internationally important for their habitats and species, some of the industrial "wasteland", of which there is plenty, also supports very interesting and uncommon plant and animal communities. Other natural habitats of importance include the saltmarshes, mosslands, heathlands and wooded cloughs, with farming having created woods, pasture, hay meadows and ponds.</p>	<p>SA/SEA to include objective for protecting biodiversity from transport development</p>
<p>North West Cultural Strategy</p>	<p>The Strategy sets out the overall context for the region including its cultural strengths and assets and what the NWCC believes can and should be done together with its partners to develop and improve the cultural</p>	<p>Transport infrastructure and traffic congestion can affect cultural assets and their settings. The SPD could indirectly affect cultural assets.</p>

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	<p>opportunities and add significantly to the well-being of the north west.</p> <p>One of the aims of the strategy is that: Culture and creativity are central to economic prosperity and growth and we aim to:</p> <ul style="list-style-type: none"> • Develop a sustainable cultural economy and build on the existing clusters of businesses in all parts of the region; • Ensure that more of the region’s citizens gain and sustain employment in the cultural industries through promotion and export, and the exchange of ideas, skills and products; • Promote the benefits of culture and creative innovation to businesses and visitors including the attraction of inward investment. 	
North West Economic Strategy 2006	<p>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’.</p> <p>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</p>	<p>The SA/SEA should reflect the priorities of the RES and include objectives for economic growth, culture, environment, community and transport. The SPD should contribute towards the aim for transport</p>
Draft North West Sustainability Checklist for Developments	<p>The NWRA and BRE with funding from WWF have recently completed work on the Sustainability Checklist for Developments. The Checklist, which will be considered shortly at the Examination in Public of the Regional Spatial Strategy, can be used by both developers and architects to review good practice and demonstrate the sustainability performance of their proposed developments, whilst planners can use it to assess planning applications and compare the sustainability of different site options at the forward planning stage.</p> <p>The transport category objective states: ‘To ensure people can reach the facilities they need by designing out the need to travel, encouraging walking</p>	<p>The SPD should help developers achieve the requirements of the sustainability checklist by proving greater accessibility to new developments by all modes of transport.</p>

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	and cycling, encouraging public transport use and accommodating private cars in away that minimises their impact and promotes a reduction in their use.'	
Rising to the Challenge – A Climate change Action Plan for England’s North West 2007-2009	The Action Plan sets out a Vision for the region ‘A low carbon and well adapted northwest by 2020’. In order to achieve this the action plan focuses on the twin objectives of reducing regional greenhouse gas emissions and adapting to those effects of climate change which are now unavoidable.	Transport contributes to climate change through vehicle emissions. The SPD aims to reduce reliance on the private car by making new developments more accessible by a wider range of transport options and encouraging sustainable travel.
Local		
Merseyside Second Local Transport Plan (2006)	The LTP2 makes specific reference to the SPD as a critical element of the plan. The SPD will support policies in the LDF, ensuring developments are accessible by a choice of all modes and encourage sustainable travel to new developments.	The LTP2 directly promotes the SPD
Liverpool City Council Air Quality Action Plan	<p>Liverpool City Council requires an Air Quality Action Plan because it is forecast that annual average concentrations of nitrogen dioxide (NO2) in two areas of the City will exceed the national target for 2005. In accordance with legislation, two Air Quality Management Areas (AQMAs) have been declared:</p> <ul style="list-style-type: none"> • AQMA1 - Liverpool City centre • AQMA2 - Liverpool M62/ Rocket Junction area <p>Objectives for the AQAP include:</p> <p>To pursue the air quality objectives laid down in the National Air Quality Strategy, whilst</p> <p>...improving the quality of life and health of the residents and workers in Liverpool,</p> <p>...acting in a cost-effective manner, through careful selection of options</p> <p>...integrating our work with other Council Strategies and the activities of Council Departments; particularly LTP2, regional bodies, outside Agencies and other interested parties,</p> <p>...taking account of the needs and views of local people,</p>	Transport is the major contributor to the AQMAs in Liverpool. The SPD aims 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.

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	...and acting, where possible, to stimulate local employment and the local economy.	
Knowsley UDP	Policy T6 on ensuring choice of travel to serve new developments aims to ensure good choice of mode of travel for all development proposals with an emphasis on walking, cycling and public transport. Policy T8 on Transport Assessments (TA) requires that a TA is submitted for large-scale developments likely to substantially increase traffic generation. Policy T9 on Travel Plans requires the submission and implementation of travel plans for certain types of development.	The SPD will support the policies in the UDP by requiring transport assessments and travel plans for certain thresholds of development
St Helens UDP	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 SPD will support policies in the UDP by providing more stringent parking standards and facilities for cyclists and pedestrians
Liverpool UDP	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.	The SPD will support the policies in the UDP through requiring transport assessments for certain developments and controlling car parking.
Sefton UDP	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 SPD will support the UDPs aim to promote sustainable transport choices and reduce reliance on cars
Wirral UDP	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 SPD will support the UDP policies on transport through requiring new development to provide cycle facilities.

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'Liverpool First' Liverpool Community Strategy 2005-2008	<p>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.'</p> <p>Liverpool's key transport priorities are: improving road safety, access and air quality and reducing congestion.</p>	<p>The SPD will contribute to the transport priority through encouraging sustainable transport options which will help reduce congestion and air pollution</p>
Knowsley Community Plan 2002-2012	<p>Knowsley's Community Plan outlines the vision for the kind of place that local people want Knowsley to be in the next 10 years. It provides a framework for the way funding will be spent and the action that will be taken to measure progress to achieve the targets set.</p> <p>The vision for Knowsley is to encourage community wellbeing by developing an economy that is vibrant, with a wide range of job opportunities, where being a citizen is valued and lifelong learning and education is promoted. We wish to develop a Borough where the environment is safe, clean and attractive, where opportunity, health and social prosperity is available to all.</p>	<p>The SPD will help support the community strategy. The SA/SEA should include objectives on health, economy, community to reflect the objectives of the community strategy</p>
'A vision for Sefton' Sefton Community Strategy 2006-2011	<p>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'.</p> <p>The Strategy sets out priorities and targets which have been agreed to improve the quality of life for those residing and visiting Sefton and are presented as four main themes:</p> <ul style="list-style-type: none"> • Children and Young People; • Safer and Stronger Communities; 	<p>The SPD will help support the community strategy. The SA/SEA should include objectives on health, economy, community to reflect the objectives of the community strategy</p>

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	<ul style="list-style-type: none"> • Healthier Communities and Older People; • Economic Development and Sustainability. 	
St Helen's Community Plan 2002-2012	<p>The vision for St Helens is to make St. Helens a modern, distinctive, economically prosperous and vibrant Borough.</p> <p>Key objectives of the Plan include:</p> <ul style="list-style-type: none"> • A diverse, modern economy, offering a wide range of job opportunities. • Opportunity and success for all who live, study, train and work in the Borough, through high quality lifelong learning experiences and activities. • A healthy, safe, attractive and rich environment with a choice of good transport facilities for all. • A wide choice of quality homes for all our residents. • Reduced crime and fear of crime. • Improved health and well-being through flexible, responsive health and social care. • High quality opportunities and facilities for leisure and sport, with a vibrant cultural life. • Sustainable and stronger communities, narrowing inequalities with better opportunities for disadvantaged groups. 	The SPD will help support the community strategy through sustainable transport opportunities which may provide accessibility and health benefits
'Getting Better Together' Wirral Community Strategy 2003-2013	<p>The vision for Wirral is to 'Make Wirral a better place in which to live, work and invest'.</p> <p>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.</p>	The SPD will support the community strategy by encouraging sustainable transport choices and improving accessibility.
Liverpool City Region Development Programme Update	<p>The 2006 update to the Liverpool City Region (LCR) Development Programme has been compiled by the Sub Regional Partnership (SRP), guided by The Mersey Partnership</p> <p>It will form the key strategy statement, for submission to the Northern Way, on the future direction of the whole city region and a platform from which partners in the city region can:-</p>	The SA/SEA should complement the aims of the development programme

Plan or Programme	Objectives or Requirements of Plan or Programme	Implications for the Merseyside SPD and SA/SEA
	<ul style="list-style-type: none"> • Promote the city region and its assets • Provide focus for and help align the various strategies and funding streams • Help to stimulate private sector involvement and investment • Influence public investment planning and coordination • Establish collaborations across the City region • Identify and develop pan-northern opportunities 	
Housing Market Renewal Initiative	<p>In February 2003, the government announced the new Housing Market Renewal Fund as part of its Sustainable Communities Plan. This programme was to be used to tackle poor quality housing across parts of the North and Midlands of England. Nine "Pathfinder" areas across the country have been chosen to receive HMRI money, and Merseyside is one of these. It covers parts of Sefton and Wirral, as well as Inner Liverpool. Together, these areas are called Newheartlands.</p>	<p>The SA/SEA should include deprivation and social exclusion issues.</p>
Merseyside Noise Study	<p>In April 2003, the Merseyside Transport, Health and Environment Forum, on behalf of the five Merseyside Local Authorities and Merseytravel, commissioned an investigations into environmental (or ambient) noise. The main purpose of the Merseyside Ambient Noise Study was to address the lack of good quality information about environmental noise and its effects on people's quality of life. Particular attention was paid to transport related noise. The Merseyside Noise Study was completed in June 2004 and the results were presented to a conference held in Liverpool on the 22nd June 2004.</p> <p>The results showed that transportation noise especially road traffic noise was the main source of residents noise exposure, and that 44% of residents were caused bother, annoyance or disturbance.</p>	<p>It is unlikely that the SPD will cause a modal shift that will affect noise levels from road transport, however it may have some cumulative effects, and these should be taken into consideration in the SA/SEA.</p>
Code of Practice on Access and Mobility	<p>The Code of Practice was originally compiled and produced by Merseytravel and the five Merseyside Authorities in February 1999. It was updated in 2001</p>	<p>The SPD aims to increase the accessibility of new developments for cyclists, walkers and disabled people. The SA/SEA should include an objective on increasing</p>

Plan or Programme	Objectives or Requirements of Plan or Programme	Implications for the Merseyside SPD and SA/SEA
	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.	accessibility.

Appendix B Alignment Matrix – Development of SA/SEA Objectives

	Strategic Environmental Assessment Issues	Draft Mott MacDonald Merseyside SPD SA/SEA Objectives	Generic Merseyside SEA/SA Objectives	RPG13 North West Regional Spatial Strategy Policies (March 2003)/ Draft RSS The North West Plan Policies (Jan 2006)	North West Sustainable Development Integrated Appraisal Toolkit Questions	LTP2 Objectives
1	Air Human Health	To protect and where necessary improve air quality within Merseyside by aiming to reduce concentrations of NO ₂ generated from surface based transport	To protect, and where necessary, improve local air quality	<p>Policy EQ2 Air Quality The NWRA and the Environment Agency will take measures to improve air quality in the North West and co-ordinate action to monitor air quality in line with the Regional Sustainable Development Framework. Development and local transport plans should:</p> <ul style="list-style-type: none"> include air quality criteria and proposals to reduce or reverse the growth in road traffic and encourage greater use of public transport, walking and cycling; promote more sustainable and healthier patterns of development in line with the Core Development Principles; be linked to any air quality action plans. <p>Local authorities should:</p> <ul style="list-style-type: none"> work together with their partners to tackle poor air quality and reduce emissions; designate Air Quality Management Areas, where required, as part of the local air quality management process. <p><i>...A strategic approach to traffic management should be adopted which aims to improve safety on rural roads, maintain the tranquillity of the countryside, improve local air quality and protect the local environment</i> (Policy RDF1 – Main Development Locations)</p> <p><i>...In rural areas, plans and strategies for managing traffic should focus on protecting the local environment, including maintaining the tranquillity of the countryside, and improving local air quality, with traffic encouraged to use the most appropriate routes wherever possible...</i> (Policy RT2 – Management and maintenance of the Highway Network)</p>	<ul style="list-style-type: none"> Will the initiative contribute to the provision of cleaner, safer, greener communities? Will the initiative protect or improve local air quality? 	Protects and enhances the environment
2	Climatic Factors	To mitigate and adapt to climate change through reducing greenhouse gas emissions such as CO ₂ from surface based transport	To mitigate and adapt to climate change including flood risk	<p><i>...Tackling Climate Change</i> <i>As an urgent regional priority, plans and strategies should:</i></p> <ul style="list-style-type: none"> <i>Develop and implement policies to reduce emissions of greenhouse gases (principally CO₂) from all sources, including energy generation and supply, buildings and transport, to contribute towards national targets; and</i> <i>Identify, assess and apply measures to ensure effective adaptation to the likely environmental, social and economic impacts of climate-related changes</i> <p><i>Proposals and schemes must take into account the local implications of</i></p>	<ul style="list-style-type: none"> Will the initiative develop or deliver local, regional and national policies to tackle climate change? Will the initiative help to mitigate greenhouse gases? Will the initiative help to adapt to climate change? Will the initiative address the social and economic, as well as environmental impacts, of energy use? 	Protects and enhances the environment

	Strategic Environmental Assessment Issues	Draft Mott MacDonald Merseyside SPD SA/SEA Objectives	Generic Merseyside SEA/SA Objectives	RPG13 North West Regional Spatial Strategy Policies (March 2003)/ <i>Draft RSS The North West Plan Policies (Jan 2006)</i>	North West Sustainable Development Integrated Appraisal Toolkit Questions	LTP2 Objectives
				<p><i>climate change, particularly in vulnerable areas, coastal zones and location at risk of flooding</i> (Policy DPI – Regional development Principles)</p> <p><i>Plans and strategies should have regard to River Basin Management Plans and assist in achieving integrated water management and delivery of the EU Water Framework Directive (WFD). They should protect the quantity and quality of surface, ground and coastal waters and manage flood risk by:</i></p> <ul style="list-style-type: none"> • <i>Phasing development to reflect existing water supply and waste water treatment capacity, unless new infrastructure can be provided ahead of the development without environmental harm;</i> • <i>Implementing the meeting the Sequential Flood Risk Test – Guidelines for the North West Region’;</i> • <i>Requiring that any development which, exceptionally, must take place in current or future flood risk areas is resilient to flooding; protected to appropriate standards and does not increase the risk of flooding elsewhere;</i> • <i>Requiring new, and where possible, existing development (including transport infrastructure) to incorporate sustainable drainage systems and water conservation and efficiency measures; Raise people’s awareness of flood risks and the impacts of their behaviours and lifestyles on water consumption.</i> <p>(Policy EM5 – Integrated Water Management)</p>		
3	Climatic factors Material assets Soil	Promote the efficient and prudent use of energy seeking to use renewable sources wherever possible, and use land resources efficiently through re-use and remediation for transport infrastructure improvements	To use energy, water and mineral resources prudently and efficiently and increase energy generated from renewable sources To protect, manage and restore land and soil quality	<p>Policy DPI Economy in the Use of Land and Buildings New development and other investment in infrastructure and services should be located so as to make the most effective use of land, promote appropriate mixes of uses within a site and its wider neighbourhood, make efficient use of transport facilities and assist people to meet their needs locally...Development plans should adopt the following sequential approach to meeting development needs, taking account of local circumstances, the characteristics of particular land uses, and the Spatial Development Framework:</p> <p>i) the effective use of existing buildings and infrastructure within urban areas, including the re-use or conversion of empty buildings (if they are sound and worthy of re-use, and/or of architectural or historic interest) – particularly those which are accessible by way of public transport, walking or cycling;</p> <p>ii) the use of previously-developed land, particularly that which is accessible by public transport, walking or cycling; and then</p> <p>iii) the development of previously undeveloped land, where this avoids areas of important open space, is well located in relation to houses, jobs other services and infrastructure and is or can be made accessible by public transport, walking or cycling.</p>	<ul style="list-style-type: none"> • Will the initiative protect or enhance soils and/or land whilst promoting the re-use or regeneration of previously developed land? • Will the initiative ensure efficient use of natural resources? • Will the initiative encourage the use of local resources? • Will the initiative help to increase the value of regional resources to society and the environment? 	To protect and enhance the environment. Make best use of existing resources and strive to ensure value for money at all times

	Strategic Environmental Assessment Issues	Draft Mott MacDonald Merseyside SPD SA/SEA Objectives	Generic Merseyside SEA/SA Objectives	RPG13 North West Regional Spatial Strategy Policies (March 2003)/ <i>Draft RSS The North West Plan Policies (Jan 2006)</i>	North West Sustainable Development Integrated Appraisal Toolkit Questions	LTP2 Objectives
				<p>Policy UR4 Setting Targets for the Recycling of Land and Buildings The redevelopment and re-use of vacant sites and buildings within urban areas should be a priority.</p> <ul style="list-style-type: none"> • in the Liverpool, on average at least 90% of new housing will be on previously-developed land; • in the remainder of the Merseyside area, and Halton, on average at least 65%.... <p>Policy ER13 Renewable Energy and Energy Efficiency ...Development plans should:</p> <ul style="list-style-type: none"> • ensure that development minimises energy use through careful and imaginative location, design and construction techniques; • positively encourage the use of energy-efficient technologies and energy from renewable sources in major new developments... <p>Policy EQ1 Tackling Derelict Land and Contamination Issues Local authorities should work in partnership with the NWRA, NWDA and the EA to identify and prioritise a major programme of schemes for the restoration and remediation of derelict and contaminated sites. Wherever possible, priority should be given to those sites which present the best opportunities to support urban renaissance and reduce sources of pollution and environmental impact in the North West...</p> <p><i>Local authorities, energy suppliers, construction companies, developers, transport providers and other organisations must ensure that their approach to energy is based on minimising consumption and demand, promoting maximum efficiency and minimum waste in all aspects of local planning, development and energy consumption... (Policy EM16 – Energy Conservation and Efficiency)</i></p> <p><i>Plans, strategies, proposals and schemes should encourage the adoption of sustainable remediation technologies. Where soft end uses (including green infrastructure, natural habitat or landscape creation) are to be provided on previously developed sites, appropriate remediation technologies should be considered which reduce or render harmless any contamination that may be present. (Policy EM2 – Remediating Contaminated Land)</i></p>		
4	Soil Material assets	To minimise the production of waste and increase reuse, recycling and recovery rates by maximising the use of secondary and recycled aggregates for transport	To minimise the production of waste and increase reuse, recycling and recovery rates	<p>Policy ER11 Secondary and Recycled Aggregates The NWRA will work with the Regional Aggregates Working Party, mineral and waste planning authorities, and others to maximise the role played by secondary and recycled sources of aggregates in meeting the Region's requirements by</p> <ul style="list-style-type: none"> • ...encouraging local authorities and developers to incorporate 	<ul style="list-style-type: none"> • Will the initiative reduce the amount of litter, flytipping or graffiti in local communities? • Will the initiative ensure the sustainable management of waste? • Will the initiative encourage re-using, recycling and/or recovery? 	To protect and enhance the environment. Make best use of existing resources and

	Strategic Environmental Assessment Issues	Draft Mott MacDonald Merseyside SPD SA/SEA Objectives	Generic Merseyside SEA/SA Objectives	RPG13 North West Regional Spatial Strategy Policies (March 2003)/ <i>Draft RSS The North West Plan Policies (Jan 2006)</i>	North West Sustainable Development Integrated Appraisal Toolkit Questions	LTP2 Objectives
		infrastructure projects		<p>temporary materials recycling facilities on the sites of major demolition or construction projects...</p> <p>Policy EQ4 Principles Governing a Regional Approach to Sustainable Waste Management Because of the rapidly diminishing landfill capacity in the Region, waste planning, collection and disposal authorities should, as a matter of priority, work with all stakeholders, including the waste industry, to significantly reduce the volume of biodegradable waste sent to landfill, in accordance with the national waste strategy and the requirements of the EU Landfill Directive... ... Waste management options should be determined through the application of the following principles:</p> <ul style="list-style-type: none"> • The waste hierarchy ... • The Best Practicable Environmental Option (BPEO) for each waste stream... • Regional Self Sufficiency... • 'The proximity principle' ... <p><i>The NWRA will work with the Regional Aggregates Working Party, mineral and waste planning authorities, and others to maximise the role played by secondary and recycled sources of aggregates in meeting the Region's requirements by:</i></p> <ul style="list-style-type: none"> • Working with the construction industry to achieve a target of 20% of construction aggregates to be from secondary or recycled sources by 2010 and 25% by 2021; • Encouraging local authorities and developers to incorporate temporary materials-recycling facilities on the sites of major demolition or construction projects; and • Plans and strategies identifying, sites or criteria for the provision of permanent recycling plants for construction and demolition waste in appropriate locations. <p>(Policy EM9 – Secondary and Recycled Aggregates)</p> <p><i>Taking account of the Government's waste hierarchy, plans, strategies, proposals and schemes should promote more effective forms of waste management by:</i></p> <ul style="list-style-type: none"> • Reducing growth in the amount of waste produced in the region; • Making the most of opportunities to reuse waste products; • Encouraging recycling and composting; • Recovering value, in the form of energy, from waste that is not recycle; and • Maintaining sufficient landfill capacity for the disposal of residual waste once it has been treated and recovered. 		strive to ensure value for money at all times

	Strategic Environmental Assessment Issues	Draft Mott MacDonald Merseyside SPD SA/SEA Objectives	Generic Merseyside SEA/SA Objectives	RPG13 North West Regional Spatial Strategy Policies (March 2003)/ <i>Draft RSS The North West Plan Policies (Jan 2006)</i>	North West Sustainable Development Integrated Appraisal Toolkit Questions	LTP2 Objectives
				(Policy EM11 – Waste Management Principles)		
5	Cultural heritage, including architectural and archaeological heritage	To preserve, enhance and manage Merseyside’s rich diversity of cultural, historic and archaeological buildings, areas, sites and features during design and implementation of transport projects	To preserve, enhance and manage Merseyside’s rich diversity of cultural, historic and archaeological buildings, areas, sites and features	<p>Policy ER3 Built Heritage Planning authorities and other agencies in their plans, policies and proposals will identify, protect, conserve and, where appropriate, enhance the built heritage of the Region, including those features and sites (and their settings) of historic significance to the North West...</p> <p>Policy ER4 Contribution of Built Heritage to Regeneration Local authorities should work together with English Heritage to develop strategies and programmes that maximise opportunities for the historic and built environment to contribute to the physical, economic, educational and cultural life of the North West. Conservation-led regeneration of areas rich in historic interest should capitalise on the quality and distinctiveness of traditional buildings, and features in parks and gardens of historic interest, and the value that they lend to an area through design and use of materials...</p> <p><i>.....Plans and strategies should support conservation-led regeneration in areas rich in historic interest.....</i></p> <p>(Policy EMI – Integrated Land Management)</p>	<ul style="list-style-type: none"> • Will the initiative protect places of historic, cultural and archaeological value? • Will the initiative protect and sustainably manage designated heritage sites? 	Protects and enhances the environment
6	Biodiversity Flora Fauna	To protect, enhance and manage biodiversity, species, wildlife habitats and sites of geological importance within Merseyside	To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance	<p>Policy ER5 Biodiversity and Nature Conservation Planning authorities and other agencies in their plans, policies and proposals will afford the strongest levels of protection to:</p> <ul style="list-style-type: none"> • sites with international and national nature conservation designations in the Region, encompassing: Ramsar Sites, Special Protection Areas, Special Areas of Conservation, National Nature Reserves and, Sites of Special Scientific Interest; and • statutorily protected species. <p>Planning authorities and other agencies in their plans, policies and proposals should ensure that the overall nature conservation resource in the North West is protected and enriched through conservation, restoration and re-establishment of key resources...</p> <p><i>.....Plans and strategies should seek to deliver a ‘step-change’ increase in the regions biodiversity resources, by delivering the regional biodiversity targets for maintaining, restoring and expanding priority habitats, and delivering the habitat and species targets of the Local Biodiversity action Plans. This should be done by protecting, expanding and linking areas for wildlife within and between the locations of highest biodiversity resources, and encouraging the protection, conservation and improvement of the ecological fabric elsewhere.....</i></p> <p>(Policy EMI – Integrated Land Management)</p>	<ul style="list-style-type: none"> • Will the initiative protect, enhance and manage biodiversity and local landscape character? • Will the initiative help to protect any designated wildlife sites or landscape areas? • Will it improve the amount and quality of, and access to, local green space? • Will the initiative protect and enhance endangered species and habitats and provide opportunities for new habitat creation? 	Protects and enhances the environment

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7	Landscape	To protect and enhance the character of Merseyside's rural and urban landscapes and townscapes	To protect, enhance and manage the local character and accessibility of the landscape across the sub-region	<p>Policy UR10 Greenery, Urban Greenspace and the Public Realm Local authorities and other agencies should identify the urban areas in need of more greenspace, and in response develop appropriate strategies for the design, management, maintenance and enhancement of the public realm and urban greenspace...</p> <p>Policy ER1 Management of the North West's Natural, Built and Historic Environment Planning authorities and other agencies in their plans, policies and proposals should:</p> <ul style="list-style-type: none"> • promote positive management of the Region's natural, built and historic environment and protect it from development likely to cause harm (such as further loss or fragmentation of tranquil areas, including by light or noise pollution) • adopt an integrated approach which protects designated areas while meeting the social and economic needs of local communities; • protect, for their own sake, all important aspects of the landscape, including regionally and sub-regionally distinctive features and special sites; • conserve and enhance, wherever possible, regional and local distinctiveness and variety, • seek to restore damaged and lost environmental features wherever possible... <p>Policy ER2 Landscape Character Planning authorities and other agencies in their plans, policies and proposals will provide the strongest levels of protection for the North West's finest landscapes and areas of international and national importance and their settings...</p> <p><i>.....Plans, strategies, proposals and schemes should identify, protect, maintain and where possible, enhance natural, man-made and historic features that contribute to the character and culture of landscapes, places and local distinctiveness within the North West....</i> (Policy EM1 – Integrated Land Management)</p>	<ul style="list-style-type: none"> • Will the initiative be based on high-quality design that respects local character and enhances local distinctiveness? • Will the initiative help to reduce the number of vacant buildings, through re-use as well as redevelopment? 	Protects and enhances the environment
8	Water	To protect the quality of inland, estuarine and coastal waters, ensure that existing levels of flood risk are not increased and where possible provide development that seeks to reduce flood risk through appropriate mitigation, and	<p>To protect, improve and where necessary, restore the quality of inland, estuarine and coastal waters</p> <p>To mitigate and adapt to climate change including flood risk</p>	<p>Policy EQ3 Water Quality Measures to improve and sustain the quality of the Region's rivers, canals, lakes and sea will be promoted. Local authorities and other regional agencies should co-ordinate their strategies and programmes to:</p> <ul style="list-style-type: none"> • maintain or improve the quality of groundwater, surface or coastal waters; • avoid development that poses an unacceptable risk to the quality of groundwater, surface or coastal water; 	<ul style="list-style-type: none"> • Will the initiative protect or improve inland or coastal waters? 	Protects and enhances the environment

	Strategic Environmental Assessment Issues	Draft Mott MacDonald Merseyside SPD SA/SEA Objectives	Generic Merseyside SEA/SA Objectives	RPG13 North West Regional Spatial Strategy Policies (March 2003)/ <i>Draft RSS The North West Plan Policies (Jan 2006)</i>	North West Sustainable Development Integrated Appraisal Toolkit Questions	LTP2 Objectives
		efficient use of water resources		<ul style="list-style-type: none"> ensure that adequate foul and surface water provision and infrastructure is available to serve new development and minimise the environmental impact of discharges; ensure that adequate pollution control measures to reduce the risks of water pollution are incorporated into new developments... ensure that the construction of roads and other transport infrastructure does not unnecessarily add to diffuse pollution. <p>Policy ER7 Water Resources Local authorities will work in partnership with other regional agencies to ensure that strategies and programmes are co-ordinated to:</p> <ul style="list-style-type: none"> manage demand, conserve supplies, reduce wastage and promote local recycling of water... <p>Policy ER8 Development and Flood Risk In preparing development plans and other relevant strategies and considering individual planning proposals, local authorities should apply the precautionary principle...</p> <p>Policy SD7 The North West's Coast On the undeveloped and developed coast alike, the primary emphasis will be on the need to:</p> <ul style="list-style-type: none"> respect the changing physical nature of the coastline; recognise the risk over time of fluvial and coastal flooding and erosion; take active steps to ensure the conservation and enhancement of historic and archaeological features, natural beauty, seascapes and natural features; enable wise use of all the natural resources, both on and off-shore; ensure that on-shore enabling development to support off-shore activity is anticipated... <p><i>Plans, strategies, proposals and schemes (including Shoreline Management Plans) should take a strategic and integrated approach to the long term management of flood and coastal erosion risk by:</i></p> <ul style="list-style-type: none"> <i>Taking account of natural coastal change and the likely impacts of climate change, to ensure that development is sited or re-sited carefully</i> <i>Making provision for mitigation of and adaptation to natural coastal change and the predicted effects of climate change over the medium to long term (100 years) and supporting a 'whole shoreline approach' being taken to coastal risk management;</i> <i>Minimizing the loss of coastal habitats and avoiding damage to coastal processes;</i> 		

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				<ul style="list-style-type: none"> <i>Promoting managed realignment as a tool for managing flood and coastal erosion risk and delivering biodiversity targets and compensatory habitat requirements under the Habitats Directive. (Policy EM6 – Managing the North West’s Coastline)</i> <p>Plans and strategies should:</p> <ul style="list-style-type: none"> <i>Enhance the economic importance of the coast and the regeneration of coastal communities in ways that safeguard, restore or enhance and make sustainable use of natural, built and cultural heritage assets of the North West Coast and address issues of environmental decline and socio-economic decline;</i> <i>Protect the functional integrity of bays, estuaries and inter-tidal areas immediately offshore;</i> <i>Promote the countryside and enhancement of cultural, historical and natural environmental assets, including land and seascapes, in the marine and coastal environment, where appropriate taking into account and mitigation for the likely impacts of climate change, and ensure prudent and sustainable use of natural resources.....</i> <p>(Policy RDF4 – The Coast)</p>		
9	Population Human Health	To improve the health and wellbeing of communities within Merseyside, reduce transport related crime and road traffic accidents	To improve health and reduce health inequalities To improve safety and reduce crime, disorder and fear of crime	<p>Policy T4 Road Safety Highway authorities in the North West should seek to achieve a minimum target of a 40% reduction in the number of people killed or seriously injured in road accidents by 2010, compared to the average for 1994 to 1998...</p> <p>Policy DP2 Enhancing the Quality of Life An enhancement in the overall quality of life experienced in the Region is required. The overall aim of sustainable development is the provision of a high quality of life, for this and future generations. Enhancing the quality of life requires the enhancement of economic, social and environmental ‘capital’: the sources of the benefits we receive from the economy, the environment and society...</p> <p>Policy UR1 Urban Renaissance In preparing strategies and programmes local authorities and other regional agencies should work together to provide accessible, desirable, living and working conditions that ensure a good quality of urban life for all...</p> <p><i>....Plans and strategies for improving public transport services and infrastructure should be implemented in partnership with relevant operators and should give priority to improving personal safety and security.....</i></p>	<ul style="list-style-type: none"> Will the initiative contribute to developing and maintaining sustainable communities? Will the initiative reduce crime, disorder and the fear of crime whilst offering opportunities for rehabilitation to offenders? Will the initiative improve health and/or improve access to health care in the region particularly in deprived areas? Will the initiative encourage up-take of exercise opportunities? Will the initiative reduce traffic congestion and improve safety for all road users? 	Support a healthier community by ensuring transport actively improves health, does not impair quality of life, and ensures safety and security for all users

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10	Population Material assets	To improve accessibility of communities to key services, goods and amenities, and reduce community severance	To improve local accessibility of good, services and amenities and reduce community severance	<p><i>(Policy RT1 – The Regional Public transport Framework)</i></p> <p>Policy UR2 An Inclusive Social Infrastructure Local planning authorities should liaise closely with health service, education, crime prevention and other providers in developing and implementing strategies and development plans. These should:</p> <ul style="list-style-type: none"> • allow for the varied provision of facilities for education and training, including Education Action Zones; • promote the provision of other facilities necessary for local communities, and maximise the potential of existing community buildings and other facilities, wherever there is potential for mixed use; and • have regard to the impacts of proposed developments on the health of local communities so that they support health improvements and the narrowing of health inequalities. <p>As well as ensuring that the requirements and plans of relevant agencies are taken into account, continuing liaison and consultation should aim to ensure that social and community facilities are provided in locations which optimise their contribution to social inclusion and sustainable development.</p> <p>Policy UR3 Promoting Social Inclusion through Urban Accessibility and Mobility Within the North West Metropolitan Area and other urban settlements as defined in the Spatial Development Framework, local authorities and transport service providers should place a high priority on the development and improvement of accessible infrastructure and services, in the interests of sustainable development and maximising mobility for people who may not have access to a car. Priority should be given to the identification of:</p> <ol style="list-style-type: none"> a) areas where social exclusion is being fostered or exacerbated by lack of access to employment and education opportunities, shops, leisure facilities and public services; b) locations where safety and environmental quality are key concerns. <p>Detailed policies and proposals should then be defined in local transport plans and development plans as appropriate, with particular regard to:</p> <ul style="list-style-type: none"> • assisting people with special mobility needs; • improvement and development of pedestrian routes; • creation of cycle networks; • upgrading the public transport network; • related improvements to the road network. <p><i>.....Networks of effective transport interchanges should be developed to improve integration within and between modes and to enhance the</i></p>	<ul style="list-style-type: none"> • Will the initiative improve and ensure local accessibility of jobs, community goods and services as well as amenities? 	Provide access for all to ensure an inclusive community

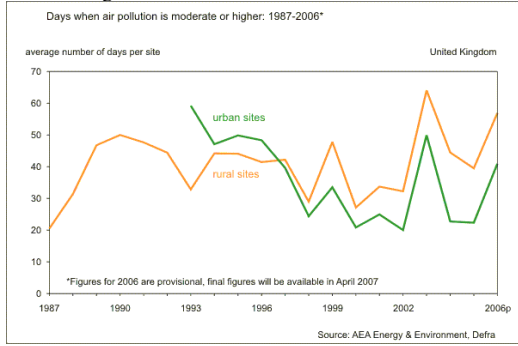
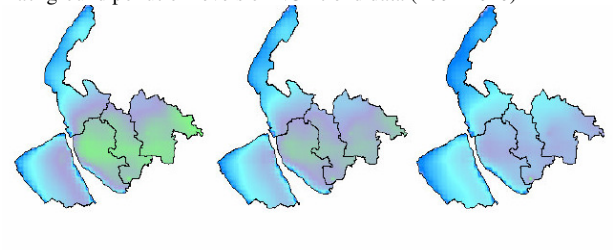
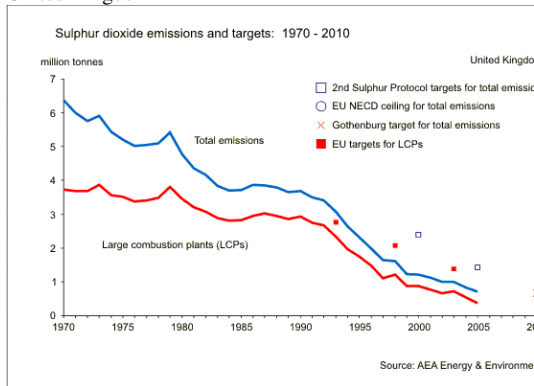
	Strategic Environmental Assessment Issues	Draft Mott MacDonald Merseyside SPD SA/SEA Objectives	Generic Merseyside SEA/SA Objectives	RPG13 North West Regional Spatial Strategy Policies (March 2003)/ <i>Draft RSS The North West Plan Policies (Jan 2006)</i>	North West Sustainable Development Integrated Appraisal Toolkit Questions	LTP2 Objectives
				<i>accessibility of the regional towns and cities. In rural areas, priority should be given to providing access from rural hinterlands to regional towns and cities and key service centres.... (Policy RT1 – The Regional Public Transport Framework)</i>		
11	Population Air Material Assets	Reduce the need to travel by car by increasing opportunities to use public transport, walking and cycling and making improvements for people with mobility difficulties	To reduce the need to travel and improve choice and use of more sustainable transport modes	<p>Policy T1 Integrating Transport Networks in the North West It is critical to the economic competitiveness of the Region that transport systems should be modern, efficient and very well integrated. Transport issues in the Region should be examined on a multi-modal basis to develop, where appropriate, sustainable and integrated solutions for all users...</p> <p>Policy T8 The National Cycle Network Development of the National Cycle Network within the North West should be supported by local authorities where appropriate, and should also be facilitated by the developers and other agencies in the Region when an increase in local cycling can be achieved. Local authorities should work with interested partners to extend, improve and coordinate their cycle networks and to provide a regional network of routes that will integrate local networks with the National Cycle Network.</p> <p>Policy T9 Demand Management ...Local authorities should develop a co-ordinated approach to the use of parking charges, enforcement and provision as a demand management tool in support of wider planning and transport objectives...Local authorities should develop maximum parking standards in accordance with the regional ceilings set out in Table 1 of Appendix 4. Standards should generally be more restrictive in urban areas to reflect local characteristics, such as higher levels of public transport accessibility and higher development density. Areas where more restrictive standards are to be applied should be defined in development plans and referenced in local transport plans. There should be consistency and co-ordination in the definition of these areas and of parking standards across neighbouring authorities.</p> <p><i>.....Proposals and schemes to enhance bus service in the regional corridors identified in Appendix RT1.1 should include priority to improve journey time reliability. Interchange improvements should be supported by better information provision, marketing and integrated ticketing..... (Policy RT1 – The Regional Public Transport Framework)</i></p> <p><i>Local authorities should develop a co-ordinated approach to the use of parking charges, enforcement (especially in area where parking has been decriminalised) and provision of all embracing strategy to manage travel demand.</i></p>	<ul style="list-style-type: none"> • Will the initiative reduce the need to travel or the distances needed to travel? • Will the initiative encourage walking, cycling and/or travelling by public transport? • Will the initiative promote sustainable travel and alternatives such as communication infrastructure which supports ideas such as home working? 	Manage demand to provide an efficient transport network

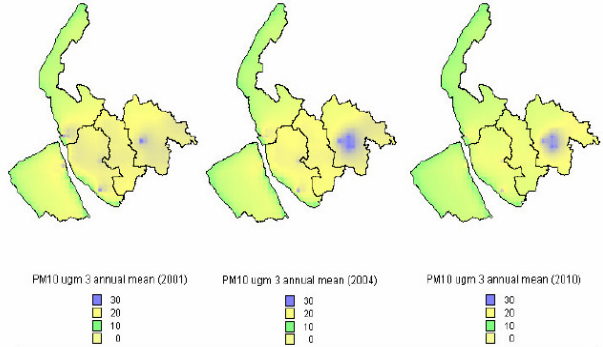
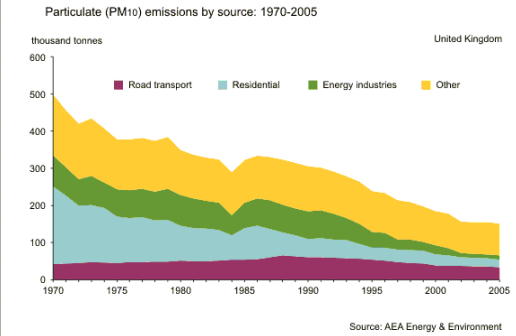
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				<p><i>Plan and strategies include:</i></p> <ul style="list-style-type: none"> • <i>Incorporate maximum parking standards that do not exceed the regional ceilings set out in Table 10.1, and define standards for additional land use categories and areas where more restrictive standards should be applied. Parking for the disabled people is the only situation where minimum standards will be applicable;</i> • <i>Manage car use by implementing workplace, education and personal travel plans which should be developed alongside public transport, cycling and pedestrian network improvements;</i> • <i>Make greater use of on-street parking controls and enforcement where priority or road space is to be provided for specified road users;</i> • <i>Provide dedicated and secure parking facilities for cycles and two wheeled motorised vehicles;</i> • <i>Identify strategic Park and Ride locations to serve the City Regions and areas attracting large numbers of commuters or visitors to be linked by frequent rail and/or bus services that will reduce car trips within those areas. The location and operation of Park and Ride sites should be safe and accessible to all potential users but should not introduce incentives that encourage car use....</i> <p>(Policy RT6 – Parking Policy and Provision)</p> <p><i>Local authorities should work with partners to develop integrated networks of continuous, attractive and safe routes for walking and cycling to widen accessibility and capitalise on their potential environmental, social and health benefits. A high priority should be given to routes linking residential areas with schools, hospitals and other community services.</i></p> <p><i>Local authorities should ensure that proposals and schemes for new developments incorporate high quality pedestrian and cycle facilities, including secure cycle parking.</i></p> <p><i>When considering improvements to the region’s transport networks, scheme promoters should take the opportunity to enhance walking and cycling routes wherever possible.</i></p> <p>(Policy RT7 – A regional Framework for Walking and Cycling)</p> <p><i>...In the regional centres and regional towns and cities identified in the settlement Hierarchy, local authorities should develop an integrated approach to managing travel demand which focuses on the need to reduce the proportion of carborne commuting and education trips made during peak periods....</i></p>		

	Strategic Environmental Assessment Issues	Draft Mott MacDonald Merseyside SPD SA/SEA Objectives	Generic Merseyside SEA/SA Objectives	RPG13 North West Regional Spatial Strategy Policies (March 2003)/ <i>Draft RSS The North West Plan Policies (Jan 2006)</i>	North West Sustainable Development Integrated Appraisal Toolkit Questions	LTP2 Objectives
				<i>(Policy RT2 – Management and Maintenance of the Highway Network)</i>		
12	Population Human Health	Increase social inclusion and reduce deprivation through supporting the local economy, opportunities for investment, education and employment	<p>To reduce poverty and social deprivation and secure economic inclusion</p> <p>To improve the competitiveness and productivity of business, exploit the growth potential of business sectors and increase the number of new businesses</p> <p>Maintain high and stable levels of employment and reduce long-term unemployment</p> <p>To improve educational attainment, training and opportunities for lifelong learning and employability</p> <p>To support voluntary and community networks, assist social exclusion and ensure community involvement in decision making</p>	<p>Policy DP4 Promoting Sustainable Economic Growth and Competitiveness and Social Inclusion Economic growth and competitiveness, with social progress for all, is required. Local authorities and others should set out, in their regional strategies and development plan policies, guidance to ensure that development and investment will, to the fullest extent possible, simultaneously and harmoniously:</p> <ul style="list-style-type: none"> • help to grow the Region’s economy in a sustainable way; and • produce a greater degree of social inclusion. <p>Policy EC6 The Regeneration Challenge: Bringing the Benefits of Economic Growth to Areas of Acute Need Local authorities and other agencies will work together to rectify the imbalance between parts of the Region where continued growth may have unfavourable consequences, and those where economic regeneration is needed, in a manner consistent with the Core Development Principles and the Spatial Development Framework. The NWDA’s investment in Regeneration Priority Areas and derelict land reclamation must be supported by development plan (including sub-regional strategies) and local transport plan policies to encourage and deliver, simultaneously:</p> <ul style="list-style-type: none"> • improved linkages (in terms of access to labour, skills and expertise; travel to work routes, transportation and communications; training and other facilities) between thriving areas and other areas nearby where employment opportunities are more limited; and • co-ordinated and coherent efforts to enhance the attractiveness to potential investors of locations in more needy areas (primarily by improvements in image; visual attractiveness and better environmental quality, including advance ‘structure planting’; better health/schools/social facilities; more varied leisure facilities; improved skill-levels; and business support), especially within the North West Metropolitan Area. <p><i>Plans and strategies should promote opportunities for economic development (including the provision of appropriate sites and premises infrastructure the economy of the North West by:</i></p> <ul style="list-style-type: none"> • <i>Ensuring the safe, reliable and effective operation of the region’s transport networks and infrastructure in accordance with the policies and priorities of the Regional transport Strategy.....</i> <p>(Policy W1 – Strengthening the Regional Economy)</p> <p><i>Plans and strategies should promote opportunities for economic</i></p>	<ul style="list-style-type: none"> • Will the initiative encourage sustainable economic growth and employment? • Will the initiative encourage innovation as well as research & development together with knowledge transfer? • Will the initiative encourage the formation, survival and growth of sustainable enterprise schemes? • Will the initiative make linkages to ensure vacancies are accessible to all communities and locations especially disadvantaged areas? • Will the initiative support growth in key cities/towns and/or areas remote from growth? • Will the initiative improve income levels in deprived areas? • Will the initiative bring intermediate or higher levels skills into the current workforce or develop skills required to bring people back into the labour market? 	<p>Provide access for all to ensure an inclusive community</p> <p>Provide appropriate infrastructure to support social and economic growth and regeneration</p>

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				<p><i>development (including the provision of appropriate sites and premises, infrastructure and clustering where appropriate) which will strengthen the economy of the North West by:</i></p> <ul style="list-style-type: none"> <i>....Supporting growth in service sectors, which will continue to act as significant employers within the region, and in which the greatest improvements in productivity can be made;</i> <i>Improving the skills base of the region, including tackling skill deficiencies and concentrations of unemployment, particularly within parts of the three City Regions....</i> <p><i>(Policy W1 – Strengthening the Regional Economy)</i></p> <p><i>....Public, community and demand responsive transport networks should be developed which link employment, education and training opportunities with areas of need.</i></p> <p><i>(Policy RT1 – The Regional Public Transport Framework)</i></p>		
13	Population	To enhance the vitality and viability of city, town and local centres by developing and marketing the image of Merseyside by ensuring choice of sustainable transport	To enhance the vitality and viability of city, town and local centres Develop and market the image of Merseyside			Provide appropriate infrastructure to support social and economic growth and regeneration

Appendix C Baseline Trend Data and Monitoring Table

SA/SEA Objectives	Indicator	Merseyside Baseline Data	National Comparators	Trends	Issues/Constraints																
1. To protect and where necessary improve air quality within Merseyside by aiming to reduce concentrations of NO ₂ generated from surface based personal transport	Number of exceedances for NO ₂ compared to EC standards adopted in Action Plans	<p>Number of Air Pollution Days on Merseyside <i>Table 4.15 of SEA Baseline Report June 2005</i></p> <table border="1" data-bbox="501 395 1115 448"> <thead> <tr> <th>1997</th> <th>1998</th> <th>1999</th> <th>2000</th> <th>2001</th> <th>2002</th> <th>2003</th> <th>2004</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>0</td> <td>0</td> <td>27</td> <td>24</td> <td>8</td> <td>16</td> <td>0</td> </tr> </tbody> </table> <p>(Source: NETCEN 2004)</p>	1997	1998	1999	2000	2001	2002	2003	2004	0	0	0	27	24	8	16	0	<p>Days when air pollution is moderate or higher: 1987-2006, United Kingdom</p>  <p>(Source: http://www.defra.gov.uk)</p>	<p>There has been a fluctuation in the number of days of NO₂ exceedances in Merseyside. Exceedences were high in 2000 and 2001, decreasing between 2001 and 2004.</p>	<p>Transport is a major source of NO₂ emissions. LTP traffic growth projections may increase future NO₂ levels. There are already two AQMAs designated in Liverpool due to NO₂.</p>
1997	1998	1999	2000	2001	2002	2003	2004														
0	0	0	27	24	8	16	0														
Change in background pollutant concentrations	Change in background pollutant concentrations	<p><i>Fig 4.34 of SEA Baseline Report June 2005</i> Background pollution levels of NO₂ trend data (2001-2010)</p>  <p>(Source: www.naei.org.uk)</p> <p>Background pollution levels of PM₁₀ trend data (2001-2010)</p>	<p>Nitrogen oxides emissions and targets: 1970-2010 United Kingdom</p>  <p>(Source: http://www.defra.gov.uk)</p> <p>Particulate (PM₁₀) emissions, by source: 1970-2005</p>	<p>Background levels of NO₂ in Merseyside have decreased from 2001 to 2005 and are predicted to decrease further by 2010.</p> <p>Background levels of PM₁₀ in Merseyside generally decreased between 2001 and 2004, an exception to this was St Helens where PM₁₀ levels increased. It is predicted that PM₁₀ levels will decrease by 2010.</p>	<p>Trends show that generally background pollution levels are decreasing, with the exception of PM₁₀ levels in St. Helens. Traffic growth will add to pollutant levels across the region.</p>																


SA/SEA Objectives	Indicator	Merseyside Baseline Data	National Comparators	Trends	Issues/Constraints									
		 <p>(Source: www.naei.org.uk)</p>	 <p>(Source: http://www.defra.gov.uk)</p>											
	<p>NO₂ levels through changes in traffic levels</p>	<p>LTP PI 83 'Air Quality' – Pollutant emissions</p> <table border="1" data-bbox="501 651 1111 826"> <thead> <tr> <th></th> <th>2004/05</th> <th>% contribution to Merseyside total</th> </tr> </thead> <tbody> <tr> <td>Road transport related emissions (t/yr) NO₂</td> <td>717</td> <td>40.67</td> </tr> <tr> <td>Total transport related emissions (t/yr) NO₂</td> <td>870</td> <td>49.23</td> </tr> </tbody> </table> <p>(Source: Merseyside Emissions Inventory Review; Merseyside Atmospheric Emissions Inventory 2004)</p>		2004/05	% contribution to Merseyside total	Road transport related emissions (t/yr) NO ₂	717	40.67	Total transport related emissions (t/yr) NO ₂	870	49.23	<p>No data available</p>	<p>Road transport is a significant contributor to the total NO₂ levels in Merseyside. This trend suggests that future traffic growth will increase NO₂ levels across Merseyside.</p>	<p>Increased NO₂ levels can lead to air quality issues and respiratory problems.</p>
	2004/05	% contribution to Merseyside total												
Road transport related emissions (t/yr) NO ₂	717	40.67												
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<p>2. To mitigate and adapt to climate change through reducing greenhouse gas emissions such as CO₂ from surface based personal transport</p>	<p>CO₂ tonnes per annum emitted by transport in the Merseyside area</p>	<p>LTP PI 84 'Air Quality' – Greenhouse gas emissions</p> <table border="1" data-bbox="501 914 1111 1090"> <thead> <tr> <th></th> <th>2004/05</th> <th>% contribution to Merseyside total</th> </tr> </thead> <tbody> <tr> <td>Road transport related emissions (t/yr) CO₂</td> <td>1,568,761</td> <td>35.89</td> </tr> <tr> <td>Total transport related emissions (t/yr) CO₂</td> <td>1,694,991</td> <td>38.78</td> </tr> </tbody> </table> <p>(Source: Merseyside Emissions Inventory Review; Merseyside Atmospheric Emissions Inventory 2004)</p>		2004/05	% contribution to Merseyside total	Road transport related emissions (t/yr) CO ₂	1,568,761	35.89	Total transport related emissions (t/yr) CO ₂	1,694,991	38.78	<p>No data available</p>	<p>Road transport contributes 35% of the total CO₂ emissions in Merseyside. Predicted traffic growth in the region will increase this contribution.</p>	<p>Increased CO₂ levels can lead to air quality and climate change issues.</p>
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	<p>% of CO₂ from transport offset by planting</p>	<p>No data available. Consider for future monitoring</p>	<p>No data available</p>	<p>No data available</p>	<p>Trees can act as carbon sinks and planting trees can help offset some of the CO₂ emission from transport.</p>									
	<p>% reduction in CO₂ through smarter choices or improvements to the bus fleet</p>	<p>No data available. Consider for future monitoring</p>	<p>No data available</p>	<p>No data available</p>	<p>Using cleaner fuels and technologies can help reduce CO₂ emissions.</p>									

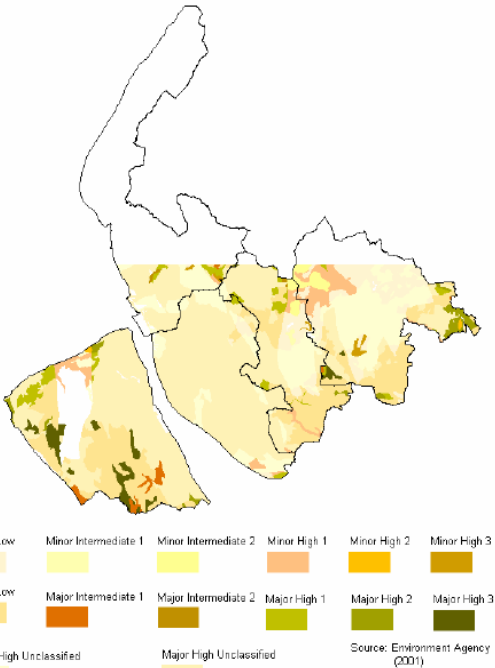
SA/SEA Objectives	Indicator	Merseyside Baseline Data	National Comparators	Trends	Issues/Constraints																																																			
3. To preserve, enhance and manage Merseyside's rich diversity of cultural, historic and archaeological buildings, areas, sites and features during design and implementation of transport projects	Change in number/setting of listed buildings	Merseyside Buildings at Risk (December 2006) <table border="1"> <thead> <tr> <th>Grade/ Condition</th> <th>Fair</th> <th>Poor</th> <th>Very Bad</th> </tr> </thead> <tbody> <tr> <td>Grade I</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Grade II</td> <td>0</td> <td>0</td> <td>2</td> </tr> <tr> <td>Grade II*</td> <td>2</td> <td>5</td> <td>8</td> </tr> </tbody> </table> (Source: English Heritage)	Grade/ Condition	Fair	Poor	Very Bad	Grade I	0	0	0	Grade II	0	0	2	Grade II*	2	5	8	Listed Buildings on the English Heritage Buildings at Risk Register (2006) (fair, poor or very bad condition) <table border="1"> <thead> <tr> <th>Grade</th> <th>North West</th> <th>England</th> </tr> </thead> <tbody> <tr> <td>Grade I</td> <td>17</td> <td>261</td> </tr> <tr> <td>Grade II</td> <td>12</td> <td>560</td> </tr> <tr> <td>Grade II*</td> <td>94</td> <td>740</td> </tr> </tbody> </table> (Source: English Heritage)	Grade	North West	England	Grade I	17	261	Grade II	12	560	Grade II*	94	740	Insufficient data to analyse trends.	Built heritage is very important within the context of Liverpool's Capital of Culture year in 2008. Traffic can impact on the setting of listed buildings through congestion and noise.																							
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Number of archaeological sites adversely impacted by transport infrastructure projects	No data available. Consider for future monitoring	No data available	No data available	No data available	Transport can impact on archaeological sites and their settings. Archaeological remains found should be recorded.																																																			
4. To protect, enhance and manage biodiversity, species, wildlife habitats and sites of geological importance within Merseyside	Progress against Biodiversity Action Plan targets (S4)	Status of Priority Species and Habitats (2002) <table border="1"> <thead> <tr> <th>Status</th> <th>Priority Species</th> <th>Priority Habitats</th> </tr> </thead> <tbody> <tr> <td>Declining or Lost</td> <td>44%</td> <td>55%</td> </tr> <tr> <td>Increasing or Improving</td> <td>10%</td> <td>19%</td> </tr> <tr> <td>Stable, Fluctuating, No Pattern</td> <td>46%</td> <td>26%</td> </tr> </tbody> </table> (Source: Merseyside LTP SEA/HIA Report, November 2005)	Status	Priority Species	Priority Habitats	Declining or Lost	44%	55%	Increasing or Improving	10%	19%	Stable, Fluctuating, No Pattern	46%	26%	UK Trends for Priority Species and Habitats <table border="1"> <thead> <tr> <th rowspan="2">Status</th> <th colspan="2">Priority Species</th> <th colspan="2">Priority Habitats</th> </tr> <tr> <th>2004</th> <th>2005</th> <th>2004</th> <th>2005</th> </tr> </thead> <tbody> <tr> <td>Increasing</td> <td>25</td> <td>42</td> <td>6</td> <td>10</td> </tr> <tr> <td>Stable</td> <td>76</td> <td>136</td> <td>6</td> <td>6</td> </tr> <tr> <td>Fluctuating/ probably declining</td> <td>40</td> <td>21</td> <td>2</td> <td>3</td> </tr> <tr> <td>Declining (slowing)</td> <td>30</td> <td>36</td> <td>14</td> <td>11</td> </tr> <tr> <td>Declining (continuing/ accelerating)</td> <td>67</td> <td>45</td> <td>3</td> <td>3</td> </tr> <tr> <td>Lost (since BAP</td> <td>1</td> <td>1</td> <td>-</td> <td>0</td> </tr> </tbody> </table>	Status	Priority Species		Priority Habitats		2004	2005	2004	2005	Increasing	25	42	6	10	Stable	76	136	6	6	Fluctuating/ probably declining	40	21	2	3	Declining (slowing)	30	36	14	11	Declining (continuing/ accelerating)	67	45	3	3	Lost (since BAP	1	1	-	0	Insufficient data to analyse trends	Transport can affect ecology through landtake for infrastructure and where traffic is located close to designated areas.
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SA/SEA Objectives	Indicator	Merseyside Baseline Data	National Comparators					Trends	Issues/Constraints
			publication						
			Lost (pre BAP publication)	15	8	-	0		
			Unknown	110	47	13	11		
			No clear trend	-	37	-	1		
			No data entered	27	-	1	-		
			(Source: DEFRA, The UK Biodiversity Action Plan: Highlights from the 2005 reporting round (2006))						
	Number of hectares of habitats created from transport infrastructure projects	No data available. Consider for future monitoring	No data available					No data available	Transport projects can make a positive contribution to biodiversity through creation of habitats.
	Number of trees planted as a result of transport infrastructure projects	No data available. Consider for future monitoring	No data available					No data available	Trees are often planted as part of transport projects to help offset CO ₂ emissions and act as visual and noise barriers.
	Number of mitigation measures included in transport infrastructure projects	No data available. Consider for future monitoring	No data available					No data available	Mitigation measures help to reduce the adverse effects on transport projects on the environment and community.
	Number of geologically important sites adversely affected by transport	No data available. Consider for future monitoring	No data available					No data available	The setting of geologically important sites can be affected by transport.
5. To protect and enhance the character of Merseyside's rural and urban landscapes and townscapes	Hectares of greenbelt lost as a result of transport	No data available. Consider for future monitoring	No data available					No data available	Green belt land and open space is normally protected from development. Only where it can be shown that there is a significant need for the development will it be allowed.
	Number of hectares planted for landscape enhancement/screening as a	No data available. Consider for future monitoring	No data available					No data available	Trees planted as part of transport projects provide a habitat for birds and animals.







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	proportion of the total																																																																			
6. To protect the quality of inland, estuarine and coastal waters, ensure that existing levels of flood risk are not increased and where possible provide development that seeks to reduce flood risk through appropriate mitigation, and efficient use of water resources	Water quality (chemical) classification of rivers, canals, estuaries and coastal waters (%) (H12, R1)	Chemical water quality - % of total length	Chemical water quality – % of total length	Liverpool and Sefton have seen an increase in the % of river length classed as good between 2003 and 2005.	Compared to the North West and England, Merseyside has a lower % of river length classed as Good for chemical water quality, showing that water quality in Merseyside is quite poor compared to other regions. Transport can contribute to adverse water quality through contaminated run-off, however most new developments and infrastructure have interceptors to reduce levels of contaminated run-off entering watercourses.																																																															
		Liverpool	North West	Wirral has been an increase on the % of river length classed as Bad and Poor between 2002 and 2005.																																																																
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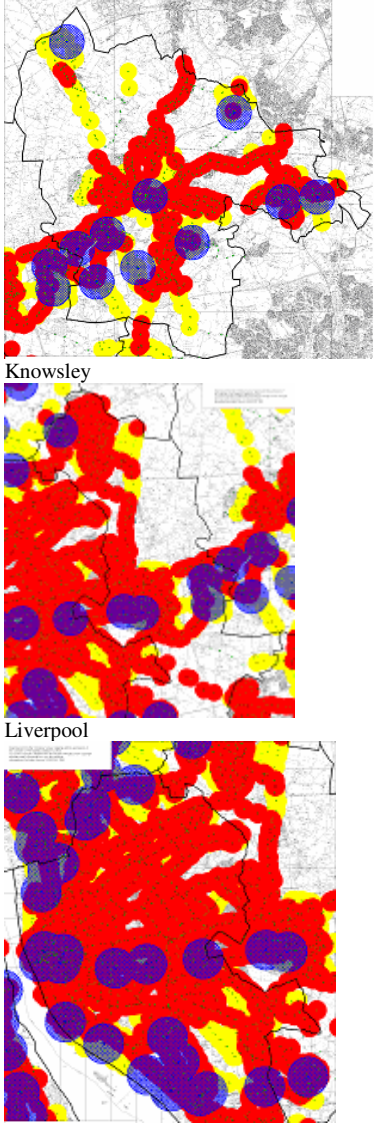
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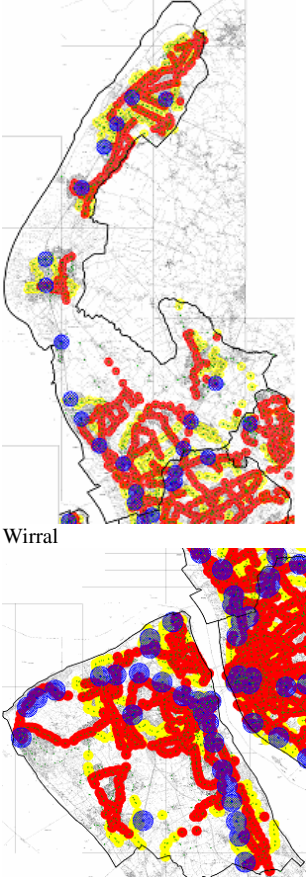
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		<p>St. Helens</p> <table border="1" data-bbox="501 264 943 472"> <thead> <tr> <th></th> <th>Good</th> <th>Fair</th> <th>Poor</th> <th>Bad</th> </tr> </thead> <tbody> <tr> <td>2000</td> <td>0</td> <td>31</td> <td>68</td> <td>1</td> </tr> <tr> <td>2001</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>2002</td> <td>0</td> <td>52</td> <td>47</td> <td>1</td> </tr> <tr> <td>2003</td> <td>0</td> <td>50</td> <td>50</td> <td>0</td> </tr> <tr> <td>2004</td> <td>0</td> <td>50</td> <td>46</td> <td>4</td> </tr> <tr> <td>2005</td> <td>0</td> <td>37</td> <td>58</td> <td>5</td> </tr> </tbody> </table> <p>(Source: DEFRA, River water quality database)</p> <p>Knowsley</p> <table border="1" data-bbox="501 544 943 751"> <thead> <tr> <th></th> <th>Good</th> <th>Fair</th> <th>Poor</th> <th>Bad</th> </tr> </thead> <tbody> <tr> <td>2000</td> <td>0</td> <td>14</td> <td>68</td> <td>18</td> </tr> <tr> <td>2001</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>2002</td> <td>0</td> <td>18</td> <td>82</td> <td>0</td> </tr> <tr> <td>2003</td> <td>0</td> <td>18</td> <td>80</td> <td>2</td> </tr> <tr> <td>2004</td> <td>0</td> <td>25</td> <td>73</td> <td>2</td> </tr> <tr> <td>2005</td> <td>0</td> <td>41</td> <td>57</td> <td>2</td> </tr> </tbody> </table> <p>(Source: DEFRA, River water quality database)</p>		Good	Fair	Poor	Bad	2000	0	31	68	1	2001	-	-	-	-	2002	0	52	47	1	2003	0	50	50	0	2004	0	50	46	4	2005	0	37	58	5		Good	Fair	Poor	Bad	2000	0	14	68	18	2001	-	-	-	-	2002	0	18	82	0	2003	0	18	80	2	2004	0	25	73	2	2005	0	41	57	2		Fair between 2000 and 2003	
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	% development on floodplain	No data available. Consider for future monitoring	No data available	No data available	Development on floodplains can cause problems on land instability and increased risk of flooding.																																																																						
	Groundwater quality	Groundwater Vulnerability mapping data (Source: Environment Agency 2001) – latest data available <i>Fig 4.30 of SEA Baseline Report June 2005</i>	Groundwater Source Protection Zones 	Areas of high Groundwater vulnerability tend to be found in Wirral. Goundwater source protection zones are spread across Merseyside.	Traffic can have effects on groundwater through contaminated run-off from vehicles infiltrating through soils.																																																																						

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		 <p>Risk: Minor Low Minor Intermediate 1 Minor Intermediate 2 Minor High 1 Minor High 2 Minor High 3 Major Low Major Intermediate 1 Major Intermediate 2 Major High 1 Major High 2 Major High 3 Minor High Unclassified Major High Unclassified Source: Environment Agency (2001)</p>	<p> ■ Inner zone ■ Outer zone ■ Total catchment ■ Special interest (Source: Environment Agency) </p>																																																																							
<p>7. To improve the health and wellbeing of communities within Merseyside, reduce transport related crime and road traffic accidents</p>	<p>Life expectancy at birth (years)</p>	<p>Life expectancy at birth (yrs)</p> <table border="1" data-bbox="504 965 1108 1212"> <thead> <tr> <th rowspan="2"></th> <th colspan="3">Males</th> <th colspan="3">Females</th> </tr> <tr> <th>2002</th> <th>2003</th> <th>2005</th> <th>2002</th> <th>2003</th> <th>2005</th> </tr> </thead> <tbody> <tr> <td>Knowsley</td> <td>73.4</td> <td>73.6</td> <td>73.9</td> <td>78.0</td> <td>78.2</td> <td>78.4</td> </tr> <tr> <td>Liverpool</td> <td>72.7</td> <td>73.2</td> <td>73.4</td> <td>77.7</td> <td>77.9</td> <td>78.1</td> </tr> <tr> <td>St. Helens</td> <td>74.3</td> <td>75.1</td> <td>75.2</td> <td>79.0</td> <td>79.5</td> <td>79.5</td> </tr> <tr> <td>Sefton</td> <td>75.1</td> <td>75.6</td> <td>75.9</td> <td>79.9</td> <td>80.2</td> <td>80.4</td> </tr> <tr> <td>Wirral</td> <td>75.2</td> <td>75.4</td> <td>75.5</td> <td>80.0</td> <td>80.2</td> <td>80.2</td> </tr> </tbody> </table> <p>(Source: ONS, 2005)</p>		Males			Females			2002	2003	2005	2002	2003	2005	Knowsley	73.4	73.6	73.9	78.0	78.2	78.4	Liverpool	72.7	73.2	73.4	77.7	77.9	78.1	St. Helens	74.3	75.1	75.2	79.0	79.5	79.5	Sefton	75.1	75.6	75.9	79.9	80.2	80.4	Wirral	75.2	75.4	75.5	80.0	80.2	80.2	<p>Life expectancy at birth (yrs)</p> <p>North West</p> <table border="1" data-bbox="1153 989 1523 1069"> <thead> <tr> <th></th> <th>Males</th> <th>Females</th> </tr> </thead> <tbody> <tr> <td>2002</td> <td>74.8</td> <td>79.5</td> </tr> <tr> <td>2003</td> <td>75.1</td> <td>79.7</td> </tr> </tbody> </table> <p>(Source: ONS)</p> <p>England and Wales</p> <table border="1" data-bbox="1153 1141 1523 1252"> <thead> <tr> <th></th> <th>Males</th> <th>Females</th> </tr> </thead> <tbody> <tr> <td>2002</td> <td>76.2</td> <td>80.7</td> </tr> <tr> <td>2003</td> <td>76.5</td> <td>80.9</td> </tr> <tr> <td>2005</td> <td>76.8</td> <td>81.1</td> </tr> </tbody> </table> <p>(Source: ONS)</p> <p>No data available</p>		Males	Females	2002	74.8	79.5	2003	75.1	79.7		Males	Females	2002	76.2	80.7	2003	76.5	80.9	2005	76.8	81.1	<p>Life expectancy for both men and women has continued to rise between 2002 and 2005 and it is projected that this trend will continue</p>	<p>Encouraging more walking and cycling to help promote healthier lifestyles and contribute to higher life expectancy.</p>
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	Crime/fear of crime on and round public transport a) No of broken window incidents recorded on public	<p>a) 148 b) 23.3% Baseline Year: 2005/06 Source: LTP Performance Indicator L15</p>	No data available	Insufficient data to analysis trends	Fear of crime, safety can put people off using public transport at night, especially if they are travelling on their own. Lighting, open space, natural surveillance and																																																						

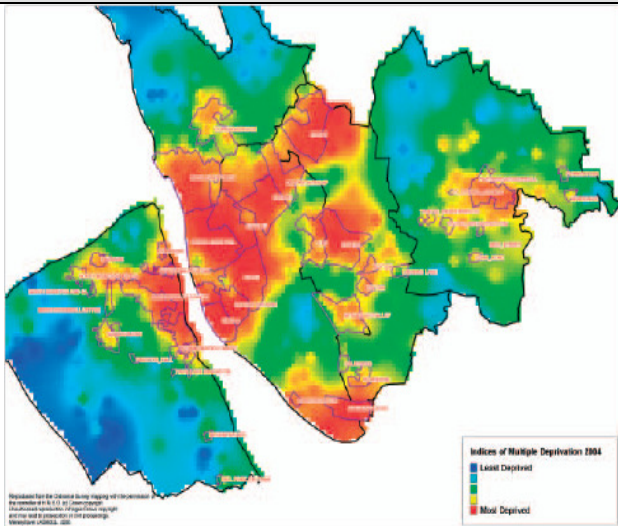
SA/SEA Objectives	Indicator	Merseyside Baseline Data	National Comparators	Trends	Issues/Constraints
	transport (monthly average) b) Proportion of people who are discouraged from PT use at night because of personal travel safety & security issues				CCTV can help alleviate fears.
8. To improve accessibility of communities to key services, goods and amenities, and reduce community severance	% of households within 400m of key services (hospitals, schools, dentists, GPs, ATMs)	Specific data unavailable	No data available	No data available	Accessibility to key services is important to promote healthy communities.
	% of households within 400m of recreational and leisure facilities (sports clubs, parks, gym)	Specific data unavailable	No data available	No data available	Being near to leisure and recreational facilities promotes health and well-being and community cohesion
	% of households within 400m of a bus stop or railway station	<p>Distance from bus stops and train stations</p> <p>Legend</p> <ul style="list-style-type: none">  District Boundaries  Bus Stops  400m buffer around high frequency bus stops  400m buffer around medium frequency bus stops  Train Stations  800m buffer around train stations <p>NB Medium frequency is 2-3 buses per hour Weekdays 08:00 - 18:00 High frequency is 4 or more buses per hour Weekdays 08:00 - 18:00 St. Helens</p>	No data available	Insufficient data to analyse trends	Being near to a public transport network is important in promoting social inclusion and reducing severance and isolation.

SA/SEA Objectives	Indicator	Merseyside Baseline Data	National Comparators	Trends	Issues/Constraints
		 <p>Sefton</p> <p>Liverpool</p> <p>Knowsley</p>			

SA/SEA Objectives	Indicator	Merseyside Baseline Data	National Comparators	Trends	Issues/Constraints														
		 <p>(Source: Merseyside LTP Support Unit)</p>																	
	% of jobs and services within 400m of a bus stop or railway station	Specific data unavailable.	No data available	No data available	Accessibility to jobs and services to a major factor in unemployment and deprivation.														
9. Increase travel choice and reduce the need to travel by car by increasing opportunities for	Personal travel a) distance b) purpose c) modes (G1,G3)	a) Distance by mode (kms) <table border="1" data-bbox="501 1278 1070 1369"> <thead> <tr> <th></th> <th>0-0.9</th> <th>1-1.9</th> <th>2-4.9</th> <th>5-9.9</th> <th>10-19.9</th> <th>20+</th> </tr> </thead> <tbody> <tr> <td>Walk</td> <td>64%</td> <td>25%</td> <td>9%</td> <td>1%</td> <td>0%</td> <td>0%</td> </tr> </tbody> </table>		0-0.9	1-1.9	2-4.9	5-9.9	10-19.9	20+	Walk	64%	25%	9%	1%	0%	0%	a) No data available	The majority of people in Merseyside walk when the distance is less than 1km. Car and bus are used for distances between 2-10km, and	The data shows that the private car is the most used mode of transport in Merseyside. Continued high car usage will add to local
	0-0.9	1-1.9	2-4.9	5-9.9	10-19.9	20+													
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	Number and length of new cycleways	<p>Total Length of new cycleways</p> <table border="1"> <thead> <tr> <th></th> <th>00/01</th> <th>01/02</th> <th>02/03</th> <th>03/04</th> <th>04/05</th> </tr> </thead> <tbody> <tr> <td>km</td> <td>42.4</td> <td>14.7</td> <td>15.2</td> <td>30.0</td> <td>40.0</td> </tr> </tbody> </table> <p>(Source: LTP1 PI18 Annual Progress Report June 2005)</p>		00/01	01/02	02/03	03/04	04/05	km	42.4	14.7	15.2	30.0	40.0	No data available	The total length of new cycleways decreased between 2000 and 2001, but have been steadily increasing from 2002 to 2005.	Safe and attractive cycle routes will encourage people to cycle more both to work and for leisure and will help improve health and well-being.																																						
	00/01	01/02	02/03	03/04	04/05																																																		
km	42.4	14.7	15.2	30.0	40.0																																																		
	Number and length of new walking routes	No data available. Consider for future monitoring	No data available	No data available	Safe and attractive walking routes will encourage people to walk more and improve their health and well-being.																																																		
	Public Transport Patronage	<p>Millions of passenger trips per year</p> <table border="1"> <thead> <tr> <th></th> <th>01/02</th> <th>02/03</th> <th>03/04</th> <th>04/05</th> </tr> </thead> <tbody> <tr> <td>Bus</td> <td>170.6</td> <td>169.5</td> <td>169.9</td> <td>164.3</td> </tr> <tr> <td>Rail</td> <td>33.1</td> <td>32.1</td> <td>33.0</td> <td>34.1</td> </tr> </tbody> </table> <p>Baseline Year: 2004/05 (Source: LTP Performance Indicator BVPI102)</p>		01/02	02/03	03/04	04/05	Bus	170.6	169.5	169.9	164.3	Rail	33.1	32.1	33.0	34.1	<p>Bus and Light Rail Passenger Journeys (millions)</p> <table border="1"> <thead> <tr> <th>Region</th> <th>00/01</th> <th>01/02</th> <th>02/03</th> <th>03/04</th> <th>04/05</th> <th>05/06</th> </tr> </thead> <tbody> <tr> <td>Mersey-side</td> <td>160</td> <td>164</td> <td>161</td> <td>159</td> <td>158</td> <td>156</td> </tr> <tr> <td>NW</td> <td>527</td> <td>539</td> <td>535</td> <td>540</td> <td>532</td> <td>524</td> </tr> <tr> <td>England Bus</td> <td>3842</td> <td>3881</td> <td>3964</td> <td>4087</td> <td>4121</td> <td>4125</td> </tr> <tr> <td>England Train</td> <td>124</td> <td>132</td> <td>141</td> <td>147</td> <td>159</td> <td>162</td> </tr> </tbody> </table> <p>Baseline Year: 2005/06</p> <p>Note: PTE data are from DfT's survey of operators. This differs from Merseytravel's own survey data. Source: DfT, Bus and Tram Operators in Transport Statistics 2006</p>	Region	00/01	01/02	02/03	03/04	04/05	05/06	Mersey-side	160	164	161	159	158	156	NW	527	539	535	540	532	524	England Bus	3842	3881	3964	4087	4121	4125	England Train	124	132	141	147	159	162	Number of passenger trips made by bus has slightly decreased from 2001 to 2005, while trips by rail have slightly increased.	To reduce reliance on the private car it is important to provide accessible and affordable public transport to encourage people to use it. Trends should show a general increase in use of all public transport modes.
	01/02	02/03	03/04	04/05																																																			
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	Bus based physical access a) % total bus fleet	<p>a) 34.7% b) 12% Baseline Year: 2005</p>	No data available	In 2005 less than half the bus fleet in Merseyside had	Having accessible low floor buses is important to encourage the elderly,																																																		

SA/SEA Objectives	Indicator	Merseyside Baseline Data	National Comparators	Trends	Issues/Constraints																																																
	which are fully accessible low floor vehicles & b) infrastructure	(Source: LTP Performance Indicator L11)		accessible low floors. However, this number has increased although specific data was unavailable.	people with pushchairs and people with mobility difficulties to use public transport.																																																
	Changes in Public Transport Fares	<p>Changes in Public Transport Fares</p> <p>(Source: LTP Accessibility Strategy Summary 2006/07 and Action Plan)</p>		Public transport fares in Merseyside have generally increased from 1987 to 2002, with a large rise seen between 1995 and 1998. Public transport fares in Merseyside are significantly higher than both the North West and national averages.	High public transport fares can discourage people from using public transport. In order to reduce reliance on the private car public transport should be an accessible and affordable alternative, especially in areas of deprivation.																																																
	Motor vehicle flows	<p>Estimated traffic flows for all motor vehicles by district</p> <table border="1"> <thead> <tr> <th>District</th> <th>1999</th> <th>2000</th> <th>2001</th> <th>2002</th> <th>2003</th> </tr> </thead> <tbody> <tr> <td>Knowsley</td> <td>1229</td> <td>1261</td> <td>1285</td> <td>1331</td> <td>1331</td> </tr> <tr> <td>Liverpool</td> <td>2154</td> <td>2169</td> <td>2185</td> <td>2237</td> <td>2257</td> </tr> <tr> <td>Sefton</td> <td>1071</td> <td>1125</td> <td>1135</td> <td>1161</td> <td>1141</td> </tr> <tr> <td>St. Helens</td> <td>1227</td> <td>1240</td> <td>1232</td> <td>1257</td> <td>1285</td> </tr> <tr> <td>Wirral</td> <td>1572</td> <td>1582</td> <td>1607</td> <td>1671</td> <td>1672</td> </tr> </tbody> </table> <p>(Source: LTP2 SEA Baseline Report)</p>	District	1999	2000	2001	2002	2003	Knowsley	1229	1261	1285	1331	1331	Liverpool	2154	2169	2185	2237	2257	Sefton	1071	1125	1135	1161	1141	St. Helens	1227	1240	1232	1257	1285	Wirral	1572	1582	1607	1671	1672	<p>Estimated traffic flows for all motor vehicles</p> <table border="1"> <thead> <tr> <th></th> <th>Merseyside</th> </tr> </thead> <tbody> <tr> <td>1999</td> <td>7254</td> </tr> <tr> <td>2000</td> <td>7377</td> </tr> <tr> <td>2001</td> <td>7443</td> </tr> <tr> <td>2002</td> <td>7657</td> </tr> <tr> <td>2003</td> <td>7687</td> </tr> </tbody> </table> <p>(Source: LTP2 SEA Baseline Report)</p>		Merseyside	1999	7254	2000	7377	2001	7443	2002	7657	2003	7687	Traffic flows have generally increased throughout all five districts between 1999 and 2003, and forecasted traffic growth means that it is likely that vehicle flows will continue to rise.	Increased traffic flows may lead to increased congestion, air pollution and road traffic accidents in Merseyside.
District	1999	2000	2001	2002	2003																																																
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10. Increase social inclusion and reduce deprivation through supporting the local economy, opportunities for investment, education and employment	The percentage of population of working age who are claiming key benefits	<p>All people of working age claiming a key benefit (%)</p> <table border="1"> <thead> <tr> <th></th> <th>2001</th> <th>2002</th> <th>2003</th> <th>2004</th> </tr> </thead> <tbody> <tr> <td>Liverpool</td> <td>31</td> <td>31</td> <td>29</td> <td>28</td> </tr> <tr> <td>Knowsley</td> <td>31</td> <td>31</td> <td>30</td> <td>29</td> </tr> <tr> <td>Wirral</td> <td>23</td> <td>23</td> <td>23</td> <td>22</td> </tr> <tr> <td>Sefton</td> <td>20</td> <td>21</td> <td>20</td> <td>19</td> </tr> <tr> <td>St. Helens</td> <td>23</td> <td>23</td> <td>22</td> <td>21</td> </tr> </tbody> </table> <p>(Source: ONS)</p>		2001	2002	2003	2004	Liverpool	31	31	29	28	Knowsley	31	31	30	29	Wirral	23	23	23	22	Sefton	20	21	20	19	St. Helens	23	23	22	21	<p>All people of working age claiming a key benefit (%)</p> <table border="1"> <thead> <tr> <th>Year</th> <th>North West</th> <th>England</th> </tr> </thead> <tbody> <tr> <td>2001</td> <td>19</td> <td>14</td> </tr> <tr> <td>2002</td> <td>19</td> <td>15</td> </tr> <tr> <td>2003</td> <td>19</td> <td>14</td> </tr> <tr> <td>2004</td> <td>18</td> <td>14</td> </tr> </tbody> </table> <p>(Source: ONS)</p>	Year	North West	England	2001	19	14	2002	19	15	2003	19	14	2004	18	14	The number of people claiming a key benefit in Merseyside has slightly decreased from 2000 to 2004, but is higher than the national average.	Transport networks can provide access to employment, social and community facilities and education.			
	2001	2002	2003	2004																																																	
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	Deprivation indices	Index of Multiple Deprivation 2004	No data available	Liverpool and Knowsley have the most deprived areas.	Transport can play a part in the cumulative effect of targeting																																																

SA/SEA Objectives	Indicator	Merseyside Baseline Data	National Comparators	Trends	Issues/Constraints																																																																								
		 <p>(Source: LTP Accessibility Strategy Summary 2006/07 and Action Plan)</p>			deprived areas especially where issues are undeveloped access to key services and amenities are concerned. It can help facilitate economic regeneration with the aim of stimulating widespread regeneration for communities and their wider surroundings.																																																																								
	% of Merseyside unemployed	<p>Proportion of working age population unemployed (%)</p> <table border="1"> <thead> <tr> <th>District</th> <th>2000</th> <th>2001</th> <th>2002</th> <th>2003</th> <th>2004</th> <th>2005</th> <th>2006</th> </tr> </thead> <tbody> <tr> <td>Knowsley</td> <td>11.7</td> <td>9.4</td> <td>9.0</td> <td>9.0</td> <td>7.0</td> <td>6.8</td> <td>7.0</td> </tr> <tr> <td>Liverpool</td> <td>10.6</td> <td>10.6</td> <td>9.8</td> <td>9.4</td> <td>8.3</td> <td>9.2</td> <td>8.8</td> </tr> <tr> <td>St. Helens</td> <td>6.4</td> <td>7.2</td> <td>6.0</td> <td>5.7</td> <td>5.1</td> <td>5.3</td> <td>5.1</td> </tr> <tr> <td>Sefton</td> <td>7.6</td> <td>6.8</td> <td>6.0</td> <td>5.6</td> <td>5.1</td> <td>5.3</td> <td>5.3</td> </tr> <tr> <td>Wirral</td> <td>8.0</td> <td>8.0</td> <td>6.7</td> <td>6.3</td> <td>5.1</td> <td>6.0</td> <td>5.3</td> </tr> </tbody> </table> <p>(Source: Annual Population Survey NOMIS)</p>	District	2000	2001	2002	2003	2004	2005	2006	Knowsley	11.7	9.4	9.0	9.0	7.0	6.8	7.0	Liverpool	10.6	10.6	9.8	9.4	8.3	9.2	8.8	St. Helens	6.4	7.2	6.0	5.7	5.1	5.3	5.1	Sefton	7.6	6.8	6.0	5.6	5.1	5.3	5.3	Wirral	8.0	8.0	6.7	6.3	5.1	6.0	5.3	<p>% working age population unemployed</p> <table border="1"> <thead> <tr> <th>Year</th> <th>North West</th> <th>Great Britain</th> </tr> </thead> <tbody> <tr> <td>2000</td> <td>5.9</td> <td>6.4</td> </tr> <tr> <td>2001</td> <td>5.3</td> <td>5.7</td> </tr> <tr> <td>2002</td> <td>5.0</td> <td>5.2</td> </tr> <tr> <td>2003</td> <td>5.1</td> <td>5.4</td> </tr> <tr> <td>2004</td> <td>4.9</td> <td>4.8</td> </tr> <tr> <td>2005</td> <td>4.9</td> <td>5.1</td> </tr> <tr> <td>2006</td> <td>5.0</td> <td>5.0</td> </tr> </tbody> </table> <p>(Source: Annual Population Survey NOMIS)</p>	Year	North West	Great Britain	2000	5.9	6.4	2001	5.3	5.7	2002	5.0	5.2	2003	5.1	5.4	2004	4.9	4.8	2005	4.9	5.1	2006	5.0	5.0	The proportion of working age population unemployed in Merseyside has generally decreased from 2000 to 2006. Knowsley and Liverpool have the highest unemployment.	Good transport links and public transport networks can improve accessibility to jobs and services and new markets.
District	2000	2001	2002	2003	2004	2005	2006																																																																						
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	Economic activity	Merseyside - 72.9% (2004) (Source: Merseyside Action Plan, 2006)	UK - 78.2% (2004) (Source: Merseyside Action Plan, 2006)	Economic activity in Merseyside is well below the national average.	Good transport links and public transport networks can improve accessibility to jobs and services.																																																																								
	% with no qualifications	<p>Percentage of working age population with no qualifications</p> <table border="1"> <thead> <tr> <th></th> <th>2000</th> <th>2001</th> <th>2002</th> <th>2003</th> <th>2004</th> <th>2005</th> </tr> </thead> <tbody> <tr> <td>Knowsley</td> <td>25.4</td> <td>29.0</td> <td>30.2</td> <td>31.6</td> <td>30.2</td> <td>24.3</td> </tr> <tr> <td>Liverpool</td> <td>26.4</td> <td>25.2</td> <td>24.8</td> <td>27.5</td> <td>30.0</td> <td>25.6</td> </tr> <tr> <td>St. Helens</td> <td>22.7</td> <td>21.3</td> <td>20.7</td> <td>23.8</td> <td>23.8</td> <td>20.7</td> </tr> </tbody> </table>		2000	2001	2002	2003	2004	2005	Knowsley	25.4	29.0	30.2	31.6	30.2	24.3	Liverpool	26.4	25.2	24.8	27.5	30.0	25.6	St. Helens	22.7	21.3	20.7	23.8	23.8	20.7	<p>Percentage of working age population with no qualifications</p> <table border="1"> <thead> <tr> <th></th> <th>North West</th> <th>Great Britain</th> </tr> </thead> <tbody> <tr> <td>2000</td> <td>19.1</td> <td>16.8</td> </tr> <tr> <td>2001</td> <td>18.9</td> <td>16.7</td> </tr> <tr> <td>2002</td> <td>19.0</td> <td>16.5</td> </tr> </tbody> </table>		North West	Great Britain	2000	19.1	16.8	2001	18.9	16.7	2002	19.0	16.5	The percentage of the working age population with no qualifications has fluctuated in Merseyside between 2000 and 2005. The Wirral and Sefton	Compared to the North West and England, Knowsley, Liverpool and St. Helens all have higher percentages with no qualifications. Sefton and Wirral are similar to																																
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		Sefton	17.7	19.4	18.7	17.6	13.3	16.0	2003	18.9	15.6	generally have a lower % with no qualifications than the other districts in Merseyside.	the regional and national averages. Transport can help improve access to education, adult learning centres and training.
Wirral	22.3	17.9	16.6	15.1	15.6	17.9	2004	17.7	15.1				
(Source: Annual Population Survey – NOMIS, 2006)							2005	17.0	14.3	(Source: Annual Population Survey – NOMIS, 2006)			
11. To enhance the vitality and viability of city, town and local centres by developing and marketing the image of Merseyside by ensuring choice of sustainable transport	a) Number of visitors to Merseyside using local public transport	No data available. Consider for future monitoring							No data available			No data available	