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December 2008

MERSEY GATEWAY SUSTAINABLE TRANSPORT STRATEGY
“GATEWAY TO SUSTAINABILITY”

SUSTAINABILITY APPRAISAL REPORT

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**MERSEY GATEWAY SUSTAINABLE TRANSPORT STRATEGY
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SUSTAINABILITY APPRAISAL REPORT

CONTROLLED DOCUMENT

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HOW TO COMMENT ON THIS REPORT

Details on how to comment on the SA Report is provided below.

Consultation on the MGSTS Sustainability Appraisal

Comments can be provided by:

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1. NON-TECHNICAL SUMMARY

1.1 Introduction and Background

- 1.1.1 Gifford has been appointed by Halton Borough Council (HBC) to undertake a Sustainability Appraisal (SA) for the proposed Mersey Gateway Sustainable Transport Strategy (MGSTS). The MGSTS sets out how the proposed Mersey Gateway Project can encourage sustainable transport in the Borough.

1.2 Method

- 1.2.1 This report and the previous Scoping Report (MG_REP_TR_024) produced in October 2008 were conducted in accordance with the Office of the Deputy Prime Minister (ODPM) (now Department of Communities and Local Government DCLG) Guidance '*Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents*' (November 2005).
- 1.2.2 Stages A and B relate to the previous Scoping Report. This SA Report covers Stages C of the SA/SEA process for the MGSTS.

1.3 Relationship to other plans, programmes and objectives

- 1.3.1 The range of international, national, regional and local plans, programmes and objectives relevant to the MGSTS was established in the scoping report (MG_REP_TR_024), along with how the strategy is affected by these outside factors, and how objectives and requirements might be taken on board.

1.4 Baseline conditions

- 1.4.1 Baseline information collected in Stage A (scoping stage) of this SA was divided into two categories. Firstly, generic sustainability baseline information collected as part of the production of the SA Scoping Report of HBC Core Strategy Development Plan Document and secondly supplementary baseline data relating to specific issues that will affect the MGSTS.
- 1.4.2 Baseline characteristics of Halton were established for both existing and predicted future baseline, and the main social, environmental and economic issues for the area were identified.

1.5 SA Framework

- 1.5.1 A total of eighteen proposed SA/SEA objectives have been utilised in this SA/SEA. These reflect social, economic and environmental issues in the Borough of Halton. The framework is based on the Halton Borough Council (HBC) Core Strategy SA ensuring consistency.
- 1.5.2 The framework provides a way of checking whether the objectives of MGSTS are likely to contribute to sustainability. The SA Framework has been tested for internal compatibility to help identify key areas where conflict may occur. No conflicts were identified.

1.6 Appraisal of strategic options

- 1.6.1 A key requirement of the SA/SEA is to consider reasonable alternatives. Two options were assessed:
- Option One – 'Do Nothing' Business as Usual/Without MGSTS Option;
 - Option Two – Implement MGSTS.

- 1.6.2 Option One was included should the MG Project not progress, this scenario would result in the continued adoption of Local Transport Plan (LTP2). Option Two assumes that the MG scheme is constructed and fully operational. As such, the MGSTS is designed to complement and work in a holistic manner with the new crossing. The preferred option is Option Two and is concentrated on in this SA.
- 1.6.3 The Mersey Gateway Team commissioned a First Stage Public Transit Options Study (Reid Rail May 2007) for Option 2. The alternative transit options considered included:
- Personalised Rapid Transit (PRT);
 - Ultra Light Railway (ULT);
 - Guided Busway (also including Trolley Bus);
 - Busway;
 - Light Rail;
 - Tram – Train;
 - Heavy Rail; and
 - Monorail.
- 1.6.4 A Bus Rapid Transit System combined with a demand response service was deemed to be the most effective way to create step change improvements in the sustainability and accessibility of a public transport system for Halton.

1.7 Consultation

- 1.7.1 The SA Scoping Report was sent out for formal consultation from 31st October 2008 to 8th December 2008. Following closure of the consultation period all responses were taken into consideration and justification for incorporating or omitting comments is recorded.
- 1.7.2 Stage D of the SA/SEA process requires that the draft SA Report is subject to a five week formal consultation period with statutory consultees:
- The Environment Agency
 - English Heritage
 - Natural England
- 1.7.3 The SEA Directive also requires that the SA Report is publicly consulted on. The finalised report will be available and signposted on Halton Borough Council's website.

1.8 Mitigation and monitoring

- 1.8.1 The appraisal of the MGSTS suggests that implementation will have mainly positive impacts. Because of this, enhancement measures will be aimed at maximising these positive effects. Mitigation measures are presented in Table 6.
- 1.8.2 The MGSTS presents a framework to measure the effectiveness of the Strategy both in terms of outputs and impacts which directly relate to the objectives of the MGSTS.

1.9 Difference the process has made

- 1.9.1 The undertaking of this SA has acted as a catalyst to facilitate consultation with statutory consultees. Consultation responses on the Scoping Report have fed back into this SA, addressing concerns and ensuring all relevant information is included and available in order to comprehensively assess the sustainability of the MGSTS.

1.9.2 Changes made as a result of the SA process have included:

- Increased emphasis and inclusion of the issue of air quality and climate change. Air quality is now incorporated into the core MGSTS objectives.
- The SA process has stressed the importance of addressing the issue of deprivation and low incomes within Halton. The proposed SMART card system was introduced as a result of findings and information presented by the SA. This multi modal SMART card system is designed to offer a flexible way to travel, targeting people on low incomes and will help open up new public transport markets. Discounts will be easily administered and issued to persons on low incomes through the SMART card.

2. BACKGROUND

2.1 Purpose of the SA and the SA Report

- 2.1.1 Gifford has been appointed by Halton Borough Council (HBC) to undertake a Sustainability Appraisal (SA) for the proposed Mersey Gateway Sustainable Transport Strategy (MGSTS). The MGSTS sets out how the proposed Mersey Gateway Project can encourage sustainable transport in the Borough.
- 2.1.2 This report has been prepared by Gifford solely for the benefit of Halton Borough Council. It shall not be relied upon or transferred to any third party without the prior written permission of Gifford.
- 2.1.3 Sustainable development in the UK has been developed through the guiding aim of the Bruntland Report which defines it as *“development which meets the needs of the present without compromising the ability of future generations to meet their own needs”*. It is now central to UK Government goals to change resource use attitudes. Contrary to common perception, sustainability is not just focused on environmental/ecological impacts, but also considers social issues and an overall sense of well being to include economic and employment factors.
- 2.1.4 The purpose of SAs is to highlight and encourage sustainable development through integration of social, environmental and economic considerations into strategic level planning.
- 2.1.5 SA is a multistage process, as set out in the Scoping Report (Gifford report: Mersey Gateway Sustainable Transport Strategy “Gateway to Sustainability” Sustainability Appraisal Scoping Report MG_REP_TR_024). The Scoping Report formed Stage A, consultation carried out throughout the MGSTS development process formed Stage B, with this SA report forming Stage C of the 5 stage process, as set out in the Guidance. This SA has assessed the MGSTS against sustainability objectives for Economic, Social and Environmental factors. Through the options presented, mitigation measures have been identified to ensure that development of the MGSTS will be focussed on achieving sustainability goals thus maximising benefits of the development for the populace and environment of Halton.

2.2 Strategy objectives and outline of contents

- 2.2.1 The vision set by the MGSTS is:

“To identify and promote a network of high quality, safe, affordable, accessible and environmentally friendly travel measures for local residents, businesses and visitors to Halton, which support the key objectives of Halton’s Local Transport Plan (LTP) and the Mersey Gateway Project”

- 2.2.2 The MGSTS supports a number of the objectives of the Mersey Gateway Project. These being:

- To relieve the congested Siler Jubilee Bridge (SJB), thereby removing the constraint on local and regional development and better provide for local transport needs;
- Improve accessibility to maximise local development and regional economic growth opportunities;
- Improve local air quality and enhance the general urban environment; and
- Improve public transport links across the river.

2.2.3 The MGSTS embraces findings of the LTP2 and Halton's Unitary Development Plan that congestion on the SJB is a restraint to economic growth. The SJB is also failing to satisfy its role of facilitating strategic inter-urban transport and local trips between Runcorn and Widnes. The MGSTS sets out how the proposed Mersey Gateway Project can encourage sustainable transport in the Borough. The Mersey Gateway Project and the MGSTS are central to the achievement of the economic and environmental regeneration aspirations of the Borough presented in the Mersey Gateway Regeneration Strategy. The key objectives of the MGSTS are to:

- Further improve accessibility for residents living in the most deprived wards in Halton Borough to a wide range of key facilities including – employment, learning / training, health, leisure and retail facilities;
- Reduce the future reliance on carbon-intensive modes of travel through the promotion of greater use of public transport, walking and cycling options;
- Support the continued regeneration of the Borough, through ensuring new high quality sustainable transport opportunities are delivered as part of the Project and associated Mersey Gateway Regeneration strategy (MGRG);
- Improve the modal share of journeys into the 3 main commercial centres of the Borough (Runcorn Town Centre, Widnes Town Centre and Halton Lea) by sustainable forms of transport, thereby supporting the regeneration of the centres; and
- Further develop new strategic high quality sustainable transport links / corridors through the Borough utilising the opportunities provided by the Project and thereby improving complementary Merseyside Region linkages.

2.2.4 The MGSTS was developed as illustrated in Figure 1. This SA Report is largely informed by HBC's Core Strategy Sustainability Appraisal Scoping Report of 2006 which identified key sustainability issues affecting Halton. The Core Strategy among others aided the development of the MGSTS.

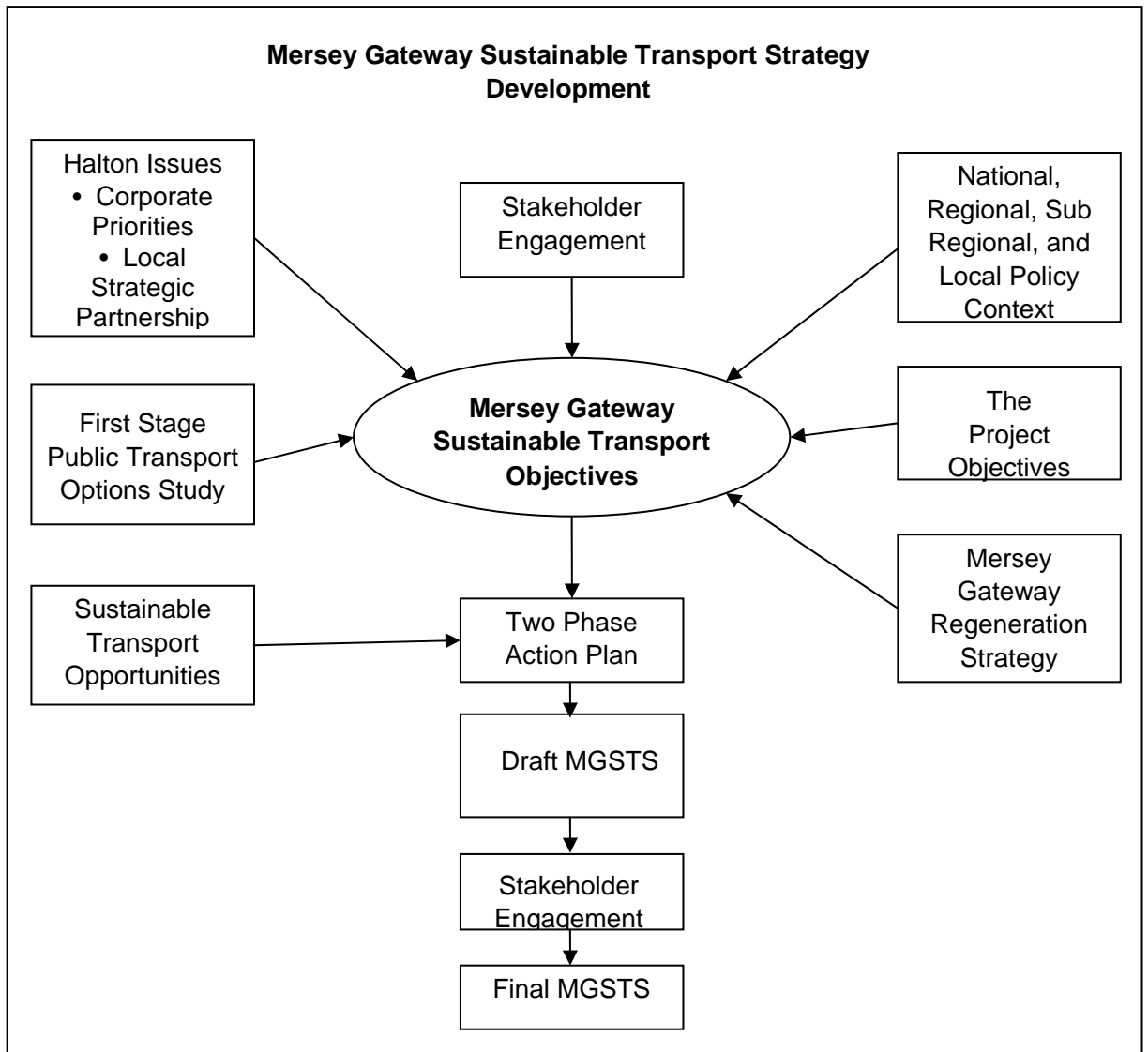


Figure 1: Mersey Gateway Sustainable Transport Strategy Development

2.3 Compliance with the SEA Directive/Regulations

2.3.1 The DCLG Guidance sets out the guidelines for undertaking SAs. Appendix 1 of the DCLG document tabulates the SEA Directives requirements. The table below illustrates where, within the SA for the MGSTS, these objectives are met. It is permissible to satisfy both the requirements of EU Directive 2001/42/EC and DCLG Guidance through the preparation of a single Sustainability Appraisal document.

Objectives	Where Covered in SA
A) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes;	Section 2, 4
B) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	Section 4
C) The environmental characteristics of areas likely to be significantly affected;	Section 4
D) Any existing environmental problems which are relevant to the plan or programme;	Section 4
E) The environmental protection objectives, 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;	Section 2, Section 4, Section 5
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 assests, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors,	Section 5, Table 5
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 5, Table 5
H) An outline of the reason 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 5
I) A description of measures envisaged concerning monitoring in accordance with Article 10;	Section 7
J) A non-technical summary of the information provided under the above headings.	Section 1
<p>Consultation:</p> <ul style="list-style-type: none"> • Authorities with environmental responsibility, when deciding on the scope and level of detail of the information to be including in the environmental report. • Authorities with environmental responsibility and the public shall be given early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme 	Section 3

Table 1: Assessing conformance with the SEA Directive

3. APPRAISAL METHODOLOGY

3.1 Approach adopted to the SA

- 3.1.1 A Scoping Report was produced in October 2008 which covered Stage A of the SA/SEA for the MGSTS, 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 was sent to statutory consultees for formal consultation from 31st October 2008 to 8th December 2008. Following closure of the consultation period all responses were taken into consideration and justification for incorporating or omitting comments is recorded.
- 3.1.2 This SA Report forms Stage C. Subsequent stages of the SA process include consultation and the monitoring of significant effects of implementing the MGSTS after adoption.

3.2 Consultation

Scoping Stage

- 3.2.1 The SA Scoping Report forming stage A of the SA process was submitted to Halton Borough Council for review and comments incorporated. Subsequently the scoping report was sent to the following statutory consultees: the Environment Agency (EA), Natural England and English Heritage, responses from which have shaped this stage of the SA process. A list of questions related to the Scoping Report was provided to statutory consultees to target responses to areas which were considered of greatest importance to the SA process. The questions are presented in Appendix 5.
- 3.2.2 Table 2 presents comments received from the statutory consultees and provides a commentary explaining if responses were included or omitted.

Consultee	Question comment relates to	Comments	Commentary
English Heritage	1	Include European Landscape Convention of 2006 into list of relevant PPPs.	Inclusion agreed, added in Section 4 and Appendix 1.
	2/3	Refer to Cheshire Historic Towns Survey report for Halton District and Cheshire Historic Landscape Characterisation project for baseline data relating to cultural heritage.	Documents have been reviewed and relevant information added to the baseline.
	5	As part of the key issue “protecting cultural and built heritage” need to cover all aspects of the historic environment, also include scheduled ancient monuments, other archaeology and locally important heritage assets.	Inclusion agreed, information added to Table 3 in Section 4.
	7	SA objective 17 is agreed.	Agreed.
	9	It is unlikely that the indicators for objective 17 (To protect, enhance and manage the rich diversity of cultural and built environment and archaeological assets) will help in addressing the detailed criteria	Revised more suitable indicators have been devised and included.

Consultee	Question comment relates to	Comments	Commentary
		included in Appendix 5. It is suggested that an indicator more directly related to this strategy and its potential impact upon the historic environment is developed.	
		Appendix 3: The most up to date information is available form Heritage Counts 2008 and Heritage Risk Register 2008.	These documents were reviewed and information contained in Appendix 3 updated as necessary.
EA		Reference should be made within paragraph 3.1.6 to Planning Policy Statement 9: Biodiversity and Geological Conservation.	Added to list of PPPs.
		We note that the suggested objectives for the MGSTS SA framework to be the same as those within the Halton Core Strategy Sustainability Appraisal Scoping Report (March 2006). We would draw your attention to the Halton Core Strategy Sustainability Appraisal Interim Report (July 2006) which provides details on changes and refinements to objectives 6, 13, 16 and 17. We would recommend that the MGMTS SA scoping report reflects these amendments. Additionally, these changes may need to be reflected within the Compatibility of Objectives detailed in Appendix 4 and the SA Framework detailed in Appendix 5. We would also advise that the Interim Report be added to the list within paragraph 3.1.8.	SA objectives have been updated in line with the suggested document. The Halton Core Strategy Sustainability Appraisal Interim Report (July 2006) has been added and reflected accordingly. Changes have been reflected in the compatibility matrix.
		There would appear to be missing information within "Relevance to MGSTS" within table: National Plans, Policies, Programmes and Sustainable Development Objectives in Appendix 2: Review of Plans, Policies and Programmes. Under PPS 25: Development and Flood Risk, relevance should be made that the MGSTS should follow the principles of PPS25 and ensure that the development mitigates any flood risk on or off site. We would also recommend that consideration is made to the inclusion of Flood Risk as a potential environmental issue.	Statement added to "Relevance to MGSTS". Flood risk was already included in the environmental baseline in Figure 4.
		We would advise that the Baseline Data for SA Objective 13 within Appendix 5 has been updated for 2006.	Data has been reviewed and updated as required.
Natural England		Figure 3: We would like to see reference to the Borough's green infrastructure and the	Reference made to green infrastructure

Consultee	Question comment relates to	Comments	Commentary
		health and economic benefits increased access to these areas can bring.	principles in report.
		Figure 4: References should be to Natural England not English Nature.	Amended.
		3.1.6: Needs reference to NERC Act and biodiversity duty.	Included.
		Social Issues: We would like to see reference to green infrastructure, particularly the benefits to health of an easily accessible green infrastructure network. We would like to see specific mention of the opportunities for increased active forms of transport, such as walking and cycling, and the health and access benefits these could bring.	Included.
		Objective 11: We would like to see reference to green infrastructure in this objective.	Objective has been amended.
		Objective 16: We would like this objective to be broadened out to reflect the potential to reduce carbon emissions in relation to climate change targets.	Objective has been amended.
		Appendix 5: SA Framework: Objective 11: We would like to see the indicator expanded to include a measure of the number of LNRs and parks accessible by sustainable transport modes e.g. bus, train, cycle, walking. Objective 16: It would be useful to include an indicator for carbon emissions.	Objective indicators have been updated.

Table 2: Consultation responses from statutory consultees

3.2.3 Copies of consultation responses from English Heritage and the Environment Agency are included in Appendix 6 and 7 respectively.

3.3 Difficulties encountered

3.3.1 There were minimal difficulties compiling information and carrying out the assessment. The baseline information produced by HBC acted as a sound base for the assessment. However, it was necessary to review the information presented for completeness and accuracy as the baseline information was published in 2006.

4. SUSTAINABILITY OBJECTIVES, BASELINE AND CONTEXT

4.1 Links to relevant plans, policies and programmes

4.1.1 The range of international, national, regional and local plans, programmes and objectives relevant to the MGSTS have been identified and reviewed.

4.1.2 The Core Strategy Sustainability Appraisal Scoping Report, produced in 2006, contains a comprehensive review of relevant PPPs for Halton. This review is considered to be appropriate to serve as a basis for the review of PPPs for this Sustainability Appraisal and can be found in Appendix 1 of the Core Strategy Sustainability Appraisal Scoping Report. The use of concurrent PPP reviews conducted for the area is in accordance with the Guidance.

4.1.3 The plans and programmes reviewed provided different types of information and fulfil different roles, including:

- A source of baseline data.
- A source of sustainability objectives that should be reflected in the SA process.
- An influence over the MGSTS preparation and a higher level policy context.
- A source that may lead to cumulative effects when combine with the MGSTS.

4.1.4 Information presented within the Core Strategy SA Scoping Report has been reviewed for completeness and accuracy and has been updated and added to as deemed necessary. The PPPs below have been deemed to be relevant to the MGSTS and this SA. They also incorporate the comments received during consultation of the Scoping Report. Full details of the PPPs and their relevance to the MGSTS are included as Appendix 1.

4.1.5 International PPPs with particular relevance to this SA:

- Johannesburg Summit on Sustainable Development (2002);
- Kyoto Protocol (1997);
- Rio Declaration on Environment and Development (1992);
- The Convention on Wetlands of International Importance 1971 (amended 19)
- European Spatial Development Perspective (ESDP);
- EU Sixth Environmental Action Plan (2002-2012);
- European Landscape Convention (2006)
- Directive 92/43/EEC (The Habitats Directive);
- The Birds Directive 79/409/EEC;
- Air Quality Directive 1999/30;
- Waste Framework Directive 75/442/EEC;
- European Water Framework Directive Integrated River Basin Management for Europe (2000/60/EC; and
- Aarhus Convention (2005).

4.1.6 National PPPs with particular relevance to this SA:

- Roads – Delivering Choice and Reliability (July 2008);
- Towards a Sustainable Transport System TaSTS (October 2007);
- The Eddington Transport Report: The case for Action (December 2006);
- Stern Report: The economics of Climate Change
- The Future of Transport: (White Paper, July 2004);
- Tomorrow's Roads: Safer for Everyone: The First Three Year Review (April 2004);
- Making Connections: Final Report on Transport and Social Exclusion (2003);

- Highways Agency's 'Tackling Congestion by Influencing Travel Behaviour';
- Walking and Cycling: An Action Plan (June 2004);
- National Cycling Strategy (September 1996) and Modified (October 2004);
- Urban White Paper (2000);
- UK Biodiversity Action Plan (January 2004);
- Natural Environment and Rural Communities Act 2006;
- Working with the Seeds of Nature: A Biodiversity Strategy for England (2002);
- Securing the Future – Delivering UK Sustainable Development Strategy. The UK Government Sustainable Development Strategy (March 2005);
- Creating a Sustainable Built Environment (July 2005);
- Our Towns and Cities: The Future - Delivering an Urban Renaissance (November 2000);
- Air Quality Strategy for England, Scotland, Wales and Northern Ireland (July 2007);
- Waste Strategy for England and Wales (May, 2007);
- PPS 1: Delivering Sustainable Development (2004); PPS 9: Biodiversity and Geological Conservation (August, 2005);
- PPS 6: Planning for Town Centres (2005);
- PPS 9: Biodiversity and Geological Conservation (2005);
- PPS 10: Planning for Sustainable Waste Management (2005);
- PPS 11: Regional Spatial Strategy (September, 2004);
- PPS 12: Local Development Frameworks (2008);
- PPS 23: Planning and Pollution Control (2004);
- PPG 2: Green Belt (1995);
- PPG 4: Industrial, Commercial Development and Small Firms (November, 1992);
- PPG 13: Transport (March, 2001);
- PPG 15: Planning and the Historic Environment (September 1994);
- PPG 16: Archaeology and Planning (November 1990);
- PPG 17: Planning for Open Space, Sport and Recreation (August 2002);
- PPG 24: Planning and Noise (September 1994);
- PPS 25: Development and Flood Risk (Dec 2006);
- Mineral Policy Guidance 6: Guidelines for Aggregates Provision in England (1994);
- Good Practice Guide on Planning for Tourism (2006);
- Power of Place (2000); and
- The Historic Environment – A force for our Future (2001).

4.1.7 Regional PPPs with particular relevance to this SA:

- Moving Forward – The Northern Way (2004);
- Draft Regional Spatial Strategy for the North West (2008);
- Regional Sustainable Development Framework – Action for Sustainability;
- Wild about the North West: A Biodiversity Audit of North West England (1999);
- The Cultural Strategy for England's North West (2001);
- North West Economic Strategy (2006);
- Draft North West Sustainability for Developments;
- Rising to the Challenge – A Climate Change Action Plan for England's North West 2007-2009;
- North West Regional Freight Strategy (2003);
- Regional Waste Strategy for the North West – (September, 2004);

4.1.8 Local PPPs with particular relevance to this SA:

- MG Regeneration Strategy (May 2008);

- Halton LTP2 – Interim Review (2008);
- Halton Economic Profile 2008;
- Halton Core Strategy Sustainability Appraisal Interim Report (July 2006);
- Core Strategy Sustainability Appraisal Scoping Report (March 2006)
- Core Strategy Development Plan Document Sustainability Appraisal Scoping Report (July 2006)
- Halton Unitary Development Plan (April 2005);
- Halton Local Area Agreement (June 2008 – April 2011)
- Corporate Plan for Halton Borough Council 2006-2011
- Community Strategy for a sustainable Halton 2006-2011
- Halton Borough Local Transport Plan (LTP2) 2006/7-2010/11
- Housing Strategy 2005/6-2007/8
- Halton’s Natural Assets Strategy
- Halton: Gateway to Prosperity’ 2005-2008
- Sports Strategy 2002 – 2007
- Halton’s Biodiversity Action Plan (BAP)
- Equal Opportunities Policy
- Waste Management Strategy
- Waterside Development Strategy
- Homelessness Strategy
- LA 21 Strategy Action Plan for Halton

4.2 Existing baseline

- 4.2.1 Baseline information collected in Stage A of this SA was divided into two categories. Firstly, generic sustainability baseline information collected as part of the production of the SA Scoping Report of HBC Core Strategy Development Plan Document and secondly supplementary baseline data relating to specific issues that will affect the MGSTS.
- 4.2.2 The baseline data provides the basis for prediction and monitoring of sustainability effects. This information will enable a much better picture to be obtained of how situations are improving or deteriorating and will help to identify problems and alternative ways of dealing with them.
- 4.2.3 The Scoping Report considered the baseline characteristics of Halton for both existing and predicted future baseline, and identified the main social, environmental and economic issues for the area. These are summarised below (Figs. 2-4).

Figure 2: Economic Issues

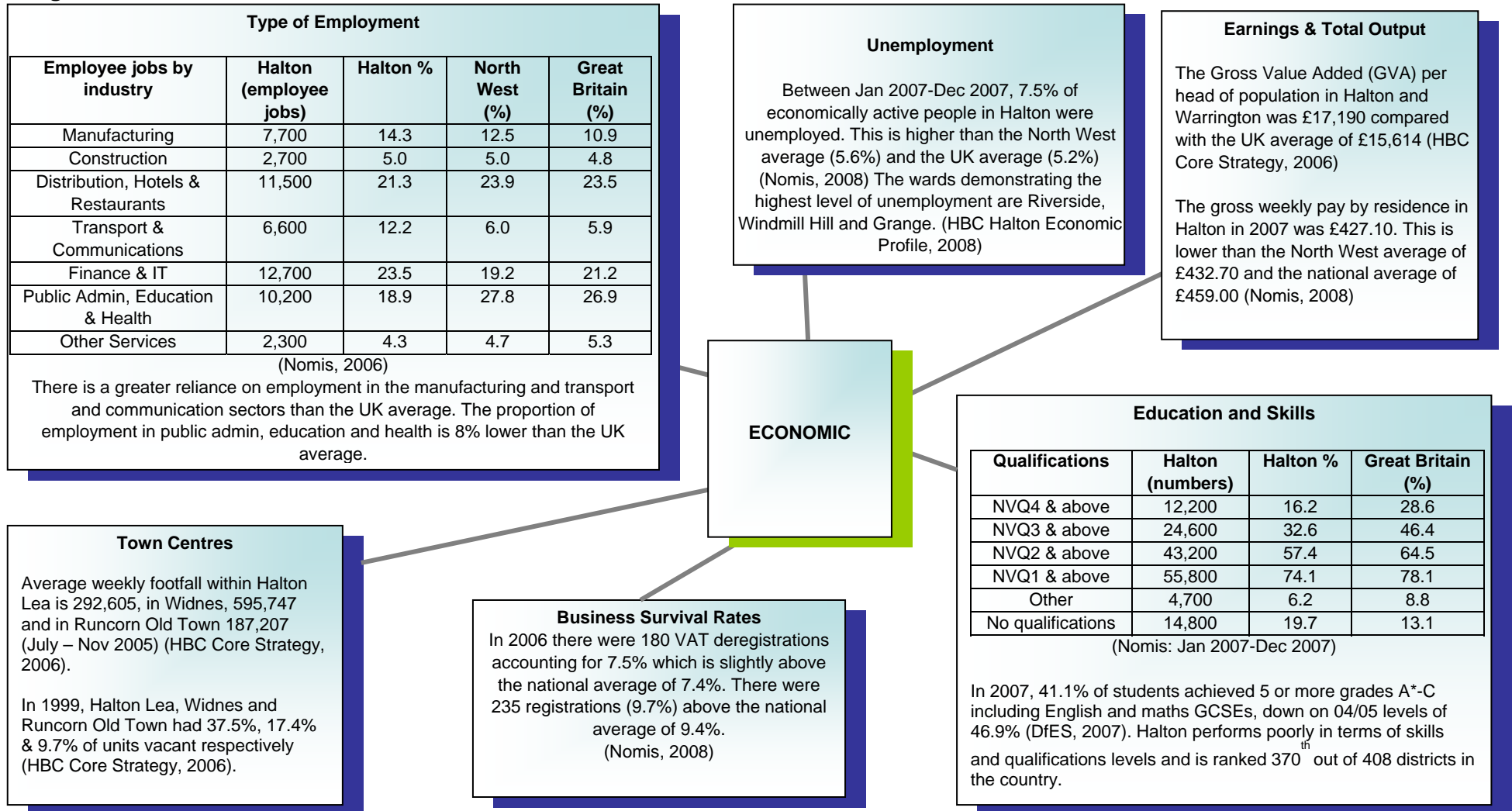


Figure 3: Social Issues

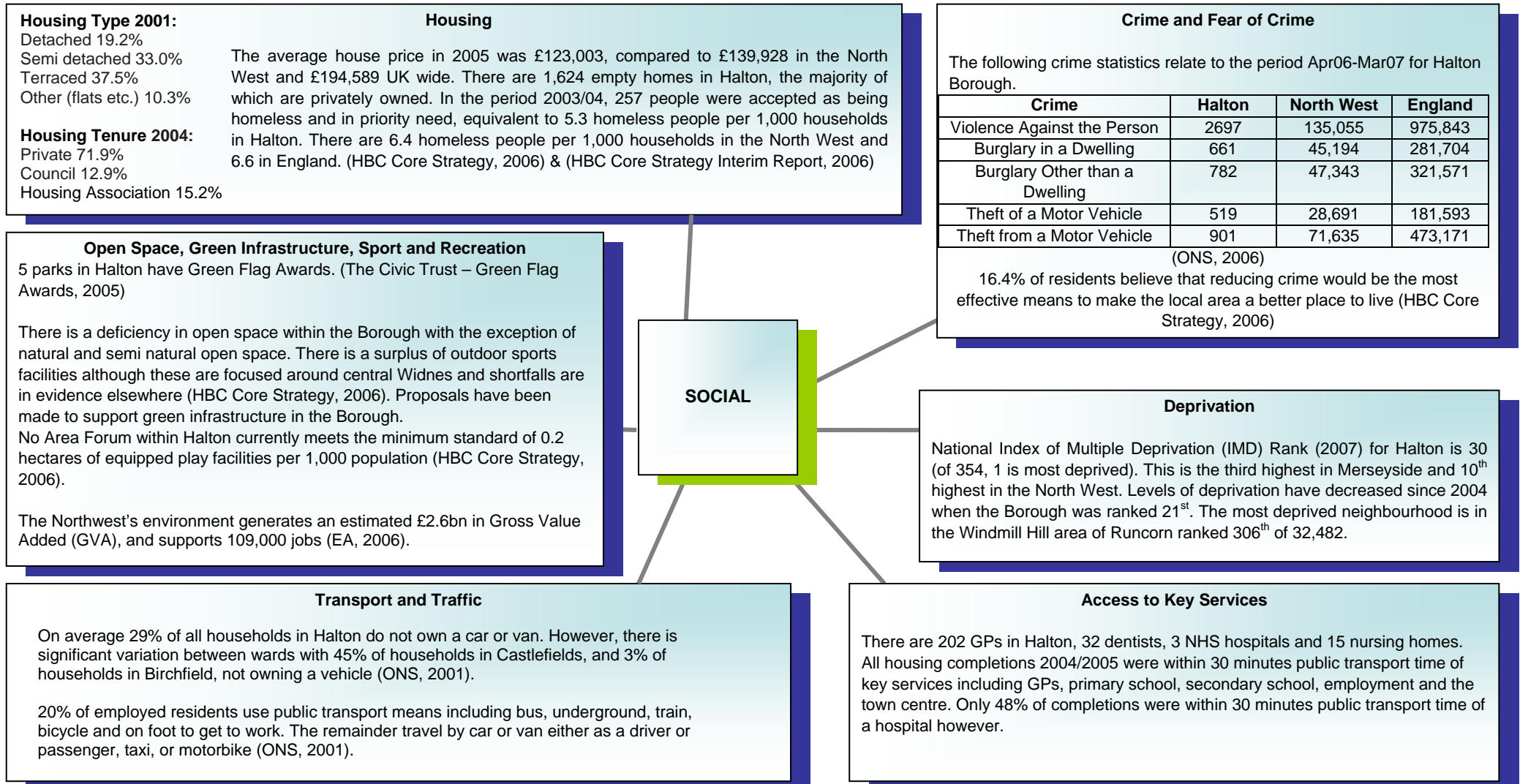
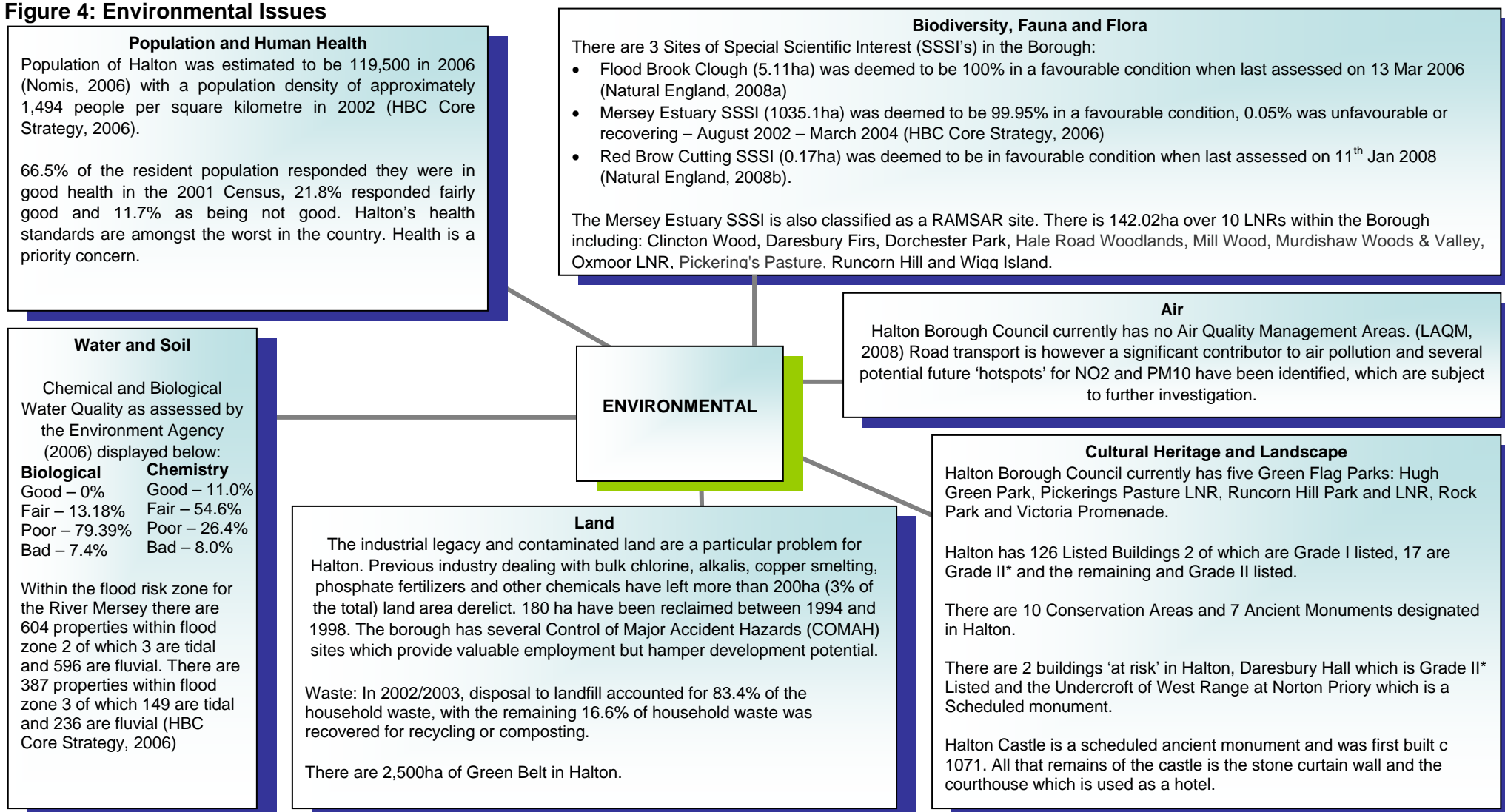


Figure 4: Environmental Issues



4.3 Key issues/problems identified

- 4.3.1 Table 3 lists key sustainability issues identified from the baseline information presented in the SA Scoping Report. The MGSTS could potentially have a significant impact upon these issues and need consideration when assessing the sustainability of the MGSTS.
- 4.3.2 For a full explanation of the issues in Table 3, and supporting baseline evidence, see Appendix 2 in which the table of issues and supporting evidence given in the Halton Core Strategy Sustainability Scoping Report is reproduced and updated where deemed necessary.

	Key Issues	Examples of how the MGSTS may contribute towards a sustainable Halton
ECONOMIC	Unemployment	Job creation in construction phase and subsequent regeneration.
	Disparity in employment	
	Access to Employment	Improved transport infrastructure and initiatives. MGSTS is likely to draw inward investment.
	The need to raise the levels of education & skills	
	The need to foster enterprise and entrepreneurship	Increased business opportunity, improved transport infrastructure and initiatives.
	Reliance on a narrow economic base and low wage economy	Support the continued regeneration of the Borough.
	The need to improve the Economy	Construction and operational contributions.
	The need to revitalise the Town Centres	Improving the modal share of sustainable journeys into the main commercial centres, through the provision of transport infrastructure improvements and initiatives, which support the regeneration strategy.
	The image of the Borough	Contributes to the regeneration strategy improving transport links and drawing inward investment.
	SOCIAL	The need to improve health & life expectancy
Long-term illness		Improved accessibility for residents living in the most deprived wards to a range of key facilities including health services. Also lower pollution levels will assist in reducing associated health risks.
Ageing residents & the need to grow the health-care sector		Improved transport choice for persons without access to a car and improved access to key facilities. Provision of transport advice and support.
Perception of crime levels and fear of crime		Draw inward investment, improved public transport system.
Increase green infrastructure		MGSTS will provide benefits to health through increased accessibility to green infrastructure.
Increased demand for affordable housing		Ensure any housing developments facilitated by the MGSTS are of a suitable mix.
Providing an appropriate and balanced housing supply		Ensure any housing developments facilitated by the MGSTS are of a suitable mix.
Providing appropriate sites to meet the needs of Gypsies and Travellers		
Improve access to services from the East of Runcorn		Improving modal share of sustainable journeys into the main commercial centres by sustainable forms of transport and initiatives.

	Key Issues	Examples of how the MGSTS may contribute towards a sustainable Halton
ENVIRONMENTAL	Improve access to services to those who do not own cars	Improved accessibility to key facilities through a range of sustainable public transport measures.
	Community facilities	Drawing inward investment and improved accessibility to facilities where not provided locally.
	Amount, location and access to Recreational Space	Improved access to recreational space. Inward investment may increase recreation facility provision.
	Population	Attract people to the area.
	Deprivation	Decrease deprivation through increasing sustainable access to key services, job creation, inward investment and facilitate regeneration of deprived areas.
	Water quality	Use of Sustainable Drainage Systems, monitoring and care of quality of water bodies.
	Conserving biodiversity, habitats and species	Ensure effective surveying leads to appropriate mitigation and monitoring strategies which are to be planned and implemented.
	Waste Management	Sustainable procurement, materials use and waste disposal. Use secondary aggregates and reclaimed or recycled materials where possible. Ensure waste is managed according to the waste hierarchy throughout phases of development and a Site Waste Management Plan (SWMP) employed.
	Transport congestion & pollution	Reduce reliance on carbon-intensive modes of travel through the provision of sustainable travel facilities and the promotion of greater use of public transport, walking and cycling options. Use local sources for materials and waste disposal.
	Air Quality	Reduce use of the private car through improvements to the public transport system and walking and cycling networks. Ensure emissions to air are within national air quality standards.
	Design quality in development	Ensure design is of a high standard incorporating the needs of the local residential and business communities.
	Protecting cultural & built heritage	Ensure design does not impact upon listed buildings, scheduled monuments, the Conservation Area, other archaeology and locally important heritage assets.
	Obtaining energy from renewable sources	Consider incorporating renewable energy production into the design.
	Energy efficiency	Ensure design is energy efficient in construction phase and operational phase in terms of lighting solutions.
	Ensuring the most effective use of land	Facilitate investment and development opportunities as a result as an improved transport infrastructure.
	Water resources	Manage water effectively on site.
Climate change	Reducing the number of journeys made by carbon-intensive modes of transport.	
Industrial legacy	Remediation of contaminated land.	

Table 3: Summary of key sustainability issues in Halton (as identified in the Halton Core Strategy) and how the MGSTS may contribute

4.4 The SA Framework: Objectives, indicators and targets

- 4.4.1 Sustainability objectives are distinct from the objectives of the strategy, though they may in some cases overlap with them. They provide a way of checking whether the objectives of MGSTS are likely to contribute to sustainability. The SA Objectives were initially set out in the Scoping Report and have since been consulted upon.

4.4.2 The SA Objectives were largely agreed with by statutory consultees. Comments received from English Heritage have contributed to a revision of the indicators used to support SA Objective 17 on the historic environment. The SA Framework has been tested for internal compatibility to help identify key areas where conflict may occur (Appendix 3). There were 48 compatible interactions between the SA framework objectives and no incompatible interactions. Some objectives were considered to be neutral demonstrating no links.

4.4.3 The SA framework used is based on the objectives of HBC's Core Strategy SA. HBC's framework provided indicators for each sustainability objective. The purpose of the indicators is to establish relevant baseline information and to measure and monitor changes over time and in relation to specific projects, schemes or strategies such as the MGSTS. The objectives and indicators are presented below in Table 4.

Number	Objective	Indicators
1	To continue reducing the unemployment rate in Halton and increase the economic activity rate	a) Population in employment and unemployment b) Job Density
2	To improve educational attainment and opportunities for life long learning and employment	a) % of 15 yr olds achieving five or more GCSE's at grades A-C or equivalent b) % of adults educated to NVQ level 2, 3 or 4
3	To encourage sustainable economic growth and business development	a) Total number of VAT registered businesses b) Percentage of business registrations and de-registrations
4	To improve the competitiveness and productivity of business	a) Gross Value Added (GVA) per head
5	To enhance the vitality and viability of the three town centres (Runcorn Old Town, Halton Lea and Widnes)	a) Footfall within the town centre b) Vacancy rates within the town centre
6	To improve and promote the overall image of the Borough in order to attract investment	a) Number of investment enquiries and the number of conversations (enquiries that are translated into actual, completed investment or expansion projects)
7	To improve health and reduce health inequalities	a) Years of healthy life expectancy b) Number of people who have a long-term illness
8	To improve safety and reduce crime, disorder and fear of crime	a) Recorded crimes per 1,000 population b) Number of people reporting fear of crime
9	To provide well designed, good quality, affordable and resource efficient housing	a) Proportion of different housing types and tenures b) Average household income
10	To improve access to basic goods, services and amenities, through the use of safe, convenient, affordable and sustainable forms of transport.	a) Percentage of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre.
11	To ensure access to high quality public open space and natural green space incorporating green infrastructure	a) Number and area of Local Nature Reserves (LNRs) b) Number of LNRs and parks accessible by sustainable transport modes c) Number of Green Flag Parks
12	To reduce social exclusion, deprivation and social inequalities	a) Index of Deprivation

Number	Objective	Indicators
13	To minimise the risk of flooding in relation to both new & existing development whilst, protecting, improving and where necessary, restoring the quality of inland, estuarine and coastal waters	a) Water quality (chemical & biological) classification of rivers, canals, estuaries and coastal waters and percentage lengths in different classes
14	To protect, enhance and manage biodiversity	a) Number and total area of international and nationally designated conservation sites b) Condition of Sites of Special Scientific Interest
15	To minimise the production of waste and increase reuse, recycling and recovery rates	a) Level and percentage of household waste recycled b) Total annual amount of municipal waste generated and % recycle or composted
16	To improve air quality and reduce carbon emissions by reducing the need to travel and improving choice and use of sustainable transport modes and reducing air pollution from other sources.	a) Number and total area of Air Quality Management Areas and populations living in AQMAs b) Travel to work by mode c) Number of journeys made by public transport (Carbon emission reductions)
17	To protect, enhance and manage the rich diversity of the cultural and built environment and archaeological assets, whilst maintaining and strengthening a local distinctiveness through the enhancement of the character and appearance of the local landscape, townscape and coast.	a) Loss or damage to listed buildings, scheduled ancient monuments, historic landscapes and their settings. b) Percentage of conservation area demolished or otherwise lost. c) Loss or damage to historic view lines and vistas d) Number of buildings and Scheduled Ancient Monuments 'at risk'.
18	To use land, energy, and water resources prudently and efficiently, and increase energy generated from renewable sources	a) Proportion of housing built on previously developed land per year b) Proportion of energy generated from sustainable and renewable sources.

Table 4: SA objectives and indicators

5. APPRAISAL OF STRATEGIC OPTIONS

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

- Option One – 'Do Nothing' Business as Usual/Without MGSTS Option;
- Option Two – Implement MGSTS.

5.1.2 Option One was included should the MG Project not progress, this scenario would result in the continued adoption of LTP2. It is considered that if the Project is not taken forward, the ability of the Council and key stakeholders to generate Step Change improvements toward sustainable transport will be greatly reduced.

- 5.1.3 The LTP currently funds local transport improvement works. However, the LTP is not considered to be able to provide the funding necessary to deliver the step change improvements towards the high quality sustainable transport system envisaged.
- 5.1.4 Option Two assumes that the MG scheme is constructed and fully operational. As such, the MGSTS is designed to complement and work in a holistic manner with the new crossing. The preferred option is Option Two and this will be taken forward for the purpose of this SA.
- 5.1.5 Option Two incorporates a Road User Charging scheme designed to facilitate the desired Step Change improvements. The guaranteed revenue stream will encourage key stakeholders such as bus operators to expand the bus network, provide new vehicles and improve services across the whole integrated network. The revenue stream reduces risk for the bus operators and enables a process of continuous improvement to go forward in the long term.
- 5.1.6 Within Option 2 a comprehensive assessment of alternative transit options were considered. The Mersey Gateway Team commissioned a First Stage Public Transit Options Study (Reid Rail May 2007). The evaluation was based on:-
- Spatial characteristics, to determine the ease with which each system could be integrated into the existing commercial centres within Halton Borough, the suitability for accommodation of each option within the structure of the existing SJB, and the proposed new bridge structures and associated infrastructure;
 - Alternative energy and power supply options to minimise emissions and carbon footprint;
 - Vehicle capacity and system capacity matched to likely future demand including indicative networks;
 - Indicative system performance for each public transport option; and
 - Indicative vehicle and infrastructure costs for each public transport option.
- 5.1.7 The study included a review of various public transport route development options including:
- Personalised Rapid Transit (PRT)*
- 5.1.8 This alternative would address accessibility in the borough, particularly those areas which are currently not well served by public transport. This approach would build a market and demand for public transport in such areas and would contribute toward mainstream operated bus routes being more financially viable in the future. The inclusion of this service in the MGSTS would directly contribute to sustainability objectives. PRT would contribute to reducing fear of crime and improving safety (Objective 8) offering a service in under resourced areas and provide access to basic goods, services and amenities (Objective 10). Importantly, PRT would also help address social exclusion, deprivation and social inequalities which exist in the Borough of Halton.
- Light Railway*
- 5.1.9 Light railway was considered to provide a basic north – south transit system. The option of connecting such a service to proposed Merseytram Lines 2 & 3 was abandoned as it was considered to offer poor value for money in comparison with other modes which would facilitate the desired step change improvements in the sustainability and accessibility of a public transport system for Halton. A light railway system would not offer the same sustainability contribution and coverage offered by other modes such as the bus based options. The light railway option is restricted to a north – south transit system and would not address accessibility in deprived areas away from the route. Busses offer a more flexible alternative to light railway in terms of generating step change improvements. This option would not contribute significantly to reducing and addressing social exclusion, deprivation and social inequalities or provide access to basic goods or services outside of the considered north – south transit system.

Guided Busway (also including Trolley Bus) & Busway

- 5.1.10 Several bus based options were considered including guided and non guided, alternative power and traction and priority options. The strength of the bus based option lies in the sound basis provided by the Runcorn Busway for developing a network to serve a wider part of Halton. Optimistic caution was expressed in relation to guided bus technology as at the current time, it is deemed that the technology is insufficiently developed. Elements may however be considered for incorporation for docking and providing for narrow rights of way and for guidance on the MG.
- 5.1.11 A range of clean vehicle technologies have been proposed and considered including trolley busses (electrification) and dual modes using diesel or low emission biofuel.
- 5.1.12 The relatively modest costs involved with adopting high or medium level priority measures were identified as being a strength of the bus based options.
- 5.1.13 Bus based options offer the largest coverage of Halton reducing inaccessibility and social exclusion and contributing positively toward sustainability particularly when combined with alternative fuel sources. Bus based options would help regenerate the town centres of Runcorn Old Town, Halton Lea and Widnes offering improved accessibility to a greater proportion of the local population and improving the competitiveness and productivity of business.

Tram – Train

- 5.1.14 Tram – Train options were considered a possibility to provide a basic north – south transit system as with the light rail option. These options have not been ruled out but would complement the bus options potentially in the future. It was felt that such options operating in isolation would not yield the scale of improvements to sustainability as other options. A Tram – Train system would not offer the same coverage as other modes such as the bus based options. This option would not contribute significantly to reducing social exclusion, deprivation and social inequalities or provide access to basic goods or services outside of the considered north – south transit system.

Heavy Railway

- 5.1.15 It was decided that Heavy Railway Enhancements should not form part of the MGSTS. They were deemed not to offer the flexibility and feasibility of alternatives modes of transport. Existing and future heavy railway facilities will require integration into the proposed transit systems.

Study Conclusions

- 5.1.16 The study concluded that the Council should develop a Bus Rapid Transit system, linked into the heavy rail network, utilising medium level bus priority measures, delivered through a corridor approach. The characteristics of the system being:
- Metro quality service;
 - Integrated network of routes and corridors;
 - Segregated Busway (in key places based on the existing Runcorn Busway);
 - Typically pre-board fare payment / verification;
 - Higher quality stations;
 - Clean vehicle technologies;
 - Marketing Identity; and
 - Superior quality service.

5.1.17 A Bus Rapid Transit System was deemed to be the most effective way to create step change improvements in the sustainability and accessibility of a public transport system for Halton. This is to be supported by the 'door to door demand response service' which will act primarily to serve areas of low demand. The demand response service is also expected to help build a market in order for more mainstream bus routes to be financially viable in the future.

5.2 Objective Appraisal

5.2.1

The MGSTS Project comprises of the following objectives:

- Further improve accessibility for residents living in the most deprived wards in Halton Borough to a wide range of key facilities including – employment, learning / training, health, leisure and retail facilities;
- Reduce the future reliance on carbon-intensive modes of travel through the promotion of greater use of public transport, walking and cycling options;
- Support the continued regeneration of the Borough, through ensuring new high quality sustainable transport opportunities are delivered as part of the Project and associated MGRG;
- Improve the modal share of journeys into the 3 main commercial centres of the Borough (Runcorn Town Centre, Widnes Town Centre and Halton Lea) by sustainable forms of transport, thereby supporting the regeneration of the centres; and
- Further develop new strategic high quality sustainable transport links / corridors through the Borough utilising the opportunities provided by the Project and thereby improving complementary Merseyside Region linkages.

5.2.2 To ensure that the requirements of the SEA Directive/Regulations are met, it is necessary to consider the likely significant effects of the MGSTS in terms of secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.

5.2.3 Secondary impacts are assessed where appropriate in Table 5 under 'explanation'. Cumulative effects are considered where necessary within Appendix 1. PPPs goals and objectives have been examined alongside those of the MGSTS and have been scrutinised to ensure compatibility.

5.2.4 Table 6 assesses the effects of the MGSTS in terms of timescale, short (0-3 years), medium (4-10 years) and long term (10+ years) and whether the effect is considered positive or negative in terms of sustainability.

5.2.5 Table 5 illustrates the scoring matrix used to assess the sustainability of MGSTS against the objectives. The scores are colour coded for quick reference and comparison. The score is assigned using professional judgement and experience. Supporting baseline information and key issues in the Halton Borough are taken into consideration.

<div style="text-align: center;"> +'ve ← → -'ve </div>				
A	B	C	D	E
Significant contribution to achieving sustainability objectives.	Contributes to achieving sustainability objectives. The contribution is not considered to be significant.	Neutral contribution	Detracts from achieving sustainability objectives but is not considered significant.	Significantly detracts from achieving sustainability objectives.

Table 5: SA scoring matrix

- 5.2.6 The sustainability assessment carried out in Table 6 considers the MGSTS as a whole against each of the SA objectives. This decision was taken as the MGSTS is a holistic strategy and does not comprise of discreet components sufficient enough to assess on a case by case basis.
- 5.2.7 The 'detailed criteria' presented in Table 6 are taken from HBC's Core Strategy SA Framework and help to target the sustainability objectives against which the MGSTS is assessed. The detailed criteria was consulted upon and agreed with statutory consultees.

SA Objective	SEA Directive	Detailed Criteria	Assessment					Timescale			Explanation	Mitigation	
			N/A	A	B	C	D	E	ST	MT			LT
Economic													
1. To continue reducing the unemployment rate in Halton and increase the economic activity rate	Social inclusiveness Economic development	Will it encourage new employment that is consistent with local needs?									✓	MGSTS is expected to facilitate inward investment and increase business opportunity. The associated economic regeneration is expected to reduce the unemployment rate particularly during the construction phase. However, increases in employment opportunities are not entirely consistent with local needs to due a narrow skills base.	Target local companies for the construction and operation phases of the MGSTS.
2. To improve educational attainment and opportunities for life long learning and employment	Social inclusiveness Economic development	Will it provide improved access to vocational training, education and skills for young people?										The MGSTS will improve physical access to vocational training and education.	No mitigation measures recommended.
		Will it provide improved skills and knowledge in the workplace?									✓	The MGSTS will draw inward investment which will diversify the employment mix offering potential for new training and job opportunities.	No mitigation measures recommended.
3. To encourage sustainable economic growth and business development	Economic development	Will it encourage the growth of indigenous businesses?									✓	Improvements will be made in accessing the three town centres supporting business growth and regeneration.	No mitigation measures recommended.
		Will it provide or contribute to the availability of a balanced portfolio of employment									✓	The MGSTS will present opportunities to continue to diversify the current narrow employment and skills base in Halton.	No mitigation measures recommended.

SA Objective	SEA Directive	Detailed Criteria	Assessment					Timescale			Explanation	Mitigation	
			N/A	A	B	C	D	E	ST	MT			LT
		sites?											
		Will it improve the number of new, competitive businesses that last?									✓	The MGSTS will provide an improved transport infrastructure which will better serve businesses and aid their competitiveness. Businesses can locate where transport issues would previously have been a problem.	No mitigation measures recommended.
4. To improve the competitiveness and productivity of business	Economic development	Will it improve business development and enhance competitiveness?									✓	The MGSTS is expected to draw inward investment developing businesses and enhancing competitiveness with improved transportation links, locally and regionally. While works are being undertaken there is a potential to impact upon local businesses.	Prior awareness of construction activities including all roads which will be closed/ disrupted to local customers and businesses to ensure that day to day business operations are not affected. Prior awareness and adequate signage to local customers and businesses of diversionary and alternative routes will be required. Business advertising will be needed for businesses remaining open

SA Objective	SEA Directive	Detailed Criteria	Assessment					Timescale			Explanation	Mitigation	
			N/A	A	B	C	D	E	ST	MT			LT
													during any works.
5. To enhance the vitality and viability of the three town centres (Runcorn Old Town, Halton Lea and Widnes)	Economic development	Will it provide an improvement to one or more of the town centres?										<p>Improved transport links will help facilitate regeneration and improve accessibility to the three town centres. Increased economic activity within Halton as a borough, brought about by increased employment rates and the potential importing of labour from outside the borough will enhance the economic environment within Halton and should lead to increased activity within the town centres.</p> <p>The introduction of 2 new high quality shuttle bus services linking key regeneration sites to Widnes and Runcorn town centres and the introduction of improved frequencies and hours of operation on the Core Bus Route Network linking the key three commercial centres to their surrounding residential areas will significantly contribute to town centre improvements.</p> <p>The introduction of improved frequencies and hours of operation on the Core Bus Route Network linking the key three commercial centres to their surrounding residential areas.</p> <p>While works are being undertaken there is a potential to impact upon local businesses.</p>	<p>Prior awareness of construction activities including all roads which will be closed/ disrupted to local customers and businesses to ensure that day to day business operations are not affected. Prior awareness and adequate signage to local customers and businesses of diversionary and alternative routes will be required. Business advertising will be needed for businesses remaining open during any works.</p>
6. To improve and promote the	Economic development	Will it encourage inward								✓		<p>Regeneration of the town centres and improved transportation links will</p>	No mitigation measures

SA Objective	SEA Directive	Detailed Criteria	Assessment					Timescale			Explanation	Mitigation		
			N/A	A	B	C	D	E	ST	MT			LT	
overall image of the Borough in order to attract investment		investment?										encourage more investment in Halton. There is a potential to increase residential attractiveness through access to employment	recommended.	
Social														
7. To improve health and reduce health inequalities	Population and human health, Social inclusiveness	Will it improve the standard of healthcare, particularly for the elderly?												The MGSTS itself will not directly contribute to this sustainability objective.
		Will it support healthy lifestyles?									✓		The MGSTS supports and sets out a framework for increasing transport through less carbon intensive means promoting and facilitating walking and cycling. Introduction of 20 new cycle hire nodes in the Borough and improved linkages for pedestrians and cyclists over the SJB will help promote healthy lifestyles.	Monitor the number of new cycle hire nodes in the Borough and monitor travel to work information to ascertain whether MGSTS has increased the number of cycle to work journeys.
8. To improve safety and reduce crime, disorder and fear of crime	Social inclusiveness	Will it encourage crime-sensitive design?									✓		Improved lighting and inclusion of CCTV at bus stops. Making public transport more appealing and promoting safety.	No mitigation measures recommended.
		Will it target, reduce and sustain a reduction in crime?									✓		Improved lighting and inclusion of CCTV at bus stops improving safety.	No mitigation measures recommended.

SA Objective	SEA Directive	Detailed Criteria	Assessment					Timescale			Explanation	Mitigation		
			N/A	A	B	C	D	E	ST	MT			LT	
		Will it reduce the likelihood of violence and antisocial behaviour?												
9. To provide well designed, good quality, affordable and resource efficient housing	Social inclusiveness	Will it provide for affordable housing for local people?												The MGSTS itself will not directly contribute to this sustainability objective.
		Will it ensure that new housing is of a high standard or design and layout?												The MGSTS itself will not directly contribute to this sustainability objective.
		Will it provide safe, secure and decent housing?												The MGSTS itself will not directly contribute to this sustainability objective.
10.To improve access to basic goods, services and amenities	Social inclusiveness	Will it improve transport provision and accessibility?									✓	MGSTS will increase transport provision and accessibility particularly by public transport and walking and cycling. The 2001 Census reveals that the majority of journeys are relatively short within Halton. For example 47.16% of economically active people, aged 16-74 years, travel less than 5km to work. The MGSTS provides greater reliable transport options reducing the need to travel by private vehicle which would incur tolls on the crossing.	No mitigation measures recommended.	

SA Objective	SEA Directive	Detailed Criteria	Assessment					Timescale			Explanation	Mitigation	
			N/A	A	B	C	D	E	ST	MT			LT
		Will it provide for local retail needs?								✓		Regeneration of the town centres and improved transportation links will encourage more investment in Halton.	No mitigation measures recommended.
		Will it improve public access to services and amenities?									✓	Access will improve to services and amenities.	No mitigation measures recommended.
11. To ensure access to high quality public open space and natural green space incorporating green infrastructure	Social inclusiveness Biodiversity, fauna and flora, Cultural heritage and landscape	Will it ensure that all people have access to public open space within a reasonable distance from where they live?							✓			MGSTS will increase the accessibility to existing areas of open space but will not provide additional areas.	Monitoring is required to ascertain the number of existing natural green spaces that have increased access by sustainable modes (eg bus, train, cycling and walking) as a result of the MGSTS.
		Will it improve access to natural green space?								✓		MGSTS will increase the accessibility to existing areas of open space but will not provide additional areas	
12.To reduce social exclusion, deprivation and social inequalities	Social inclusiveness	Will it reduce poverty and social exclusion in those areas most affected?								✓		Improved cycle links are proposed between the top five most deprived areas of the Borough and key regeneration sites. The introduction of a new 'Door 2 Door' service (operating 24 / 7) will improve accessibility to Key Employment sites in East Runcorn. The SMART card will be used to target young people aged 16 – 21. This will help to support a range of initiatives to encourage greater participation by socially excluded young people in	No mitigation measures recommended.

SA Objective	SEA Directive	Detailed Criteria	Assessment					Timescale			Explanation	Mitigation	
			N/A	A	B	C	D	E	ST	MT			LT
												education, training, employment and leisure activities.	
13. To minimise the risk of flooding in relation to both new & existing development whilst, protecting, improving and where necessary, restoring the quality of inland, estuarine and coastal waters	Water and soil	Will it improve the quality of controlled waters?								✓		Water quality is not expected to be adversely affected.	No mitigation measures recommended.
14.To protect, enhance and manage biodiversity	Biodiversity, flora & fauna	Will it protect sites and habitats of nature conservation value from inappropriate development?									✓	The MGSTS will not contribute to the protection of sites of conservation value.	Subsequent development should not compromise areas of conservation value.
		Will it improve the number and diversity of sites and habitats of nature conservation value in the											The MGSTS itself will not directly contribute to this sustainability objective.

SA Objective	SEA Directive	Detailed Criteria	Assessment					Timescale			Explanation	Mitigation	
			N/A	A	B	C	D	E	ST	MT			LT
		Borough?											
15.To minimise the production of waste and increase reuse, recycling and recovery rates	Water and soil	Will it result in a reduction in the amount of waste requiring treatment and disposal?										Operational effects of waste generation of the MG project are not anticipated to be significant. The landfilling of materials will be considered as a last option. Research has been conducted of waste facilities in the North West and suitability assessed to accommodate MGSTS wastes.	The MGSTS will where possible reduce waste and will encourage materials to be reused or recycled.
16. To improve air quality and reduce carbon emissions by reducing the need to travel and improving choice and use of sustainable transport modes and reducing air pollution from other sources.	Air, Human Health, Climatic factors	Will it minimise the need to travel?							✓			The MGSTS provides a range of measures supporting the use of public transport, walking and cycling. The MGSTS discourages the use of private motor vehicles. The MGSTS will reduce the need to travel especially by private motor vehicle offering suitable alternatives supporting relevant planning policy including PPG13 and PPS 1.	Monitoring is required to ascertain if the implementation of the MGSTS has reduced the need to travel (Travel to work information) and whether it has reduced carbon emissions.
		Will it reduce car use and encourage the use of integrated and public transport?									✓	The MGSTS provides a range of measures which support the use of public transport and walking and cycling whilst discouraging use of private motor vehicles through tolling. Disruption will be caused during the implementation of the MGSTS.	Prior awareness of any road/footpath/cycle way closures and disruption. Provision of adequate signage detailing diversionary routes.

SA Objective	SEA Directive	Detailed Criteria	Assessment					Timescale			Explanation	Mitigation	
			N/A	A	B	C	D	E	ST	MT			LT
													Provision of alternative/diversio nary footpath and cycleway routes with adequate signage.
		Will it improve air quality?								✓		The MGSTS encourages alternatives to private motorized transport including public transport, walking and cycling which will increase air quality. The imposition of tolls for the MG crossing will help control trip generation. Improvements in air quality for users of the SJB are expected. The air quality assessment of the MG project indicated that there would be no exceedence of the relevant Government objectives for local air quality in 2015 as a result of the Project.	No mitigation measures recommended.

SA Objective	SEA Directive	Detailed Criteria	Assessment					Timescale		Explanation	Mitigation	
17. To protect, enhance and manage the rich diversity of the cultural and built environment and archaeological assets, whilst maintaining and strengthening a local distinctiveness through the enhancement of the character and appearance of the local landscape, townscape and coast.	Cultural heritage and landscape	Will it safeguard sites of archaeological importance?							✓		The MGSTS will not adversely affect sites of archaeological importance.	No mitigation measures recommended.
		Will it preserve and enhance buildings which contribute to Halton's heritage?								✓	<p>Increasing levels of congestion have an impact on towns, cities and countryside. Queues of traffic detract from historic areas and buildings.</p> <p>English Heritage encourages a switch to less damaging forms of transport and promotes planning policies that help to reduce the need to travel. English Heritage further state that "walking, cycling and use of public transport should be encouraged, both by increased and sustained investment to improve services, and by soft measures such as improving public places, including streets, stations and bus stops, to make alternatives to the car appealing and accessible". The MGSTS supports these aims and will make a positive contribution to the historic environment.</p>	No mitigation measures recommended.
18. To use land, energy, and water resources prudently and efficiently, and increase energy generated from renewable	Water and soil, Climatic factors	Will it enable development to re-use brownfield land and convert existing buildings?										The MGSTS itself will not directly contribute to this sustainability objective
		Will it encourage prudent and efficient use of										The MGSTS itself will not directly contribute to this

SA Objective	SEA Directive	Detailed Criteria	Assessment					Timescale			Explanation	Mitigation		
sources		energy?											sustainability objective	
		Will it use water efficiently and with care?												The MGSTS itself will not directly contribute to this sustainability objective
		Will it encourage the development of appropriate types of renewable energy?												The MGSTS itself will not directly contribute to this sustainability objective

Table 6: MGSTS Sustainability Assessment

6. CONSULTING ON THE SA REPORT

6.0.1 This SA Report has been issued for consultation to the following bodies as required by the SEA Directive:

- Natural England
- English Heritage
- Environment Agency

6.1.2 Table 7 presents comments received from the statutory consultees during the final round of consultation and provide a commentary explaining if responses were included or omitted.

Consultee	Comments	Commentary
EA	"We support any strategy that aims reduce the impact to climate change and increasing air quality through the reduction of car emissions by the encouragement of alternatives to motorized transport".	No changes required.
Natural England	Objective 7: Mitigation. We would suggest adding: Monitor the number of new cycle hire nodes in the Borough and monitor travel to work information to ascertain whether MGSTS has increased the number of cycle to work journeys.	Mitigation measures have been updated.
	Objective 11: Mitigation. We would suggest adding: Monitoring is required to ascertain the number of existing natural green spaces that have increased access by sustainable modes (e.g. bus, train, cycling and walking) as a result of the MGSTS.	Mitigation measures have been updated
	Objective 16: Mitigation. We would suggest amending to: Monitoring is required to ascertain if the implementation of the MGSTS has reduced the need to travel (Travel to work information) and whether it has reduced carbon emissions.	Mitigation measures have been updated.

Table 2: Consultation responses from statutory consultees

6.1.3 Copies of the final consultation responses from Natural England and the Environment Agency are included in Appendix 8 and 9 respectively.

6.1.4 English Heritage informed Gifford that they had no further comments beyond those raised during the scoping stage of this SA.

6.1.5 The SEA Directive also requires that the SA Report is publicly consulted on. The finalised report will be available and signposted on Halton Borough Council's website.

7. MITIGATION AND MONITORING

- 7.1.1 The appraisal of the MGSTS suggests that implementation will have positive impacts, because of this, mitigation measures will be aimed at maximising these positive effects. Mitigation measures are presented in Table 6. Once implemented the mitigation measures that have been proposed to offset or reduce adverse effects should be monitored.
- 7.1.2 The MGSTS presents a framework to measure the effectiveness of the Strategy both in terms of outputs and impacts which directly relate to the objectives of the MGSTS (See Appendix 4). It is proposed that annual updates will be produced in line with the normal reporting mechanisms for the Halton Local Transport Plan (or successor documents) by the Halton Local Strategic Transport Board.
- 7.1.3 It is proposed that the concessionaire who will be responsible for the Road User Charging will also manage the proposed ITSO compatible SMART card, which will form a common platform for the payment of transport services and :-
- Bridge tolls;
 - Public transport journeys;
 - Leisure facilities;
 - Cycle hire facilities; and
 - 'Door 2 Door' services.
- 7.1.4 The SMART card will provide instant and up to date information on travel behaviour which can be used to monitor services provision and provide continuous improvements and carefully match supply and demand. This will be an invaluable tool to monitor the implementation and success of the MGSTS.

8. DIFFERENCE THE PROCESS HAS MADE

- 8.1.1 The undertaking of this SA has acted as a catalyst to facilitate consultation with statutory consultees. Consultation responses on the Scoping Report have fed back into this SA, addressing concerns and ensuring all relevant information is included and available in order to comprehensively assess the sustainability of the MGSTS.
- 8.1.2 Changes made as a result of the SA process have included:
- Increased emphasis and inclusion of the issue of air quality and climate change. Air quality is now incorporated into the core MGSTS objectives.
 - The SA process has stressed the importance of addressing the issue of deprivation and low incomes within Halton. The proposed SMART card system was introduced as a result of findings and information presented by the SA. This multi modal SMART card system is designed to offer a flexible way to travel, targeting people on low incomes and will help open up new public transport markets. Discounts will be easily administered and issued to persons on low incomes through the SMART card.

APPENDIX 1

REVIEW OF PLANS, POLICIES AND PROGRAMMES

APPENDIX 1: REVIEW OF PLANS, POLICIES AND PROGRAMMES

International Plans, Policies, Programmes and Sustainable Development Objectives

International Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	MGSTS contribution to policy objectives
Johannesburg Summit on Sustainable Development (2002)	Commitment from UN member states to the achievement of sustainable development.	The project will encourage the sustainable use of resources, energy efficiency and protect and enhance biodiversity.
Kyoto Protocol (1997)	Key objectives are to limit emissions of carbon dioxide, methane, nitrous oxide, and fluorinated gases. Target: Reducing emissions by 5% of 1990 levels over the period 2008-2012. UK agreement is of 12.5% of 1990 levels over the period 2008-2012.	Transport is a significant contributor to climate change. The project will aim to help reduce climate change
Rio Declaration on Environment and Development	Consists of 25 principles with the overall goal of establishing a new and equitable global partnership through the creation of new levels of cooperation among States, key sectors of societies and people, whilst working towards international agreements which respect the interests of all and protect the integrity of the global environmental and developmental system.	
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.
European Spatial Development Perspective (ESDP)	The three fundamental goals of European policy should be achieved equally in all parts of the EU: <ul style="list-style-type: none"> • Economic and social cohesion; • Conservation and management of natural resources and the cultural heritage; • More balanced competitiveness of the European territory. <p>However, due to cultural variety, spatial development policies must not standardise local and regional identities in the EU, which help enrich the quality of life of its citizens.</p>	

International Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	MGSTS contribution to policy objectives
EU Sixth Environmental Action Plan	<p>The Action Plan identifies four environmental areas to be tackled for improvements:</p> <ul style="list-style-type: none"> • Climate Change • Nature and Biodiversity • Environment and Health and Quality of Life • Natural Resources and Waste <p>The Action Plan provides the environmental component of the European strategy for sustainable development, placing environmental plans in a broad perspective, considering economic and social conditions.</p>	<p>The project will encourage the sustainable use of resources and protect and enhance biodiversity.</p> <p>Transport is a significant contributor to climate change. The project is likely to help reduce climate change</p>
European Landscape Convention 2006	<p>In 2006 the UK signed and ratified the Council of Europe's European Landscape Convention. This is the first international convention for the management and protection of landscape. It provides a basis for recognising the importance of landscapes and sharing experience across Europe. The Convention aims to encourage public authorities to adopt policies and measures at local, regional, national and international level for protecting, managing and planning landscapes throughout Europe. Landscape is defined as 'an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors'. The Convention applies this definition to all parts of a countries territory, urban as well as rural areas, to both outstanding and ordinary landscapes, to degraded as well as preserved places.</p>	<p>The MGSTS considers the preservation of existing landscapes and potential enhancement of degraded landscapes by drawing inward investment.</p>
Directive 92/43/EEC (The Habitats Directive)	<p>The main aim of this Directive is to promote the maintenance of biodiversity, taking account of economic, social, cultural and regional requirements. This Directive makes a contribution to the general objective of Sustainable Development; whereas the maintenance of such biodiversity may in certain cases require the maintenance, or indeed the encouragement, of human activities. There are 189 habitats listed in Annex I of the Directive and 788 species listed in Annex II which are protected by means of a network of sites.</p>	<p>The biodiversity and habitat impacts of the project should be considered along with possible mitigation measures.</p>
The Birds Directive 79/409/EEC	<p>This Directive as well as its amending acts seek to:</p> <ul style="list-style-type: none"> • protect, manage and regulate all bird species naturally living in the wild within the European territory of the Member States, including the eggs of these birds, their nests and their habitats; • regulate the exploitation of these species 	<p>The project should consider the effects of transport on European protected bird species.</p>

International Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	MGSTS contribution to policy objectives
Air Quality Directive 1999/30	<p>The objectives of this Directive shall be to:</p> <ul style="list-style-type: none"> • establish limit values and, as appropriate, alert thresholds for concentrations of sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead in ambient air intended to avoid, prevent or reduce harmful effects on human health and the environment as a whole, • assess concentrations of sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead in ambient air on the basis of common methods and criteria, • obtain adequate information on concentrations of sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead in ambient air and ensure that it is made available to the public, • maintain ambient-air quality where it is good and improve it in other cases with respect to sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead. 	Transport is a significant contributor to air quality. The project should include objectives for air quality.
Waste Framework Directive 75/442/EEC	<p>The Directive establishes a framework for the management of waste across the European Community. It also defines certain terms, such as 'waste', 'recovery' and 'disposal', to ensure that a uniform approach is taken across the EU. It requires Member States to:</p> <ul style="list-style-type: none"> • give priority to waste prevention and encourage reuse and recovery of waste; • ensure that waste is recovered or disposed of without endangering human health and without using processes which could harm the environment; • prohibit the uncontrolled disposal of waste, ensure that waste management activities are permitted (unless specifically exempt); • establish an integrated and adequate network of disposal installations; • prepare waste management plans; • ensure that the cost of disposal is borne by the waste holder in accordance with the polluter pays principle; and • ensure that waste carriers are registered. 	The MGSTS should seek to minimise waste, and the environmental effects caused by it. Policies should promote re-use and recycling.

International Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	MGSTS contribution to policy objectives
European Water Framework Directive Integrated River Basin Management for Europe (2000/60/EC)	<p>The Water Framework Directive applies to all surface freshwater bodies (including lakes, streams and rivers), groundwaters, groundwater dependant ecosystems, estuaries and coastal waters out to one mile from low-water.</p> <p>The Water Framework Directive is an inclusive approach to managing water as it flows through catchments from lakes, rivers and groundwater to estuaries and the sea, and aims to:</p> <ul style="list-style-type: none"> • create better habitats for wildlife that lives in and around water, for example by improving the chemical quality of water; • improve the ecological health of inland and coastal waters and prevent further deterioration, especially by protecting against diffuse pollution in urban and rural areas through better land management. There is a requirement for nearly all inland and coastal waters to achieve 'good status' by 2015; • sustainable use of water as a natural resource; • progressively reduce or phase out discharges, emissions and losses of priority substances and priority hazardous substances; • progressively reduce the pollution of groundwater; • contribute to mitigating the effects of floods and droughts. 	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.
Aarhus Convention	<p>The Aarhus Convention is an environmental agreement. It links environmental rights and human rights.</p> <p>It establishes that sustainable development can be achieved only through the involvement of all stakeholders. It links government accountability and environmental protection. It focuses on interactions between the public and local authorities in a democratic context and it is forging a new process for public participation in the negotiation and implementation of international agreements.</p>	Consultation will take place both with statutory consultees and the public.

National Plans, Policies, Programmes and Sustainable Development Objectives

National Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance to MGSTS
Roads – Delivering Choice and Reliability July 2008	This command paper sets out a clear strategy for getting the best out of roads in the coming years so people have the reliable journeys they want. Plans to help the road system flow more readily include the introduction of toll and car sharing lanes and opening up around 500 miles of hard shoulder.	MGSTS is tackling congestion providing a more integrated and sustainable transport system.
Stern Report: The economics of Climate Change	The Stern report assesses the nature of the economic challenges of climate change and how they can be met, both in the UK and globally. Three elements of policy are required for an effective response: carbon pricing, technology policy and energy efficiency. Carbon pricing, through taxation, emissions trading or regulation, will show people the full social costs of their actions. The aim should be a global carbon price across countries and sectors.	Transport contributes to climate change through vehicle emissions. The MGSTS 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.
The Eddington Transport Report: The case for Action	The Eddington study highlighted transport's pivotal role in supporting the UK's future economic success. It recommended a number of reforms to the planning, funding and delivery of transport interventions to maximise sustainable returns from investment, as well as recognising the need to improve the environmental performance of transport.	The MGSTS Supports the principles identified by Eddington. It supports economic gain, social benefits, sustainability and environmental improvements.
Towards a Sustainable Transport System TaSTS	The document has three core aims. Firstly to respond to recommendations made in the Eddington Study to improve transport's contribution to economic growth and productivity. Secondly, it sets out the Department for Transport's policy and investment plans for the period to 2013-14. Thirdly, it proposes a new approach to longer-term transport strategy, building on the model recommended by Sir Rod Eddington. This document has five goals: <ul style="list-style-type: none"> • Goal 1 is to maximise the competitiveness and productivity of the economy. • Goal 2 is to address climate change, by cutting emissions of carbon dioxide (CO2) and other greenhouse gases. • Goal 3 is to protect people's safety, security and health. • Goal 4 is to improve quality of life, including through a healthy natural environment. • Goal 5 is to promote greater equality of opportunity. 	MGSTS supports the goals of TaSTS.
Urban White Paper	This report identifies the need to address, education, transport, crime reduction, housing and planning as being instrumental in tackling urban decline. There is also a need to improve people's prosperity and quality of life.	The MGSTS takes account of local and regional policies on sustainable urban development.

National Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance to MGSTS
PPS (Planning Policy Statement) 1 - Creating Sustainable Communities	<p>Planning for sustainable development should ensure that the following four Government aims are tackled in a integrated way:</p> <ul style="list-style-type: none"> • Maintenance of high and stable levels of economic growth. • Social progress which recognises the needs of everyone. • Effective protection of the environment. • The prudent use of natural resources. 	The MGSTS follows local policies which promote sustainable development and is aware of the policies under which its planning applications will be reviewed. It specifically supports the implementation of the Regeneration STS.
PPS 6 – Planning for Town Centres	<p>This PPS provides the policy for the future development of town centres. The Government's key objective for town centres is to promote their vitality and viability by:</p> <ul style="list-style-type: none"> • planning for the growth and development of existing centres; • promoting and enhancing existing centres, by focusing development in such centres; and • encouraging a wide range of services in a good environment, accessible to all. <p>Consideration should also be given to:</p> <ul style="list-style-type: none"> • enhancing consumer choice by making provision for a range of shopping, leisure and local services, which allow genuine choice to meet the needs of the entire community, and particularly socially-excluded groups; • supporting efficient, competitive and innovative retail, leisure, tourism and other sectors, with improving productivity; and • improving accessibility, ensuring that existing or new development is, or will be, accessible and well-served by a choice of means of transport. 	The MGSTS follows local policies which promote sustainable development and is aware of the policies under which its planning applications will be reviewed. It specifically supports the implementation of the Regeneration STS.

National Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance to MGSTS
PPS 9 – Biodiversity and Geological Conservation	<p>Regional planning bodies and local planning authorities should adhere to the following key principles to ensure that the potential impacts of planning decisions on biodiversity and geological conservation are fully considered.</p> <ul style="list-style-type: none"> • Development plan policies and planning decisions should be based upon up-to-date information about the environmental characteristics of their areas. • Plan policies and planning decisions should aim to maintain, and enhance, restore or add to biodiversity and geological conservation interests. • Plan policies on the form and location of development should take a strategic approach to the conservation, enhancement and restoration of biodiversity and geology, and recognise the contributions that sites, areas and features, both individually and in combination, make to conserve these resources. • Plan policies should promote opportunities for the incorporation of beneficial biodiversity and geological features within the design of development. • Development proposals where the principal objective is to conserve or enhance biodiversity and geological conservation interests should be permitted. • The aim of planning decisions should be to prevent harm to biodiversity and geological conservation interests. 	<p>The MGSTS follows local policies which promote sustainable development and is aware of the policies under which its planning applications will be reviewed. It specifically supports the implementation of the Regeneration STS.</p>

National Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance to MGSTS
PPS 10 – Planning and Sustainable Waste Management	<p>Regional planning bodies and all planning authorities should, to the extent appropriate to their responsibilities, prepare and deliver planning strategies that:</p> <ul style="list-style-type: none"> • help deliver sustainable development through driving waste management up the waste hierarchy, addressing waste as a resource and looking to disposal as the last option, but one which must be adequately catered for; • provide a framework in which communities take more responsibility for their own waste, and enable sufficient and timely provision of waste management facilities to meet the needs of their communities; • help implement the national waste strategy, and supporting targets, are consistent with obligations required under European legislation and support and complement other guidance and legal controls such as those set out in the Waste Management Licensing Regulations 1994; • help secure the recovery or disposal of waste without endangering human health and without harming the environment, and enable waste to be disposed of in one of the nearest appropriate installations; • reflect the concerns and interests of communities, the needs of waste collection authorities, waste disposal authorities and business, and encourage competitiveness; • protect green belts but recognise the particular locational needs of some types of waste management facilities when defining detailed green belt boundaries and, in determining planning applications, that these locational needs, together with the wider environmental and economic benefits of sustainable waste management, are material considerations that should be given significant weight in determining whether proposals should be given planning permission; • ensure the design and layout of new development supports sustainable waste management. 	<p>The waste hierarchy will be applied to waste materials generated as a result of the MGSTS. Where possible waste will be reduced or materials reused or recycled.</p> <p>The landfilling of materials will be considered as a last option. Research has been conducted of waste facilities in the North West and suitability assessed to accommodate MGSTS wastes.</p>
PPS 11 – Regional Spatial Strategies	<p>Sets out the procedural policy on the nature of Regional Spatial Strategies (RSSs) and focuses on what should happen in preparing revisions to them and explains how this relates to the Act and associated regulations.</p>	<p>The MGSTS follows local policies which promote sustainable development and is aware of the policies under which its planning applications will be reviewed. It specifically supports the implementation of the Regeneration STS.</p>

National Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance to MGSTS
PPS 12 – Local Development Frameworks	<p>Local development frameworks are intended to streamline the local planning process and promote a proactive, positive approach to managing development. The key aims of the system are:</p> <ul style="list-style-type: none"> • Flexibility. Local planning authorities can respond to changing local circumstances and ensure that spatial plans are prepared and reviewed more quickly than development plans under the old system; • Strengthening community and stakeholder involvement in the development of local communities. Local communities and all stakeholders will be involved from the outset and throughout the preparation of local development documents; • Front loading. Local planning authorities should take key decisions early in the preparation of local development documents. The aim will be to seek consensus on essential issues early in the preparation of local development documents and so avoid late changes being made; • Sustainability appraisal. To ensure that local development documents are prepared with the objective of contributing to the achievement of sustainable development; • Programme management. The efficient management of the programme for the preparation of a range of local development documents in accordance with the local development scheme; and • Soundness. Local development documents must be soundly based in terms of their content and the process by which they are produced. They must also be based upon a robust, credible evidence base. 	The MGSTS supports the delivery of the LDF and is consistent with development plans such as the MGSTS Regeneration Strategy.
PPS 23 – Planning and Pollution Control	<p>The following matters should be considered in the preparation of development plan documents:</p> <ul style="list-style-type: none"> • The possible impact of potentially polluting development on land use, including effects on health, the natural environment or general amenity; • The need to identify land, or establish criteria, for the acceptable location of potentially polluting developments and the availability of alternative sites; • The need to separate necessary but potentially polluting and other land uses (recognising the potential conflict with sustainable development over mixed-use developments) so as to reduce conflicts; and, • The need to limit and, where possible, reduce the adverse of light pollution, for example on local amenity, rural tranquillity and nature conservation. 	The MGSTS follows local policies which promote sustainable development and is aware of the policies under which its planning applications will be reviewed. It specifically supports the implementation of the Regeneration STS.

National Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance to MGSTS
PPS 25: Development and Flood Risk	<p>The aims of planning policy on development and flood risk are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk.</p> <p>Where new development is, exceptionally, necessary in such areas, policy aims to make it safe without increasing flood risk elsewhere and where possible, reducing flood risk overall.</p>	The MGSTS should follow the principles of PPS25 and ensure that the development mitigates any flood risk on or off site.
Planning Policy Guidance Note (PPG) 2 – Green Belt	<p>The fundamental aim of this guidance on Green Belts is to prevent urban sprawl by keeping land permanently open; the most important attribute of Green Belts is their openness.</p> <p>The objectives of the policy are to:</p> <ul style="list-style-type: none"> • to provide opportunities for access to the open countryside for the urban population; • to provide opportunities for outdoor sport and outdoor recreation near urban areas; • to retain attractive landscapes, and enhance landscapes, near to where people live; • to improve damaged and derelict land around towns; • to secure nature conservation interest; and • to retain land in agricultural, forestry and related uses. 	The MGSTS follows local policies which promote sustainable development and is aware of the policies under which its planning applications will be reviewed. It specifically supports the implementation of the Regeneration STS.
PPG 4 – Industrial, Commercial and Small Business Development	Guidance for industrial and commercial development in enacting the government sustainability objectives	
PPG 13- Transportation	<p>The objectives of PPG13 are to integrate planning and transport at the national, regional, strategic and local level 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, and reduce the need to travel, especially by car. 	
PPG 15: Planning and the Historic Environment	This PPG provides a full statement of Government policies for the identification and protection of historic buildings, conservation areas, and other elements of the historic environment.	
PPG 16: Archaeology and planning	Sets out the Secretary of State's policy on archaeological remains on land, and how they should be preserved or recorded both in an urban setting and in the countryside.	

National Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance to MGSTS
PPG 17: Planning for Open Space, Sport and Recreation	<p>Planning objectives state that open spaces, sport and recreation all underpin people's quality of life. Well designed and implemented planning policies for open space, sport and recreation are therefore fundamental to delivering broader Government objectives. These include:</p> <ul style="list-style-type: none"> • supporting an urban renaissance • supporting a rural renewal • promotion of social inclusion and community cohesion • health and well being • promoting more sustainable development 	<p>The MGSTS increases access to open spaces which will help to regenerate areas of the Borough.</p> <p>The MGSTS supports social inclusion by increasing the accessibility of key services by sustainable transport means and by helping to deliver regeneration within the Borough and the sub region.</p>
PPG 21 – Tourism	<p>Outlines the role of tourism in contributing to regeneration, stimulating growth, providing training and employment opportunities, revitalising rural economies and communities, and conserving historic buildings.</p>	<p>The MGSTS follows local policies which promote sustainable development and is aware of the policies under which its planning applications will be reviewed. It specifically supports the implementation of the Regeneration STS.</p>
PPG 24: Planning and noise	<p>Guides local authorities in England on the use of their planning powers to minimise the adverse impact of noise. It outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which generate noise.</p>	<p>It specifically supports the implementation of the Regeneration STS.</p>
The Future of Transport: (White Paper, July 2004);	<p>Details the need for a transport network that can meet the challenges of a growing economy and the increasing demand for travel, but also measures to achieve environmental objectives. This white paper identifies the need for coherent transport networks with:</p> <ul style="list-style-type: none"> • the road network providing a more reliable and free-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel; • the rail network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas; • bus services that are reliable, flexible, convenient and tailored to local needs; • making walking and cycling a real alternative for local trips; and • ports and airports providing improved international and domestic links. 	<p>The white paper promotes walking and cycling and more sustainable transport modes. The MGSTS aims to ensure that these sustainable modes are integrated into new development.</p>
Tomorrow's Roads: Safer for Everyone: The First Three Year Review (April 2004)	<p>Details 10 key themes and key strategy commitments including: Safer for children, safer drivers (training, testing, drink drugs and drowsiness), safer Infrastructure, safer speeds, safer vehicles, safer motorcycling, safer for cyclists, horses and pedestrians, better enforcement and promoting safer road use.</p>	<p>The MGSTS should be consistent with the principles and key strategy commitments of this document where relevant.</p>

National Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance to MGSTS
Highways Agency's 'Tackling Congestion by Influencing Travel Behaviour';	<p>The Influencing Travel Behaviour programme is designed to promote sustainable travel and reduce congestion on England's 'strategic road network'.</p> <p>The main objectives of this document are to:</p> <ul style="list-style-type: none"> • "Promote sustainable transport choices and improve quality of life" (DfT Objective). • To encourage use of sustainable modes. • Promote health benefits of alternative travel and transport. • "To improve the environmental performance of transport" (DfT key task). • Agency PSA target. Improve reliability through reduced congestion. "Improving current operation and capacity of transport networks" (DfT key task). • Provide local economic benefits (spatial planning based travel plans). 	The MGSTS addresses the six main objectives.
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. 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 Halton. The MGSTS will help enhance accessibility by providing better links with public transport networks and increase access to jobs and services for non car owners.
Walking and Cycling: An Action Plan (June 2004)	<p>The action plan describes the different ways in which the Government is aiming to increase walking and cycling. These are:</p> <ul style="list-style-type: none"> • supporting a rural renewal; • creating places that people want to walk and cycle in; • providing high quality facilities for safe walking and cycling; • influencing travel behaviour, through education, training, marketing and promotion; • building skills and capacity; • monitoring success through better targets and indicators. 	The MGSTS addresses all the relevant Government aims.

National Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance to MGSTS
National Cycling Strategy (September 1996) and Modified (October 2004)	<p>This strategy aims to establish a culture favourable to the increased use of bicycles for all age groups; to develop sound policies and good practice; and seek out effective and innovative means of fostering accessibility by bike.</p> <p>The central target is to quadruple the number of cycle trips on 1996 figures by 2012. As well as setting a central target for cycle trips, the National Cycling Strategy encourages local authorities and others to establish local targets for increased cycle use.</p>	The MGSTS includes policies to improve transport safety, reduce the fear of crime and improve accessibility levels.
UK Biodiversity Action Plan (January 2004)	<p>The UK BAP is the Government's response to the Convention on Biological Diversity (CBD) signed in 1992. It:</p> <ul style="list-style-type: none"> describes the UK's biological resources; commits a detailed plan for the protection of these resources; has 391 Species Action Plans, 45 Habitat Action Plans and 162 Local Biodiversity Action Plans with targeted actions. 	Interactions between wildlife and transport.
Working with the Grain of Nature: A Biodiversity Strategy for England (2002)	Aims to ensure that biodiversity consideration becomes 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 biodiversity and habitat impacts of the project should be considered along with possible mitigation measures. Interactions between wildlife and transport.
Securing the Future – Delivering UK Sustainable Development Strategy. The UK Government Sustainable Development Strategy (March 2005);	This Strategy for Sustainable Development aims to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life of future generations. The Government has a new purpose and principles for Sustainable Development and new shared priorities agreed across the UK, including the Devolved Administrations. The strategy contains a new integrated vision building on the 1999 strategy – with stronger international and societal dimensions containing five principles – with a more explicit focus on environmental limits, four agreed priorities – sustainable consumption and production, climate change, natural resource protection and sustainable communities; and a new indicator set, which is more outcome focused, with commitments to look at new indicators such as on wellbeing.	The MGSTS is consistent with and supportive of the UK Government sustainable development objectives

National Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance to MGSTS
Creating a Sustainable Built Environment (July 2005);	<p>Utilises the five best practice themes adopted from constructing excellence:</p> <ol style="list-style-type: none"> 1. Adopting Constructing Excellence principles – partnering, supply chain management, value engineering, Respect for People. 2. Raising environmental standards – reducing construction process waste, currently 70% of landfill, through better design, recycling/reuse, reduced water consumption, increased specification and demand for renewable energies, improved BREEAM/ECO homes rating. 3. Introducing training agreements – to require and more crucially to enable local supply partners to recruit and invest in local labour markets. 4. Changing attitudes to brownfield sites - remediation and reintroduction. 5. Improving design – increasing use of mechanisms such as Design Quality Indicators, design champions and design panels. 	The MGSTS incorporates best practice wherever possible.
Our Towns and Cities: The Future - Delivering an Urban Renaissance (November 2000)	This is a long term programme of change and development in our towns and cities. The Government has set out its commitment and will lead the way forward but action will ultimately depend on everyone contributing to the change with local representatives creating the vision for their town or city.	Social exclusion and deprivation are significant issues in Halton. The MGSTS will help enhance accessibility by providing better links with public transport, walking and cycling networks and increase access to jobs and services for non car owners.
Air Quality Strategy for England, Scotland, Wales and Northern Ireland (July 2007);	Identifies the main UK sources of each air pollutant and the health and environmental hazards associated with them. Details the strategy's objectives and European Directive limit or target values for each pollutant including: Particulate matter (PM-PM10 and PM2.5), Oxides of Nitrogen, Ozone, Sulphur Dioxide, Polycyclic Aromatic hydrocarbons (PAHs), Benzene, 1,3-butadiene, Carbon Monoxide, Lead and Ammonia.	Transport is a significant contributor to reductions in air quality. Measures to encourage greater use of sustainable travel, incorporated into the MGSTS will assist in reducing pollutants.

National Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance to MGSTS
Waste Strategy for England and Wales (May, 2007);	<p>Sets out the Government's key objectives:</p> <ul style="list-style-type: none"> • decouple waste growth (in all sectors) from economic growth and put more emphasis on waste prevention and re-use; • meet and exceed the Landfill Directive diversion targets for biodegradable municipal waste in 2010, 2013 and 2020; • increase diversion from landfill of non-municipal waste and secure better integration of treatment for municipal and non-municipal waste; • secure the investment in infrastructure needed to divert waste from landfill and for the management of hazardous waste; and get the most environmental benefit from that investment, through increased recycling of resources and recovery of energy from residual waste using a mix of technologies. 	Waste management in the construction and operational phase and regard for development the completion of the road will facilitate.
Mineral Policy Guidance 6: Guidelines for Aggregates Provision in England (1994);	Minerals Planning Guidance Notes (MPGs) set out the government's policy on minerals and planning issues and provide advice and guidance to local authorities and the minerals industry on policies and the operation of the planning system with regard to minerals.	The MGSTS should take the contents of this document into account when preparing the development plan.
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 affect the historic environment in several ways including the ambience of the historical structures and features.
The Historic Environment – A force for our future	Aims include that the historic environment is accessible to everybody and is seen as something with which the whole of society can identify and engage the historic environment is protected and sustained for the benefit of our own and future generations	Transport and new development schemes affect the historic environment in several ways including the ambience of the historical structures and features. Measures proposed within the MGSTS will help to increase the accessibility of these sites by facilitating and encouraging the use of sustainable transport.

National Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance to MGSTS
Natural Environment and Rural Communities Act 2006	<p>The Act will create a new integrated agency Natural England to act as a powerful champion for the natural environment. A Commission for Rural Communities acting as a national rural adviser was formally established, a watchdog charged with ensuring that Government policies are making a real difference on the ground in tackling rural disadvantage.</p> <p>Section 40(1) of the 2006 act places a duty on public authorities to conserve biodiversity ('the biodiversity duty'). The biodiversity duty does not constitute an obligation to conserve biodiversity but imposes the rather lesser obligation to "have regard to the purpose of conserving biodiversity". Conserving biodiversity is defined in subsection 40(2) as including, in relation to a living organism or type of habitat, "restoring or enhancing a population or habitat."</p>	<p>Economic prosperity (regeneration) has an essential role in achieving both social and environmental benefits.</p> <p>The biodiversity duty should be given consideration during the regeneration process.</p>

Regional Plans, Policies, Programmes and Sustainable Development Objectives

Regional Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance
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. The Plan sets out ten investment priorities, of which Number eight is about transport: ‘invest in creating better integrated public transport services within and between our city regions; these are key to efficient labour markets and to enable those living in deprived communities to access jobs elsewhere. Bus services will be the dominant mode of travel but it will be essential to extend and upgrade light rail systems.’</p> <p>The plan also sets out four strategic themes for Merseyside:</p> <ul style="list-style-type: none"> • a premier destination city region; • a connected city region; • a creative and competitive city region; • a city region of sustainable communities. 	The Northern Way encourages investment in better integrated public transport services enabling deprived communities to access jobs and services. The MGSTS will help promote this aim.
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 MGSTS complement policies set out in the RSS, especially on transport.
Regional Sustainable Development Framework – Action for Sustainability	Action for Sustainability is the North West Sustainable Development Framework. It sets out priorities and long-term goals for sustainable development for the Region. The goal for transport states: ‘Sustainable transport and access, reducing the need to travel and allowing access for all to places, goods and services’	The MGSTS will help to deliver sustainable development by facilitating and encouraging the use of sustainable transport.
Wild about the North West: A Biodiversity Audit of North West England (1999)	The Audit identifies priority habitats and species of conservation importance at a regional level, it also informs the production of Local Biodiversity Action Plans, and provides a basis for targeting the allocation of resources as well as strategic regional planning and economic initiatives. The audit identifies priority and important areas in Merseyside such as the sand dune coast and estuaries which are internationally important for their habitats and species, some of the industrial "wasteland", of which there is plenty, also supports very interesting and uncommon plant and animal communities. Other natural habitats of importance include the saltmarshes, mosslands, heathlands and wooded cloughs, with farming having created woods, pasture, hay meadows and ponds.	Consideration of biodiversity and the impact transport schemes can have.

Regional Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance
The Cultural Strategy for England's North West (2001)	<p>The Strategy sets out the overall context for the region including its cultural strengths and assets and what the NWCC believes can and should be done together with its partners to develop and improve the cultural opportunities and add significantly to the well-being of the north west. One of the aims of the strategy is that: Culture and creativity are central to economic prosperity and growth and we aim to:</p> <ul style="list-style-type: none"> • Develop a sustainable cultural economy and build on the existing clusters of businesses in all parts of the region; • Ensure that more of the region's citizens gain and sustain employment in the cultural industries through promotion and export, and the exchange of ideas, skills and products; • Promote the benefits of culture and creative innovation to businesses and visitors including the attraction of inward investment. 	The MGSTS supports the objectives by facilitating and encouraging the use of sustainable transport.
North West Economic Strategy 2006	The vision for the regions set out in the RES is 'A dynamic, sustainable international economy which competes on the basis of knowledge, advanced technology and an excellent quality of life for all'. The RES sets out priorities for economic growth, culture, environment, community and transport. One of the aims for transport is to reduce levels of congestion by increasing use of public transport and reducing peak traffic volumes.	The MGSTS will contribute towards the aim for transport by facilitating and encouraging the use of sustainable transport.
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. The transport category objective states:</p> <p>'To ensure people can reach the facilities they need by designing out the need to travel, encouraging walking and cycling, encouraging public transport use and accommodating private cars in away that minimises their impact and promotes a reduction in their use.'</p>	The MGSTS should help developers achieve the requirements of the sustainability checklist by providing greater accessibility to new developments by all modes of transport.
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 MGSTS 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.

Regional Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance
North West Regional Freight Strategy	<p>The aims and objectives of the Regional Freight Strategy are as follows.</p> <p>To assist the promotion of sustainable economic growth by:</p> <ul style="list-style-type: none"> • maximising the efficient use of existing transport infrastructure and services; • implementing selective enhancements where necessary; • minimising the environmental and social impacts of freight transport; • taking full account of the inter-relationship of land-use planning and freight transport; and • ensuring that all decisions are taken within the context of an integrated transport and land-use strategy. • To underpin the competitiveness of indigenous business, attract and retain inward investment and reduce the threat of peripherality in Europe by improving accessibility to, from and within the North West for those who use or operate freight transport. • To provide a vibrant, efficient and safe freight industry in the North West by developing and maintaining a range of high quality transport networks and services. • To involve both private and public sector interests by encouraging partnership working to facilitate a better understanding amongst stakeholders of the needs of modern supply chains. 	<p>The MGSTS encourages sustainable transport by facilitating and encouraging the use of sustainable transport and as such will assist a number of the objectives by reducing the demand to travel by car.</p>
Regional Waste Strategy for the North West – September 2004	<p>Key Objectives are:</p> <ul style="list-style-type: none"> • Reducing waste produced in the region; • Maximising the reuse of waste products; • Recycling and composting waste; • Recovering value (in the form of energy) from waste that is not recycled; and • Maintaining sufficient landfill capacity for the disposal of final residues following treatment and recovery. 	<p>The MGSTS should seek to minimise waste, and the environmental effects caused by it. Policies should promote re-use and recycling.</p>

Local Plans, Policies, Programmes and Sustainable Development Objectives

Local Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance
The Mersey Gateway Regeneration Strategy (May 2008)	The purpose of the Regeneration Strategy is to provide a holistic economic, social, physical and environmental framework in which the delivery of the Mersey Gateway is the catalytic investment that will trigger the programme. The Regeneration Strategy will deliver a range of outputs and outcomes that will contribute to the Regional Economic Strategy, the City Region Development Programme and a number of local priorities.	Each of the Options presented in the Regeneration Strategy has been developed in co-ordination with the MGSTS to ensure that all options for regeneration facilitate improved permeability and accessibility for public transport.
Halton Economic Profile 2008	<p>This profile attempts to place into context statistics about the state of the economic and labour market within Halton. The report makes reference to:</p> <ul style="list-style-type: none"> • Employment and Enterprise • Claimant Count Rates • Deprivation • Education • Local Area Agreement Targets • State of the Borough 	The MGSTS address issues highlighted within the Economic Profile and will significantly contribute to the regeneration of the Borough.
Halton LTP2 – Interim Review	The Interim Review Report is structured around the 4-shared transport priorities agreed between Government and Local Authorities: 'Tackling Congestion', 'Delivering Accessibility', 'Safer Roads' and 'Better Air Quality'. Network Management Duties are included under 'Tackling Congestion'. The report discusses each of the priorities in turn; setting out the background and highlighting case studies of work undertaken before reporting on relevant indicators, spend and future risks to delivery. An overview of: progress as measured by indicators; spend during the two years; and a risk assessment, is provided at the end of the report. Throughout the report, key links between the LTP and Local Strategic Partnership (LSP) priorities have been identified and highlighted.	The MGSTS will increase the options for sustainable transport in Halton by providing greater access to key services through infrastructure improvements and initiatives. It is therefore consistent and supportive of LTP2

Local Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance
Core Strategy Sustainability Appraisal Scoping Report (March 2006)	<p>Contains the information relating to the appraisal of the Core Strategy Development Plan Document (DPD):</p> <ul style="list-style-type: none"> • Baseline data collected by HBC for the new LDF in Appendix 2 • Identifies 37 key economic, social and environmental sustainability issues • Introduces the Sustainability Appraisal Framework with objectives, criteria, indicators and targets. • The 18 objectives are tested for compatibility <p>The objectives have been derived from the Strategic Environmental Assessment (SEA) Directive topics and SA Themes, including: Biodiversity, fauna and flora; Population and human health; Water and soil; Air; Climatic factors; Cultural heritage and landscape; Social inclusiveness; and economic development. With documents such as the Community Strategy, the sub regionally agreed Merseyside objectives and the regional sustainability framework – ‘Action for Sustainability’ indicators influencing the content of the SAF objectives, indicators and targets.</p>	<p>This is of high importance in informing the SA of MGSTS since it contains recent, well researched information on the area of interest including baseline information expected by HBC to be consistently applied to all appraisals within Halton. The objectives and targets are also pertinent to this SA.</p>
Halton Core Strategy Sustainability Appraisal Interim Report (July 2006)	<p>The Interim Report has been prepared as part of the Sustainability Appraisal (SA) of the Core Strategy. This document contains the information relating to the appraisal of the Core Strategy Development Plan Document (DPD) in relation to how it contributes to meeting environmental, social and economic objectives.</p>	<p>This is of high importance in informing the SA of MGSTS since it contains recent, well researched information on the area of interest including baseline information expected by HBC to be consistently applied to all appraisals within Halton. The objectives and targets are also pertinent to this SA.</p>

Local Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance
Corporate Plan for Halton Borough Council 2006-2011	<p>The Corporate Plan provides the following strategic priorities for Halton:</p> <ul style="list-style-type: none"> • Good health • Urban Renewal • Children and Young People are achieving, healthy and happy. • Employment, Learning and Skills • A Safer Halton • Corporate Effectiveness & Business Efficiency. <p>Example targets to be met by 2011:</p> <ul style="list-style-type: none"> • Narrow the gap between life expectancy at birth in Halton and the national average by at least 10%. • Reduce the death rate from coronary heart disease (CHD), stroke and related diseases in people under 75 by 53%. • Increase the number of jobs in Halton by 10% • Bring 50ha of derelict land back into use • Ensure 50% of all new building is on brownfield sites • Increase prime rents on commercial property by 15% • Increase employment by 2% • Reduce the British Crime Survey comparator rate by 17.5% • Reduce burglary from dwellings by 40% 	<p>The key strategic priorities for Halton are incorporated and reflected in the MGSTS. This document may also provide suitable information on targets that may be suitable for inclusion in this SA.</p>
Community Strategy for a sustainable Halton 2006-2011	<p>Outlines the same vision, five key areas and specific targets as the Corporate Plan, plus targets to:</p> <ul style="list-style-type: none"> • To increase average household income in Halton to 90%+of the national average • To see Halton outside the 40 most deprived districts in England • To narrow the gap between life expectancy at birth, in Halton and the national average by at lat 10% by 2010. 	<p>The key strategic priorities for Halton are incorporated and reflected in the MGSTS.</p>
Halton Borough Local Transport Plan (LTP2) 2006/7-2010/11	<p>The overall objective of the LTP2 is to deliver a smart, sustainable, inclusive and accessible transport system and infrastructure that seeks to improve the quality of life for people living in Halton by encouraging economic growth and regeneration, and the protection and enhancement of the historic, natural and human environment.</p>	<p>The MGSTS will increase the options for sustainable transport in Halton by providing greater access to key services through infrastructure improvements and initiatives. It is therefore consistent and supportive of LTP2</p>

Local Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance
Housing Strategy 2005/6-2007/8	<p>Housing Strategy Action Plan. Aims to:</p> <ul style="list-style-type: none"> • Improve housing conditions • Meet identified housing needs • Improve services and • Ensure the continuous development of the Strategy. <p>Example Targets:</p> <ul style="list-style-type: none"> • Improve energy rating of private sector stock by improving the SAP rating from 48 to 50 2010 • Achieve 330 net new dwellings per year over duration of Strategy. 	The MGSTS and associated improvements to the transport infrastructure will facilitate further housing developments, by helping to deliver the MG Regeneration Strategy.
Halton's Natural Assets Strategy	This strategy is both a policy and an action document. It provides information on the trees and woodlands, nature conservation and the landscape of Halton and how actions will be carried out to protect, manage and enhance this resource. Details of actions and policies.	Proximity to mentioned areas.
Halton Unitary Development Plan (April 2005)	<p>The UDP sets out an extensive range of aims and objectives across all policy areas For sustainable transport and land use within Halton Borough, the aims are:-</p> <ul style="list-style-type: none"> • To provide an efficient and effective land use pattern and transport infrastructure, which will reduce overall demand for travel and allow improved accessibility by a variety of transport modes; • To develop safe, efficient and inclusive integrated transport systems and infrastructure that encourage sustainable economic growth and regeneration; • To promote a new sustainable crossing of the River; and • To encourage increased use of walking and cycling as modes of transport. 	<p>The UDP policies clearly identify the need to resolve the transport, accessibility and economic constraints imposed by the current river crossings. The need for a new river crossing is explicitly recognised: in particular Policy S14 states that:-</p> <p><i>'A scheme for a new crossing of the River, east of the existing Silver Jubilee Bridge will be promoted to relieve congestion on the existing bridge as part of an integrated transport system for Halton Borough and the wider regional transport network'.</i></p>

Local Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance
Halton Local Area Agreement (June 2008 – April 2011)	<p>In June 2008, the Halton Strategic Partnership published the new LAA for Halton. It reiterated the strategic policy framework for Halton Borough, the key priorities of which are:-</p> <ul style="list-style-type: none"> • A Healthy Halton – To create a healthier community and work to promote well being – a positive experience of life and good health; • Halton’s Urban Renewal – To transform the urban fabric and infrastructure, the develop exciting places and spaces and to create a vibrant and accessible borough; • Halton’s Children and Young People – To ensure that in Halton children and young people are safeguarded, healthy and happy; • Employment, Learning and Skills in Halton – To create an economically prosperous borough that encourages investment, entrepreneurship, enterprise and business growth; and • A Safer Halton – To ensure pleasant, safe and secure neighbourhood environments where people can enjoy life. 	<p>These principles are embedded in the MGSTS. The LAA recognises the importance of the Project and the accompanying MGSTS in terms of supporting new employment opportunities and improving accessibility across Halton Borough and beyond.</p>

Local Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance
'Halton: Gateway to Prosperity' 2005-2008	<p>'Halton Gateway to Prosperity' is the new Economic and Tourism Development Strategy for Halton. Its vision is very much informed by two key policy documents - the Regional Economic Strategy and Halton's Community Strategy. The Strategy has four key aims:</p> <ol style="list-style-type: none"> 1. Enterprise and Performance - Fostering the development of enterprise culture and improving the performance of business. 2. Employment and Skills - Increasing levels of employment and improving workforce skills to meet business need. 3. Property and Infrastructure - Consistently improving infrastructure and enabling investment in land and property to create a supply of good quality business premises. 4. Environment and Image - Improving the quality of the environment and improving the image of Halton. <p>The Strategy seeks to :</p> <ul style="list-style-type: none"> • diversify the local economic business base • improve the skills of the local workforce • increase the capacity to secure jobs for those seeking work • focus property and site developments to meet identifiable industrial and commercial property shortages, and • target inward investment activities at business sectors/clusters that offer strong growth potential. <p>Target:</p> <ul style="list-style-type: none"> • Annual 5% increase in enquiries from target sectors • To have the Mersey Gateway Bridge open by 2012 • Daresbury science park: significant expansion • To have the Mersey Gateway Bridge open by 2012 	Refers to the Mersey Gateway project to which MGSTS supports.

Local Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance
Sports Strategy 2002 – 2007	<p>Key themes are:</p> <ul style="list-style-type: none"> • Working in partnership with key partners • Increase participation • Sporting excellence • Finance and funding for sport • Voluntary sports clubs • Raise the profile of sport • Sport through education • Sports facilities 	MGSTS may help increase participation through better access.

Local Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance
Halton's Biodiversity Action Plan (BAP)	<p>This document contributes to the Cheshire Region Countdown BAP and contains a series of action plans for 2 habitats and 7 species, each with a defined timetable and responsibility for a specific action. Selected example targets for BAP habitats and species:</p> <p><u>Reedbed</u></p> <ul style="list-style-type: none"> The overall objective is to maintain, in favourable condition, the current extent of the reedbed in Halton. Expand the current area of reedbed by 2 ha by 2010. <p><u>Coastal Saltmarsh</u></p> <ul style="list-style-type: none"> The overall objective is to maintain, in favourable condition, the current extent of the Coastal Saltmarsh in Halton. <p><u>Bluebell</u></p> <ul style="list-style-type: none"> Maintain the population at levels no lower than those recorded as part of the Biodiversity Audit 1999. <p><u>Purple Hairstreak Butterfly</u></p> <ul style="list-style-type: none"> Establish the population extent by 2010. <p><u>Great Crested Newt</u></p> <ul style="list-style-type: none"> Increase the population of Great Crested Newt pairs by 20% by 2015. Maintain the number of sites (ponds and terrestrial habitat) in Halton likely to be suitable. <p><u>Redshank</u></p> <ul style="list-style-type: none"> Increase the population of Redshank pairs by 20% and wintering numbers by 20% by 2015. <p><u>Skylark</u></p> <ul style="list-style-type: none"> Increase the population of breeding pairs by 20% by 2015. <p><u>Song Thrush</u></p> <ul style="list-style-type: none"> Increase the population of song thrush pairs by 20% by 2015. <p><u>Reed Bunting</u></p> <ul style="list-style-type: none"> Increase the population of breeding pairs by 20% by 2015. 	Proximity of MGSTS to BAP habitats.

Local Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance
Equal Opportunities Policy	<p>The vision:</p> <ul style="list-style-type: none"> The Council values diversity and encourages fairness and justice. The Council wants equal chances for everyone in Halton to work, learn and live free from discrimination and victimisation. The Council will combat discrimination throughout the organisation and will use its position of influence in the Borough, wherever possible, to help overcome discriminatory barriers. 	Equal opportunities should be considered as part of the social sustainability of the MGSTS.
Waste Management Strategy	<p>The main aim of this document is to provide a framework for Halton to plan and manage its waste services in an integrated way in order to:</p> <ul style="list-style-type: none"> reduce reliance on landfill in line with European and UK directives maximise recycling and recovery of waste increase public awareness on waste issues strive for best value in all aspects of waste management, and manage waste in a way that takes account of Halton's five strategic priorities. <p>Business Target and Pledge:</p> <ul style="list-style-type: none"> The Council proposes to appoint an officer to encourage greener practice by businesses in the Borough's industrial estates and business parks. Influence business to adopt greener practices throughout the borough Increased volume of trade waste by-products and less residual waste 	Waste should be considered as part of the environmental sustainability of the strategy.
Waterside Development Strategy	<p>The vision: High quality, attractive and accessible waterfronts where people choose to come to live, work, invest and visit, and enjoy the environmental assets of the waterways.</p> <p>Objective is to use waterways as a catalyst for regeneration</p> <ul style="list-style-type: none"> to establish the perception of Halton's waterfronts as a positive asset to promote and attract high quality developments that use the waterfront setting to deliver sustainability through the use of waterways and waterfronts to protect and enhance the waterways' environmental assets to increase awareness and understanding of the heritage and environmental values of Halton's waterways to encourage healthy lifestyles and activities by providing leisure opportunities along the waterways 	The MGSTS encourages greater use of waterways.
Homelessness Strategy	This document aims to provide a comprehensive network of the provision of services within the Borough aimed at assisting people who are homeless or likely to become homeless.	

Local Plans, Policies, Programmes and Sustainable Development Objectives		
Title	Main Issues	Relevance
LA 21 Strategy Action Plan for Halton	<p>The overall aim of the LA21 Strategy is:</p> <ul style="list-style-type: none"> • To identify key priorities for the local community through consultation and participation • Deliver services and any other necessary action in a more sustainable way • Improve the quality of life within Halton, socially, economically and environmentally • To measure progress towards sustainable development in way that is meaningful to everyone • To identify where progress is not being made so that resources can be targeted more effectively 	The MGSTS will help to deliver access to key services by encouraging and facilitating sustainable travel.

APPENDIX 2

KEY ISSUES

APPENDIX 2: KEY ISSUES

Key economic, social and environmental sustainability issues in Halton and the wider area. Adapted from Halton Core Strategy Sustainability Appraisal

Key Issues	Source
Economic	
Unemployment: The official claimant count unemployment rate in Halton halved between 1992 and 1998 and has halved again since. Unemployment rates have generally been some 40% to 50% higher than regional averages though the gap is now narrowing and is presently 15% to 20%. In December 2004 the average Borough claimant count was 2.6% compared with the North West average of 2.2%.	'Halton: Gateway to Prosperity' 2005-2008
Disparity in employment: There remain significant concentrations of unemployment in the 20-29 age band for both males and females. There are also concentrations of unemployment for males in the 30-39 age band and for females in the 17-19 band.	'Halton: Gateway to Prosperity' 2005-2008
Access to Employment – The economic activity rate measures the percentage of the population who are in employment or actively seeking employment, and is therefore a useful general measure of the local economy, labour market and the opportunities available to people. It is usually expressed as a percentage of the working age population. Halton's economic activity rate in 2003 was 72.7%, in comparison the average for the north west was 77.8% and for England 79.3%.	State of the North West Economy (Sub –regional Report) (Oct 2004)
The need to raise the levels of education & skills – The proportion of working age people with 'higher end' skills in Halton is lower than Great Britain	The State of the Borough (Jan 2005)
The need to foster enterprise and entrepreneurship – The level of entrepreneurship is slightly above average with a new business formation rate of 14.4% compared to the national average of 10.7%. The survival rate of new business is also good	The State of the Borough (Jan 2005)
Reliance on a narrow economic base and low wage economy – With the exception of chemicals	'Halton: Gateway to Prosperity' 2005-2008
The need to improve the Economy – Halton's economy is relatively small by national standards (the economic scale score of 81.2 is below the national average which is benchmarked to an index score of 100)	The State of the Borough (Jan 2005)
The need to revitalise the Town Centres – Rental yields are an indicator of investor confidence in a centre (the lower the confidence	Community Strategy (2006)
The image of the Borough – In 2003 the Council undertook a review of how people and organisations perceived both the Council and the Borough. It discovered there is limited recognition of Halton in the wider regional and national arenas	'Halton: Gateway to Prosperity' 2005-2008
Social	
The need to improve health & life expectancy – statistics show that health standards in Halton are amongst the worst in the country	North West Public Health Observatory
Long-term ill – 41% of Halton's households have one or more persons with a limiting long-term illness	2001 Census.
Ageing residents & the need to grow the health-care sector - The 2001 Census shows that 18% of Halton's population were aged 60 or over and of these	2001 Census Department of Health
Perception of crime levels and fear of crime – crime / community safety was the top concern for the public, mentioned by four out of five survey respondents as one of the three biggest problems for Halton	'Quality of Life Survey' of 1999
Increased demand for affordable housing – Significant house price increases across Halton over the last 5 years. From the period July – Sept 2001 to July – Sept 2005 the average house price has increased by just over £55,000, with Semi-detached housing doubling in price and flats/maisonettes more than doubling in price between 2001 and 2003.	Land Registry

Key Issues	Source
Providing an appropriate and balanced housing supply – The average household size has fallen from 2.8 in 1991 to 2.44 in 2001, and the proportion of single person households has increased from 22.7% to 27% over the same period. The over 75-year-old group has increased by 17%, which will affect the demand for supported housing provision.	Housing Strategy 2005/06 to 2007/08
Providing appropriate sites to meet the needs of Gypsies and Travellers – Gypsies and Travellers are believed to experience the worst health and education status of any disadvantaged group in England. Research has consistently confirmed the link between the lack of good quality sites for gypsies and travellers and poor health and education. Circular 01-2006 'Planning for Gypsy and Traveller Caravan Sites' states that the core strategy should set out criteria for the location of gypsy and traveller sites which will be used to guide the allocation of sites in the relevant DPD.	Circular 01-2006 'Planning for Gypsy and Traveller Caravan Sites'
Improve access to Services from the East of Runcorn – The majority of residents living within Runcorn can access either Halton Lea or Runcorn town centre by public transport within 20 minutes travelling time from their home. The only significant exception to this is the rapidly expanding residential area at Sandymoor to the eastern edge of Runcorn which has only limited access to either commercial centre during the off peak periods.	Local Transport Plan 2
Improve access to Services in Widnes – On average journey times by public transport to Widnes town centre for Widnes residents are longer, with the average journey time during the off peak period of between 20 and 40 minutes. During the off peak period it takes residents living in Farnworth and Halebank between 40minutes and 1 hour to access Widnes town centre. There are also significant numbers of residents in the Upton Rocks area of Widnes who do not have public transport access to Widnes. During evenings and early mornings access to Widnes by public transport declines considerably. Large parts of the town are totally unserved by direct public transport links to Widnes town centre, especially Hough Green, Ditton, Farnworth areas.	Local Transport Plan 2
Improve access to Services to those who do not own cars – 29% of all households in Halton do not have access to a car or van. However, there are striking differences between wards with 45% of households in Castlefields, and 3% of households in Birchfield, not having access to a vehicle.	2001 Census PMP Open Space study. Nomis 2004 Index of Multiple Deprivation (IMD)
Community facilities – The quality and distribution of libraries, One Stop Shops, Post Offices, employment centres and other community resources are also an important factor in the quality of life of residents.	2001 Census PMP Open Space study. Nomis 2004 Index of Multiple Deprivation (IMD)
Amount, location and access to Recreational Space – no ward within Halton currently meets the minimum standard of 0.3 hectares of equipped play facilities per 1,000 population, and very few have sufficient areas of formal open space.	2001 Census PMP Open Space study. Nomis 2004 Index of Multiple Deprivation (IMD)
Population - The estimated population of the Borough in mid 2004 was 118,900. Halton's population peaked at 126,500 in 1989, and has fallen consistently by a few hundred each year since, until 2004 where there was an increase of 500.	2001 Census PMP Open Space study. Nomis 2004 Index of Multiple Deprivation (IMD)

Key Issues	Source
Deprivation – The 2004 Index of Multiple Deprivation (IMD) ranked Halton within the worst 10% of all districts in England on both the 'Average of Ward Scores' and 'Average of Ward Ranks' measures, with ranks of 21 and 30 respectively. Halton's rank for 'Average of Ward Scores' is higher reflecting the fact that this measure takes into account very extreme scores. The most deprived wards in Halton are Windmill Hill, Halton Lea and Castlefields all with deprivation scores of more than 50. The least deprived wards are Birchfield, Daresbury, Beechwood and Farnworth all with scores less than 20.	2001 Census PMP Open Space study. Nomis 2004 Index of Multiple Deprivation (IMD)
Environment	
Water quality – The northwest contains a third of the poorest quality rivers in England and Wales. However, over the past 20 years water quality of the River Mersey has improved significantly following changes in legislation and investment by industry.	Environment Agency Securing the future - delivering UK sustainable development strategy English Nature, April 2005
Conserving biodiversity, habitats and species – Some experts assess the rate at which species are becoming extinct at 1,000 to 10,000 times higher than the natural rate would be. There are 2 habitats and 7 species that are particular interest within Halton these are: Saltmarsh, Reedbed, Bluebell, Purple Hairstreak, Great Crested Newt, Redshank, Skylark, Song thrush and Reed bunting. SSSI - Flood Brook Clough SSSI remains in an unfavourable condition although it is now considered to be recovering.	Environment Agency Securing the future - delivering UK sustainable development strategy English Nature, April 2005
Waste Management – Household waste in England is growing at a rate of 3% annually. At this rate the volume of England's municipal waste will double by 2020 and will cost £1.6 billion a year more (at today's prices) to manage and dispose of. Halton Borough Council deals with about 64,000 tonnes (2002/03) of 'household' waste per year (including the waste which is recycled) plus a further 7500 tonnes of other waste consisting of commercial, grounds maintenance and construction waste. All of this waste goes to make up the total 'municipal' waste in Halton.	Halton's Waste Management Strategy 2004
Transport congestion & pollution – The major and overriding congestion problem within the borough is largely restricted to the approaches to the Silver Jubilee Bridge, which performs both a local function, linking Widnes and Runcorn, and a strategic role for the region. Flows on the bridge regularly reach 90,000 vehicles per day, exceeding its theoretical capacity by 50%.	LTP2
An air quality update was undertaken in 2006 and the results showed that there were no substantially increased levels of emissions in the Borough. However initial monitoring did identify several potential future 'hotspots' for NO ₂ and PM10. Milton Road is an unclassified road in Widnes which links Kingsway (B5419) with the Simms Cross area. The street is urban and has a traditional 'terrace' layout with the fronts of properties adjacent to the road: this is known to have a 'canyon' effect which makes it difficult for pollutants to disperse. The street has both residential and commercial properties and a recent supermarket development. Monitoring undertaken during 2006/07 of nitrogen dioxide (NO ₂) using diffusion tubes indicates that levels of NO ₂ at this location may be at risk of exceeding Air Quality Objectives in the future.	LTP2 Interim Review
Design quality in development – CABE's 'Housing Audit -Assessing the design quality of new homes in the North East, North West and Yorkshire & Humber' shows that the vast majority of new housing in the north of England is failing to measure up on design quality.	Housing Audit (CABE, 2005)
Protecting cultural & built heritage – Halton has 126 Listed Buildings, 2 of which are Grade I listed, 17 are Grade II* listed and the remaining are Grade II listed. There are 7 Ancient Monuments, 10 Conservation Areas. There are 2 buildings (comprising Grade I, II* and scheduled ancient monuments which are structures as opposed to earthworks) at risk and 2 Scheduled Monuments at high or medium risk.	English Heritage - Heritage Counts and at Risk Register (2008)

Key Issues	Source
Obtaining energy from renewable sources – By 2050, global energy demand could double as populations rise and developing countries expand their economies.	Securing the future - delivering UK sustainable development strategy
Requiring energy efficiency improvements – Every household in the UK creates around six tonnes of carbon dioxide each year – enough to fill six hot air balloons 10 metres in diameter. By taking energy efficiency measures, the average household could reduce this by one third (2 tonnes) and save £200 per year.	Securing the future - delivering UK sustainable development strategy
Ensuring the most effective use of land – Of the total land area within the North West region, 3.5% is classified as derelict land or buildings, compared to an English average 1.7%. In 2003/4, just over a quarter (29.5%) of new dwellings constructed in the North West in schemes of 10 dwellings or more occurred in low-density schemes (i.e. less than 30 dwellings per hectare).	Draft RSS 2006
Water resources – Issues related to the protection and provision of water supplies and infrastructure. Within 25 years, half the world's population could have trouble finding enough freshwater for drinking and irrigation.	Securing the future - delivering UK sustainable development strategy
Climate change – Projections of future climate change indicate that global average temperature could rise by between 1.4°C and 5.8°C between 1990 and 2100 depending on emissions.	Securing the future - delivering UK sustainable development strategy
<p>Industrial legacy</p> <ul style="list-style-type: none"> • Dereliction and contamination - Despite reclaiming over 182 hectares of derelict land since 1974, the remaining derelict sites are often the more difficult and more expensive to bring back into beneficial use. • COMAH – Halton has a number Control of Major Accident Hazards (COMAH) sites. These are sites where accidents could result in off site loss of life or damage to the environment (usually by release of toxic chemicals or explosions). These sites are sources of local employment but the storage and use of chemicals can have a blighting effect on certain kinds of development in the surrounding areas. 	Draft Community Strategy (Jan 2006)

APPENDIX 3

COMPATIBILITY OF OBJECTIVES

APPENDIX 3: COMPATIBILITY OF OBJECTIVES

Internal compatibility of environmental objectives ✓ compatible ✗ incompatible - no links

	OBJECTIVE	ENVIRONMENTAL						SOCIAL						ECONOMIC					
		18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
ECONOMIC	1	-	-	✓	-	-	-	✓	-	-	-	-	-	-	✓	✓	✓	✓	✓
	2	-	-	-	-	-	-	✓	-	-	-	-	-	-	-	-	✓	✓	
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	✓		
	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
	5	-	✓	✓	-	-	-	✓	-	✓	-	-	-	-	✓				
	6	-	✓	-	-	-	-	-	✓	-	-	-	✓	-					
SOCIAL	7	-	-	✓	✓	-	✓	✓	✓	✓	✓	✓							
	8	-	-	-	-	-	-	✓	-	-	✓								
	9	✓	✓	-	-	-	-	✓	✓	-									
	10	-	-	✓	-	-	-	✓	✓										
	11	-	✓	✓	-	✓	✓	✓											
	12	-	-	✓	-	-	-												
ENVIRONMENTAL	13	✓	-	-	-	✓													
	14	-	-	✓	-														
	15	✓	-	-															
	16	✓	-																
	17	-																	
	18																		

Key to Objectives

- 1 To continue reducing the unemployment rate in Halton and increase the economic activity rate
- 2 To improve educational attainment and opportunities for life long learning and employment
- 3 To encourage sustainable economic growth and business development
- 4 To improve the competitiveness and productivity of business
- 5 To enhance the vitality and viability of the three town centres (Runcorn Old Town, Halton Lea and Widnes)
- 6 To improve and promote the overall image of the Borough in order to attract investment
- 7 To improve health and reduce health inequalities
- 8 To improve safety and reduce crime, disorder and fear of crime
- 9 To provide well designed, good quality, affordable and resource efficient housing
- 10 To improve access to basic goods, services and amenities
- 11 To ensure access to high quality public open space and natural green space incorporating green infrastructure
- 12 To reduce social exclusion, deprivation and social inequalities
- 13 To minimise the risk of flooding in relation to both new & existing development whilst, protecting, improving and where necessary, restoring the quality of inland, estuarine and coastal waters
- 14 To protect, enhance and manage biodiversity
- 15 To minimise the production of waste and increase reuse, recycling and recovery rates
- 16 To improve air quality and reduce carbon emissions by reducing the need to travel and improving choice and use of sustainable transport modes and reducing air pollution from other sources.
- 17 To protect, enhance and manage the rich diversity of the cultural and built environment and archaeological assets, whilst maintaining and strengthening a local distinctiveness through the enhancement of the character and appearance of the local landscape, townscape and coast.
- 18 To use land, energy, and water resources prudently and efficiently, and increase energy generated from renewable sources

APPENDIX 4

OUTPUTS INDICATORS AND TARGETS FROM MGSTS

APPENDIX 4: OUTPUTS INDICATORS AND TARGETS FROM MGSTS

Output Indicator	Impact Target
Further improve accessibility for residents living in the most deprived Wards in the Borough to a wide range of key facilities including – employment, learning / training, health, leisure and retail facilities.	
Improved cycle links between the top five most deprived areas of the Borough and key regeneration sites.	Increase the percentage of people living in the top five most deprived areas of the Borough, regularly cycling to education, employment, health, leisure and shopping facilities to 10% in 2021 and 25% in 2031.
Improved accessibility to key employment sites in eastern Runcorn through the introduction of a new 'Door 2 Door' service (operating 24 / 7)	Reduction in the journey time for residents living in the top 5 most deprived Wards living within 40 minutes end to end journey time from their home to place of employment in eastern Runcorn. Specific targets will be identified when base data becomes available. Performance will be monitored using the Accession model.
Reduce the future reliance on carbon intensive modes of travel through the promotion of greater use of public transport, walking and cycling options.	
Improvements to local bus services on the Core Bus Route Network, as set out in Themes 1 and 2.	Increase the percentage of people travelling to and from work by bus from 8% in 2001 to 15% in 2021, and 25% in 2031.
Introduction of 20 new cycle hire nodes in the Borough.	Generate 1,000 active members of the cycle hire scheme by 2021 (Active members are defined as using the scheme at least twice per month).
Introduction a fleet of at least 40 buses running on bio fuel or alternative low carbon fuel as part of the Strategy.	Reduce reliance on conventional diesel sources for operators providing services on the local public transport network by 75% by 2021.
Support the continued regeneration of the Borough, through ensuring new high quality sustainable transport opportunities are delivered as part of the Mersey Gateway Project and associated Regeneration Strategy.	
The introduction of 2 new high quality shuttle bus services linking key regeneration sites to Widnes and Runcorn town centres.	90% of the population of Halton should be within 45mins travel time of key regeneration areas by public transport by 2021. Performance will be monitored using the Accession model.
Improved accessibility to key employment sites in eastern Runcorn through the introduction of a new 'Door 2 Door' service (operating 24 / 7)	Delivering a 20 minute 'connecting' target for passengers arriving and transferring to / from the new proposed eastern Runcorn 'Door 2 Door' service at Murdishaw Bus Interchange or Runcorn East Station, Specific targets will be identified when base data becomes available. Performance will be monitored using the Accession model.
Better linkages for pedestrians and cyclists over the SJB.	Increase the number of pedestrians and cyclists travelling over the SJB by 100% by 2021 compared with current levels of use as at 2008.
Improve the modal share of journeys into the 3 main commercial centres (Runcorn town centre, Widnes town centre and Halton Lea) by sustainable forms of transport, thereby supporting the regeneration of the centres.	
The introduction of improved frequencies and hours of operation on the Core Bus Route Network, which links the key three commercial centres to their surrounding residential areas.	Increase the percentage of people travelling into the three main commercial centres by public transport to 25% by 2021, and 35% by 2031 compared with 2008 levels.

Output Indicator	Impact Target
Introduction of improved cycle links and facilities into the main commercial centres from the surrounding areas.	Increase the percentage of people travelling into the three main commercial centres, by cycling to 15% by 2021 and 25% by 2031 compared with 2008 levels.
Improve the footfall in the three main commercial centres through measures to improve the pedestrian environment.	Increase the percentage of people walking to the three main commercial centres by 25% from 2008 to 2021.
Further develop new strategic high quality sustainable transport links / corridors through the Borough utilising opportunities provided by the Mersey Gateway Project and thereby improving key Mersey Belt and Liverpool City Region linkages.	
Better cycle links between the Trans Pennine Trail and Runcorn via SJB.	Increase the number of pedestrians and cyclists travelling over the SJB by 100% by 2021.

APPENDIX 5

MGSTS SA SCOPING REPORT CONSULTATION

APPENDIX 5: MGSTS SA SCOPING REPORT CONSULTATION

Question	Section of Report
<p>1. Are there any additional plans or programmes at the international, national, regional or local level which have been excluded which your organisation thinks are relevant to the MGSTS?</p>	<p>3</p>
<p>Answer:</p>	
<p>2. Do you think the environmental, social and economic baseline data collected for Halton is appropriate and relevant?</p>	<p>4</p>
<p>Answer:</p>	
<p>3. Is any environmental, social and economic baseline information currently missing?</p>	<p>4</p>
<p>Answer:</p>	
<p>4. Is there any inaccurate environmental, social and economic baseline information?</p>	<p>4</p>
<p>Answer:</p>	

Question	Section of Report
5. Do you agree with the review of the current key sustainability issues in the Halton Area?	5
Answer:	
6. Are the sustainability objectives and associated indicators suitable for the MGSTS?	6
Answer:	
7. Which of the sustainability objectives do you see as the most important?	6
Answer:	
8. Does the wording of any existing objectives need to be changed, added or removed?	6
Answer:	

Question	Section of Report
9. Do the draft sustainability appraisal indicators provide a relevant measure for the objectives (Appendix 6)? If not can you suggest appropriate alternatives?	6
Answer:	
10. Do you have any other comments on the scoping report?	All
Answer:	

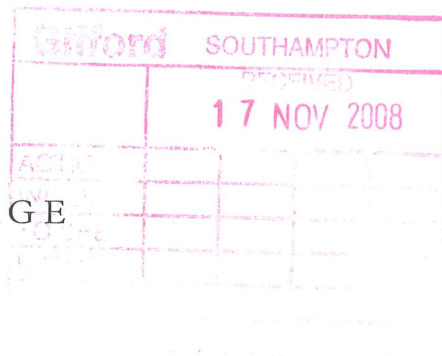
APPENDIX 6

SCOPING CONSULTATION RESPONSE FROM ENGLISH HERITAGE



ENGLISH HERITAGE

NORTH WEST REGION



Gifford
Attn Chris Hodsman
Carlton House
Ringwood Road
Woodlands
Southampton
SO40 7HT

Your ref:
Our ref:
Telephone: 0161 242 1423

13 November 2008

Dear Mr Hodsman,

Mersey Gateway Sustainable Transport Strategy: SA scoping report

I refer to your letter dated 31st October and respond to your questions as follows.

Q1

European Landscape Convention - In 2006 the United Kingdom signed and ratified the Council of Europe's European Landscape Convention - the first international convention for the management and protection of landscape. It provides a basis for recognising the importance of landscapes and sharing experience across Europe. The European Landscape Convention aims to encourage public authorities to adopt policies and measures at local, regional, national and international level for protecting, managing and planning landscapes throughout Europe. Landscape is defined as 'an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors'. The Convention applies this definition to all parts of a country's territory, urban as well as rural areas, to both outstanding and ordinary landscapes, to degraded as well as well-preserved places.

Q2, 3

Refer to Cheshire Historic Towns Survey report for Halton District. Also Cheshire Historic Landscape Characterisation project.

Q 5

As part of the key issue "protecting cultural and built heritage" need to cover all aspects of the historic environment, also include scheduled monuments, other archaeology and locally important heritage assets.

Q 6

SA objective 17 is agreed



SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5FW
Telephone 0161 242 1400 Facsimile 0161 242 1401
www.english-heritage.org.uk

Please note that English Heritage operates an access to information policy.
Correspondence or information which you send us may therefore become publicly available

Q 9

It is unlikely that the indicators for objective 17 will help in addressing the detailed criteria included in Appendix 5. It is suggested that an indicator more directly related to this strategy and its potential impact upon the historic environment is developed.

Appendix 3: the most up to date information is available from Heritage Counts 2008 and Heritage at Risk Register 2008.

Yours sincerely

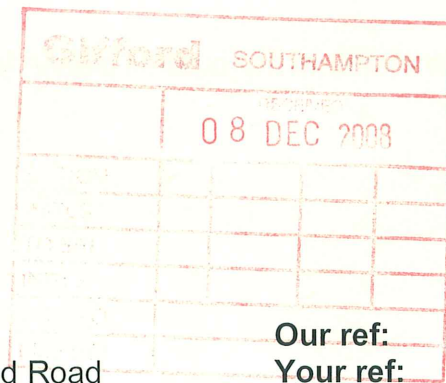
A handwritten signature in blue ink that reads "Judith Nelson". The signature is written in a cursive style with a large, prominent initial 'J'.

Judith Nelson
Regional Planner

APPENDIX 7

SCOPING CONSULTATION RESPONSE FROM THE ENVIRONMENT AGENCY

creating a better place



Environment
Agency

Gifford Ltd.
Carlton House Ringwood Road
Woodlands
Southampton
SO40 7HT

Our ref: SO/2008/104443/01-L01
Your ref: B4027D
Date: 02 December 2008

FAO Chris Hodsman

Dear Mr Hodsman

**MERSEY GATEWAY SUSTAINABLE TRANSPORT STRATEGY (MGMTS)
SUSTAINABILITY APPRAISAL (SA) - SCOPING REPORT**

Thank you for referring the Mersey Gateway Sustainability Transport Strategy (MGMTS) "Gateway to Sustainability" Sustainability Appraisal (SA) Scoping Report which was received on 3 November 2008.

In terms of the report we would make the following comments:

Reference should be made within paragraph 3.1.6 to Planning Policy Statement 9: Biodiversity and Geological Conservation.

We note that the suggested objectives for the MGSTS SA framework to be the same as those within the Halton Core Strategy Sustainability Appraisal Scoping Report (March 2006). We would draw your attention to the Halton Core Strategy Sustainability Appraisal Interim Report (July 2006) which provides details on changes and refinements to objectives 6, 13, 16 and 17. We would recommend that the MGMTS SA scoping report reflects these amendments. Additionally, these changes may need to be reflected within the Compatibility of Objectives detailed in Appendix 4 and the SA Framework detailed in Appendix 5. We would also advise that the Interim Report be added to the list within paragraph 3.1.8.

There would appear to be missing information within "Relevance to MGSTS" within table: National Plans, Policies, Programmes and Sustainable Development Objectives in Appendix 2: Review of Plans, Policies and Programmes. Under PPS 25: Development and Flood Risk, relevance should be made that the MGSTS should follow the principles of PPS25 and ensure that the development mitigates any flood risk on or off site. We would also recommend that consideration is made to the inclusion of Flood Risk as a potential environmental issue.

We would advise that the Baseline Data for SA Objective 13: within Appendix 5 has been updated for 2006. This can be located (along with other baseline data) at:-

<http://www.environment-agency.gov.uk/regions/northwest/850243/1130689/1134836/>

Environment Agency

Appleton House (430) Birchwood Boulevard, Birchwood, Warrington, WA3 7WD.

Customer services line: 08708 506 506

Email: enquiries@environment-agency.gov.uk

www.environment-agency.gov.uk

Cont/d..



INVESTOR IN PEOPLE



Should you wish to discuss the matter in more detail please feel free to contact me.

Yours sincerely



Mr Stephen Sayce
Planning Liaison Officer

Direct dial 01925 543360

Direct fax 01925 852260

Direct e-mail stephen.sayce@environment-agency.gov.uk

End

2

APPENDIX 8

CONSULTATION RESPONSES FROM NATURAL ENGLAND

Natural England Consultation Responses

SA Report

Section of Report	Comment
Table 6: Objective 7 Mitigation	We would suggest adding: <i>Monitor the number of new cycle hire nodes in the Borough and monitor travel to work information to ascertain whether MGSTS has increased the number of cycle to work journeys.</i>
Table 6: Objective 11 Mitigation	<i>Monitoring is required to ascertain the number of existing natural green spaces that have increased access by sustainable modes (e.g. bus, train, cycling and walking) as a result of the MGSTS.</i>
Table 6: Objective 16 Mitigation	We would suggest amending to: Monitoring is required to ascertain if the implementation of the MGSTS has reduced the need to travel (Travel to work information) <i>and whether it has reduced carbon emissions.</i>
All	All references to English Nature should be replaced with <i>Natural England.</i>

SA Scoping Report

Section of Report	Comment
Figure 3	We would like to see reference to the Borough's green infrastructure and the health and economic benefits increased access to these areas can bring. For more information see http://www.natureconomynorthwest.co.uk/resources+reports.php
Figure 4	References should be to Natural England not English Nature.
3.1.6	Needs ref to NERC Act and biodiversity duty
5.1.2 Social Issues	We would like to see reference to green infrastructure, particularly the benefits to health of an easily accessible green infrastructure network. We would like to see specific mention of the opportunities for increased active forms of transport, such as walking and cycling, and the health and access benefits these could bring.
6.1.3 Objective 11	We would like to see reference to green infrastructure in this objective.
6.1.3 Objective 16	We would like this objective to be broadened out to reflect the potential to reduce carbon emissions in relation to climate change targets.
Appendix 5: SA Framework	Objective 11: We would like to see the indicator expanded to include a measure of the number of LNRs and parks accessible by sustainable transport modes e.g. bus, train, cycle, walking. Objective 16: It would be useful to include an indicator for carbon emissions.

APPENDIX 9

SA REPORT CONSULTATION RESPONSE FROM THE ENVIRONMENT AGENCY

creating a better place



**Environment
Agency**

Gifford Ltd
Carlton House Ringwood Road
Woodlands
Southampton
SO40 7HT

Our ref: SO/2009/104642/01-L01
Your ref: CH/CG/C4027D
Date: 15 January 2009

FAO Chris Hodsman

Dear Mr Hodsman

**MERSEY GATEWAY SUSTAINABLE TRANSPORT STRATEGY (MGSTS)
SUSTAINABILITY APPRAISAL REPORT**

Thank you for referring the Mersey Gateway Sustainable Transport Strategy "Gateway to Sustainability" Sustainability Appraisal Report which was received 18th December 2008.

We welcome the consideration and inclusion of comments from our previous letter (SO/2008/104443/01-L01).

We support any strategy that aims reduce the impact to climate change and increasing air quality through the reduction of car emissions by the encouragement of alternatives to motorized transport.

Should you wish to discuss the matter in more detail please feel free to contact me.

Yours sincerely

A handwritten signature in blue ink, appearing to be 'Stephen Sayce'.

Mr Stephen Sayce
Planning Liaison Officer

Direct dial 01925 543360
Direct fax 01925 852260
Direct e-mail stephen.sayce@environment-agency.gov.uk

Environment Agency
Appleton House (430) Birchwood Boulevard, Birchwood, Warrington, WA3 7WD.
Customer services line: 08708 506 506
Email: enquiries@environment-agency.gov.uk
www.environment-agency.gov.uk
End



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