



# **Local Transport Plan 3**

## **Sustainability Appraisal Report**

Incorporating: Strategic Environmental  
Assessment, Health Impact Assessment, Habitats  
Regulations Assessment & Equality Impact  
Assessment

REVISED DEC 2010

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# 1. Non-technical Summary

## Introduction

- 1.1 This document contains information relating to the appraisal of the Cheshire East Local Transport Plan (LTP) (2011-2026). The document assesses how the LTP will contribute to environmental, health, equality, social and economic objectives and achieving a better quality of life for everyone, now and for future generations.
- 1.2 This Sustainability Appraisal document includes:
- Strategic Environmental Assessment (SEA)
  - Health Impact Assessment (HIA)
  - Equality Impact Assessment (EqIA)
  - Habitats Regulations Assessment (HRA)
- 1.3 This report will be made available on Cheshire East Council's website.
- 1.4 The purpose of Sustainability Appraisal is to promote sustainability (including the protection and enhancement of the environment, prudent use of natural resources, sustainable economic development, social cohesion, equality and inclusion) through the integration of sustainability considerations into the preparation and adoption of plans.
- 1.5 The Sustainability Appraisal process is closely related to the development of the LTP and is carried out in different stages that correspond with the main stages in the preparation of the LTP.

## The Sustainability Appraisal so far

- 1.6 A short summary of the stages of Sustainability Appraisal undertaken so far is provided below:

### Stage A: Context, Objectives, Baseline and Scope

#### A1: Related Plans and Policies

- 1.7 Relevant policies, plans and programmes were reviewed to establish how the plan could be affected by external factors. The review helped identify sustainability objectives and potential solutions to sustainability issues.
- 1.8 The policies, plans and programmes which were reviewed included those at international, national, regional, sub-regional and local levels. A short summary of the relevance of each of the reviewed plans is provided (**Appendix 1: Related Plans and Policies**).

#### A2: Baseline Information

- 1.9 The baseline data collected was classified into eight categories, these are:
- Biodiversity, Flora and Fauna
  - Climatic Factors

- Population and Human Health
- Water and Soil
- Air and Noise
- Cultural Heritage and Landscape
- Social Inclusiveness and Accessibility
- Economic Development

### A3 (Part 1 & 2): Issues & Objectives

1.10 The baseline information was used to identify key sustainability issues and objectives for the area. The sustainability objectives are:

Sustainability Objectives	
Protection and Enhancement of the Environment	
1	To protect and enhance biodiversity, habitats and important geological features; with particular care to sites designated internationally, nationally, regionally and locally.
2	To prevent inappropriate transport infrastructure on floodplains and guard against increased risk of flooding.
3	To minimise the need to travel by car and facilitate integrated forms of sustainable transport.
4	To protect and enhance the quality, integrity and distinctiveness of the area's heritage, landscapes and townscapes, through high quality transport planning and design.
5	To minimise the level of pollution from transport and reduce the borough's transport contribution to climate change.
Prudent use of Natural Resources	
6	To reduce the consumption of natural resources, protect and optimise utilisation of green infrastructure.
7	To minimise the requirement for energy use, promote energy efficiency, and increase the use of energy from renewable sources in transport.
8	To promote high quality building design that supports transport sustainability.
Sustainable Economic Development	
9	To support and increase the vitality and viability of town and local centres.
10	Achieving the interconnected objectives of establishing a sustainable, competitive local economy and improving access to skills, knowledge and employment both in rural and urban areas.
Social Cohesion and Inclusion	
11	To create a safe environment to live in and reduce fear of crime.
12	To enhance and promote the quality of life, health and social inclusion of <u>all</u> residents in the borough.
13	To maintain and enhance access to formal and informal cultural, leisure and recreational facilities and improve access to the countryside.

### A4: Sustainability Appraisal Framework

1.11 A Sustainability Appraisal Framework was developed to provide a structure to describe, analyse and compare the social, economic and environmental effects of the LTP. The framework consists of the sustainability objectives along with suitable indicators to identify and measure the success of LTP policies.

### A5: Scoping Report Consultation

1.12 A public consultation exercise ensured that the baseline, objectives and framework covered all important sustainability and environmental issues.

## **Stage B: Developing and Refining Options**

Stage B1: Appraising Issues and Options; and,

Stage B2: Consulting on the Sustainability Appraisal of emerging proposals

1.13 Workshops with stakeholders and council Members, and consultation with the general public and local area partnership was used to develop and appraise LTP policies and options. The LTP needs to help deliver the priorities of the Sustainable Communities Strategy (SCS); as such the discussions were based on the themes of the SCS which are:

- Ensure a sustainable future
- Create conditions for business growth
- Drive out the sources of poor health
- Nurture strong communities
- Support our children and young people
- Prepare for an increasingly older population
- Unlock the potential of our towns

1.14 The issues identified in Stage A helped participants and officers develop and appraise policy proposals that would both support the sustainability objectives and deliver the aspirations of the SCS.

1.15 Various priorities and options were discussed and the preferred option was to prioritise a package of policies to:

- Ensure a sustainable future and
- Create conditions for business growth

1.16 Recommendations for appropriate policy areas arising from the Sustainability Appraisal process were incorporated into the draft LTP.

## **Stage C: Appraising the Effects of the Draft LTP**

C1: Predicting the effects of the options/proposals; and

C2: Assessing the effects of the options/proposals

1.17 The predicted effects of LTP policies and priorities were then examined against each of the sustainability objectives using the framework structure. Potential effects were quantified where possible, with relevant detail provided, including timescale of effect, significance, geographical scale etc.

1.18 The assessment was found to be largely positive, with a neutral or positive impact noted for most of the policies. No significant negative sustainability effects were found for any aspect of LTP policy. This finding applies to all areas of assessment including SEA, HIA, EqIA, and HRA.

1.19 A small number of policies were noted to have an “uncertain” impact in relation to the biodiversity, habits and geology objective and the heritage and landscape objective.

- 1.20 With regard to combined effects, policies within the “business growth” theme had the most uncertain effect on sustainability objectives. Individually, policy B4 “Network Improvement” had the most uncertain effects of all policies.

#### **C3: Mitigating adverse effects and maximise beneficial effects**

- 1.21 Where “uncertain” effects were identified, appropriate suggestions for mitigating potential effects have been made. Mitigation proposals included equal prioritisation for business and sustainability themes, the need for careful monitoring of proposed implementation schemes and ensuring that all new infrastructure proposals are subject to detailed environmental impact assessment.

#### **C4: Developing proposals for monitoring**

- 1.22 A monitoring framework has been prepared to ensure the implementation of the plan contributes towards sustainability objectives.

#### **C5: Preparing the Sustainability Appraisal Report**

- 1.23 This document is the final Sustainability Report for the LTP; a draft version of the report was subject to consultation.

### **Stage D: Consultation on the LTP and Sustainability Report**

#### **D1: Consulting on the Sustainability Appraisal report and the Draft LTP**

- 1.24 Consultation on the Sustainability Appraisal took place between 19th October and 28th November 2010. This included consultation of all environmental statutory consultees, stakeholders and the general public.

- 1.25 Statutory consultation bodies with environmental responsibilities are:

- Natural England
- English Heritage
- Environment Agency

#### **D2: Appraising significant changes**

- 1.26 The main areas where the Sustainability Appraisal and the consultation process has influenced and changed the LTP include:

- Providing the evidence to support aspirations for “business growth” and “a sustainable future” by identifying these themes as joint priorities for the LTP.
- Raising the priority of cycling as an effective means to deliver sustainability and LTP objectives.
- Clarifying the wording of LTP Objective 6 (Environment) to include specific reference to “natural” environment and explicit inclusion of environmental assets (biodiversity, geodiversity, soils and protected landscapes).
- Other minor modifications to the LTP text to ensure greater emphasis on environmental themes, including a definition of green infrastructure, greater reference to the Peak District National Park, bio-diversity, agricultural land, public rights of way, canals, green belt and sustainable access to green space.



- 1.27 These changes to the final LTP was re-appraised and no significant negative effects were found. All “uncertain” effects from the draft LTP appraisal remained and mitigation suggestions remained relevant. The final appraisal is recorded in this document **Table 5-1** and **Table 5-5**.

#### **D3: Sustainability Appraisal Statement**

- 1.28 A Sustainability Appraisal Statement has been prepared and a copy is attached in **Appendix 4: Sustainability Appraisal Statement**.

### **The Next Steps**

#### **Stage E: Monitoring and implementation**

##### **E1: Monitoring the significant effects of the LTP and**

##### **E2: Responding to adverse effects**

- 1.29 Monitoring will take place following the adoption of the LTP. Monitoring will include identification of any unforeseen adverse effects, to enable the appropriate remedial action to be taken. The Sustainability Appraisal monitoring will be integrated into the monitoring undertaken for the LTP and the LDF Core Strategy.

## 2. Introduction

### Purpose of this document

- 2.1 The purpose of preparing a Sustainability Appraisal is to encourage improved integration of sustainability considerations into the preparation and adoption of transport plans and policies.
- 2.2 The purpose of this Report is to set out the results of Sustainability Appraisal process set out in the Cheshire East Sustainability Appraisal Scoping Report March 2010 which appraise the sustainability, equality and environmental effects of the draft LTP.

### The Local Transport Plan

- 2.3 The LTP is a statutory document that brings together all aspects of transport planning and policy in Cheshire East. Just as transport issues are relevant to many aspects of life for residents in Cheshire East – so the LTP has an important role to play when working with stakeholders to improve delivery of services and in supporting the vision and objectives of the Sustainable Community Strategy (SCS) and the Local Development Framework (LDF).
- 2.4 The strategy has been developed around the seven priorities of the Sustainable Community Strategy (SCS) to illustrate how transport contributes to the achievement of wider aspirations for the area. The SCS thematic areas are:
  - Ensure a sustainable future
  - Create conditions for business growth
  - Drive out the causes of poor health
  - Nurture strong communities
  - Support our children and young people
  - Prepare for an increasingly older population
  - Unlock the potential of our towns
- 2.5 The final LTP document will consist of two elements: a Strategy Document and an Implementation Plan.
- 2.6 **The Strategy Document** will set out the long-term objectives and priorities for transport in Cheshire East for the next 15 years. It will need to reflect and support the vision and objectives of the Sustainable Community Strategy (SCS) and the Local Development Framework (LDF).
- 2.7 **The Implementation Plan** will set out the programme of initiatives that are required to implement the strategy during the next 3 years.
- 2.8 The strategy document and implementation plan will reflect, incorporate or set the policy framework for a number of specific transport related plans and duties including:

- Network Management Plan – this seeks to avoid, reduce and minimise congestion or disruption for all users of the road network;
- Transport Asset Management Plan – this will set out the role for corporate and highway asset managers, and cover service levels, investment, risk assessment and monitoring processes;
- Air Quality Action Plans – these provide a systematic way of identifying the links between air quality and transport planning. Air quality reports still need to be made to DEFRA on an annual basis;
- Rights of Way Improvement Plan – this set out the council's approach to providing, maintaining and improving rights of way;
- Noise Action Plans – provide a systematic way of identifying any links between noise and transportation.
- Bus Information Duty – Authorities have a duty to determine what local bus information should be available to the public;
- Local Economic Assessment Duty – will be an assessment of the economic condition of CE;
- Children and Young People's issues – will be addressed as appropriate through the work of the Children's Trust Partnership;
- Sustainable modes of travel strategy – this is a requirement of the Education and Inspections Act 2006;
- National Park Management Plan and AONB Management Plans – deal with issues relating to National Parks; and
- Habitats Regulation Assessment – seeks to protect sites designated as a special area of conservation.

## **Associated Documents**

### **Sustainable Community Strategy (SCS)**

2.9 The SCS is a document produced by the Local Strategic Partnership (a group consisting of residents, businesses, voluntary and statutory bodies who together represent the community); with the intent of identifying key priorities to be addressed in order to promote or improve economic, social and environmental well-being. The SCS is currently in development and is due for completion in June 2010. The SCS will provide an overall vision of place for Cheshire East.

### Local Development Framework (LDF)

- 2.10 The LDF is a generic term used to describe the portfolio of planning documents that make up the local element of the spatial planning strategy for the area; these documents are to be produced by the local planning authority.
- 2.11 The LDF consists of a number of mandatory and optional documents, the LTP will have a particularly strong bearing on the following mandatory LDF documents:
- Core Strategy Development Plan Document
- 2.12 The principal document of the Local Development Framework, which sets out the general spatial vision and objectives for the area
- Proposals Map Development Plan Document
- 2.13 The proposals map illustrates all site-specific policies contained within adopted development plan documents
- 2.14 LTP will also influence the development of the following optional LDF documents as they are prepared:
- Area Action Plans Development Plan Document
- 2.15 A document that focuses upon a specific location where specific action is necessary.
- Other Development Plan Documents
- 2.16 Thematic documents concerned with housing, retail or employment development.
- Supplementary Planning Documents
- 2.17 Topic-based or area planning briefs which are intended to expand or add detail to policies in development plan documents.
- Site Allocations Development Plan Document
- 2.18 This document outlines the sites within an Authority identified for development.
- 2.19 Currently, Cheshire East are involved in the preparation of the Core Strategy and Proposals Map, with a view to adopting the Core Strategy in Spring 2011.

### What is Sustainability Appraisal?

- 2.20 The purpose of Sustainability Appraisal is to promote sustainability (including the protection and enhancement of the environment, prudent use of natural resources, sustainable economic development, social cohesion, equality and inclusion) through the integration of sustainability considerations into the preparation and adoption of plans.
- 2.21 Sustainability Appraisal is a process that identifies and reports on the likely effects of a plan and the extent to which the plan's implementation will impact upon the environmental, social, equality, and economic objectives for an area.

### Strategic Environmental Assessment (SEA)

- 2.22 Sustainability Appraisal encapsulates the requirements of the Environmental Assessment of Plans and Programmes Regulation, 2004, (which seeks to implement European Union Directive 2001/42/EC – Assessment of the Effect of Certain Plans and Programmes on the Environment, commonly known as the Strategic Environmental Assessment Directive), which places an obligation on the Council to undertake a Strategic Environmental Assessment on land use and spatial plans including transport plans.
- 2.23 The requirement to conduct an SEA, for the LTP is reiterated within the Transport Act 2000, as amended by the Local Transport Act 2008.
- 2.24 If the LTP is likely to have a significant impact on a European Site (Special Areas of Conservation, Special Protection Areas and listed RAMSAR sites) the plan must be subject to an appropriate assessment and statutory bodies consulted.
- 2.25 The process by which a Sustainability Appraisal is to be performed is outlined in the European Directive 2001/42/EC (the SEA Directive).

### Health Impact Assessment (HIA)

- 2.26 The consideration of “Human Health” is a legal requirement of the SEA Directive and the DfT Guidance on Local Transport Plans (2009) states “HIA is an integral part of a SEA to identify and inform health issues in Plans”.
- 2.27 There is uncertainty around the scope of HIAs for the LTP, however, this report sets out the evidence that is currently available. Consultation with relevant health stakeholders on this appraisal report will ensure the HIA assessment is undertaken at appropriate level of detail.
- 2.28 **Table 2-1** sets out the assessment of “Human Health” requirements and where they have been covered in this report.

**Table 2-1: Compliance with Health Impact Assessment Guidance**

Human Health Evidence Requirements	Where Covered
Demographic and socio economic trends e.g. poverty, social exclusion	<b>Chapter 3.</b> sub-heading Population and Human Health
Environmental issues e.g. air quality, noise, climate change, landscape	<b>Chapter 3.</b> sub-headings: Air& Noise Climatic Factors Cultural Heritage and Landscape
Economic circumstances in relation to employment, existing transport infrastructure capacity	<b>Chapter 3.</b> sub-heading Economic Development

Travel patterns and trip rates e.g. access to open space, services including NHS and social care services, facilities, employment/training	<b>Chapter 3.</b> sub-heading Social Inclusiveness & Accessibility
Connectivity of existing networks	<b>Chapter 3.</b> sub-heading Economic Development
Walking and cycling	<b>Chapter 3.</b> sub-heading Population and Human Health
Impact on health inequalities	<b>Chapter 3.</b> sub-heading Population and Human Health
The social and NHS cost of road traffic accidents	<b>Chapter 3.</b> sub-heading Population and Human Health
Implications of a physically changing population on travel provision	<b>Chapter 3.</b> sub-heading Population and Human Health
Specific topics such as parking, road user charging, mechanisms for traffic control, access housing and employment, social inclusion economic growth/retention, safety, physical activity, crime, journey experience, social cohesion, access to leisure, natural environment and sustainability will need to be covered.	<b>Chapter 5.</b> covered as part of the assessment of schemes and initiatives from the LTP.
Health impact should cover the spectrum of health improvement, prevention of ill health, protection from biological, environmental and radiation hazards and health and social services	<p>Health improvement and prevention of ill health are considered in <b>Chapter 3.</b> Population and Human Health</p> <p>These issues are considered in <b>Chapter 5. Stage C: Appraising the effects of the LTP</b> through the assessment using the following objectives:</p> <p>To create a safe environment to live in and reduce fear of crime.</p> <p>To enhance and promote the quality of life, health and social inclusion of all residents in the borough.</p>

<p>The positive health impacts of increased physical activity should be considered, alongside the negative impacts associated with car focussed plans.</p>	<p>These issues are considered in the <b>Chapter 5. Stage C: Appraising the effects of the LTP</b> through the assessment using the following objectives:</p> <p>To create a safe environment to live in and reduce fear of crime.</p> <p>To enhance and promote the quality of life, health and social inclusion of all residents in the borough.</p> <p>To minimise the level of pollution from transport and reduce the borough's transport contribution to climate change.</p> <p>To minimise the need to travel by car and facilitate integrated forms of sustainable transport.</p>
<p>The needs of specific groups such as disability groups and vulnerable groups as identified through Joint Strategic Needs Assessment should be covered.</p>	<p><b>Chapter 3.</b> sub-heading Population and Human Health</p> <p>These issues are considered in the <b>Chapter 5. Stage C: Appraising the effects of the LTP</b> through the assessment using the following objectives:</p> <p>To enhance and promote the quality of life, health and social inclusion of all residents in the borough.</p>
<p>The economic costs associated with the health impact on transport.</p>	<p><b>Chapter 3.</b> sub-heading Population and Human Health</p>

### Equality Impact Assessment (EqIA)

- 2.29 An equality impact assessment (EqIA) is a tool for identifying the potential impacts and consequences of LTP policies on residents and by making sure that these reflect the needs of the community. Equality is the equal treatment and respect for all members of the community. This means making services accessible to all, and treating people fairly regardless of their colour, race, ethnic or national origin, language, religion or belief, gender or gender reassignment, marital status, sexuality, disability, age or any illness or infection.
- 2.30 The EqIA will also help ensure that the LTP fulfils the requirements of anti-discrimination and equalities legislation.
- 2.31 There are a range of different equalities target groups (see **Table 2-2**). These groups stem from the existing legislation in the United Kingdom that covers discrimination. The groups and target areas are set out are extracted from the Cheshire East draft Equality Impact Assessment Toolkit.

**Table 2-2: Equality Impact Assessment Target Groups**

STRAND	Possible groups affected	Issues to consider
RACE	Black and ethnic minority, disadvantaged white communities and individuals. Traveller, Gypsy and Show people	Respecting and reflecting diverse cultures, lifestyles, customs and values. For men, women, boys and girls (e.g. single sex provision). Communication formats, language needs translation. Isolation, work pattern of ethnic minority businesses. Economic and social mobility
DISABILITY	Mobility, sight, hearing, speech and language disability or difficulty, learning difficulties, mental health, long term illness	Accessibility of formats & communication, e.g. Braille, audiotape, induction loop, sign. Physical and sensory access including transport, environment. Giving enough time, removing barriers that cause the 'disability' (social model)
GENDER	Male Female (for transgender see sexual orientation)	Women as predominantly main carer, physical access (pushchairs & toddlers, single parents, caring costs/facilities/restrictions on time re caring. Underachievement or under-representation, balance on groups/working parties/community representation
AGE	Children, young people, teenagers, older people, retired people	Assumptions about age against experience and capability. Teenage parents, children as carers. Communication formats need to be adapted to age as appropriate.
RELIGION & BELIEF	Various faith communities, atheists etc.	Respecting and reflecting diverse cultures, lifestyles, customs & values
SEXUAL ORIENTATION	Lesbian, gay, bisexual, heterosexual or transgender	Assumptions about partners or family types, invisibility, dignity.
CARERS	Race –Disability – Gender – Age Region & Belief – Sexual Orientation	Anyone looking after a person with an illness or disability, whatever their situation, is considered a carer with equality rights to help, support, information and services.

2.32 The EqIA focuses on these groups to try to find out whether or not they are benefiting from the policies and implementation plans set out in the LTP. The groups are not homogeneous and people within these groups have different and individual needs.



- 2.33 An EqlA must be completed before the formal implementation of the LTP. This scoping stage will make it clear what the LTP is looking to achieve in terms of equality. **Chapter 3.** sub-heading Population and Human Health contains relevant information on each of the groups.
- 2.34 The EqlA has been incorporated into the Sustainability Appraisal stages in order to capture an understanding of sustainability in its widest sense. Initial screening has concluded that the policies of the LTP have the potential to have both significant negative and positive impacts and that a full EqlA will be necessary.
- 2.35 EqlA assessment and documentation is included in **Appendix 3: Equality Impact Assessment.**

#### Habitats Regulations Assessment (HRA)

- 2.36 The SEA Directive Annex 1(d) and the guidance from the Department for Transport, 'SEA for Transport Plans and Programmes' (TAG Unit 2.11), states the requirement for Habitats Regulations Assessment (HRA) of LTPs.
- 2.37 The purpose of the HRA process is to protect the integrity of 'European sites' which are of exceptional importance in respect of rare, endangered or vulnerable natural habitats and species. Even if local authority areas do not contain any such sites there is still the need to ensure that LTP does not result in significant adverse effects on the integrity of sites in neighbouring areas.
- 2.38 Therefore a screening exercise is required to establish whether LTP is likely to significantly affect Natura 2000 sites or its designated species. Natura 2000 sites are designated by the EC Directive on the Conservation of Wild Birds 79/409/EEC 1979 (Special Protection Areas or 'SPA's) and the EC Directive on the Conservation of Natural Habitats of Wild Fauna and Flora 92/43/EEC 1992 (Special Areas of Conservation or 'SAC's).
- 2.39 The outcome of the HRA assessment is included in **Chapter 7.**

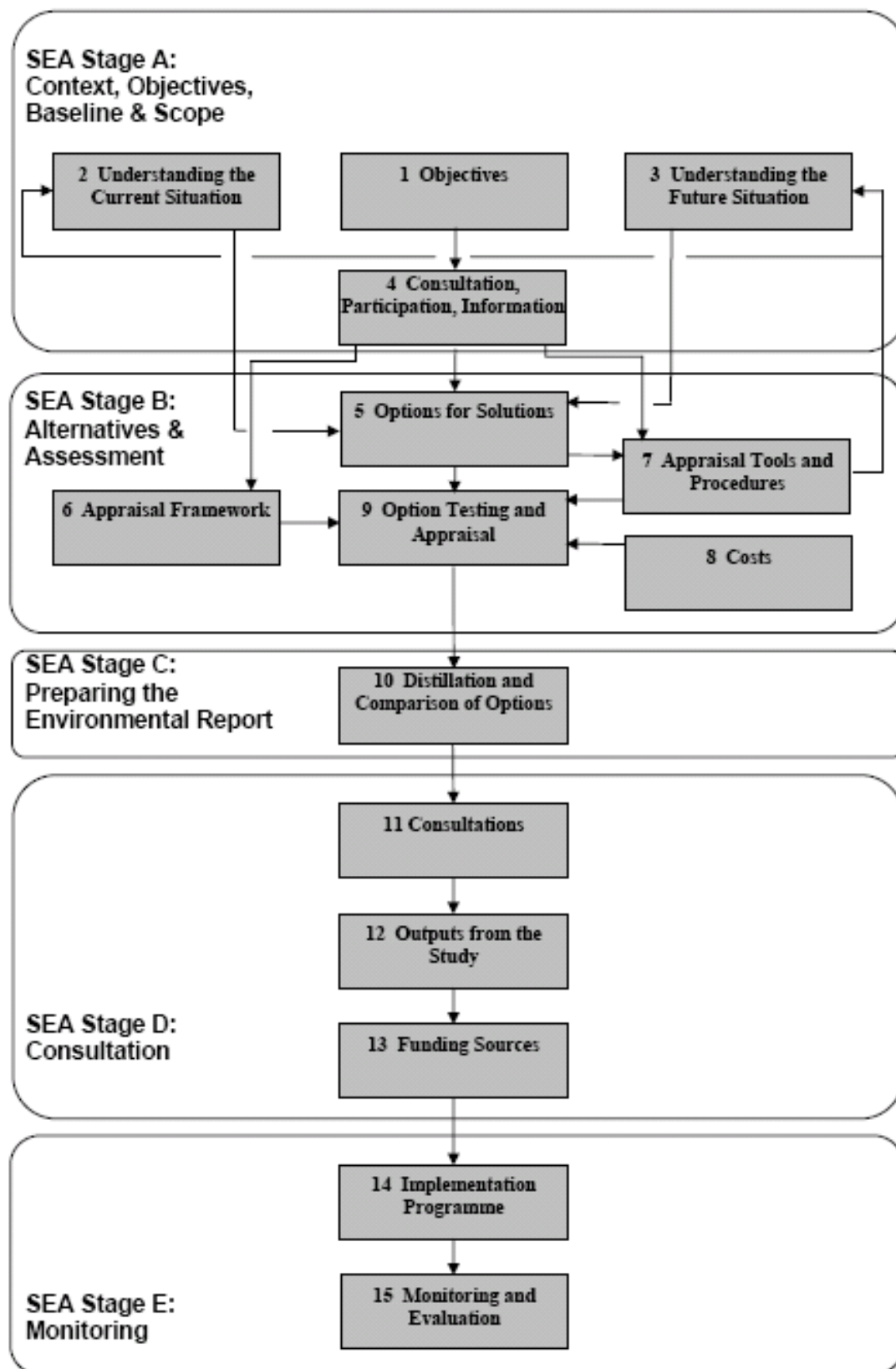
### New Approach to Appraisal (NATA) and SEA

- 2.40 The New Approach to Appraisal (NATA) was introduced in the Government's White Paper, A New Deal for Transport (DETR, 1998). NATA is an approach for improving the consistency and transparency with which transport decisions are made.
- 2.41 NATA involves agreeing objectives, identification and assessment of problems, exploring solutions, appraising options and selecting preferred solutions. Appraisal is undertaken using the Government's five objectives for transport:
- Environment – to protect the built and natural environment
  - Safety – to improve safety

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

2.42 NATA partially addresses many aspects of the SEA Directive but SEA analyses environmental impacts to a greater level. **Figure 1** is taken from the DfT's draft TAG guidance on how the NATA steps can be grouped into SEA stages. The Council's LTP SEA will seek to integrate the NATA procedures so that it will enable the preparation of a plan appraisal report in line with NATA, but also complying with the SEA Directive.

**Figure 1: NATA Process Steps Grouped by SEA Stages**



## **Relationship between the LTP & Sustainability Appraisal Stages**

2.43 In order to develop an effective strategy and decide priorities for implementation, the LTP preparation has followed the process recommended by The Eddington Report (2006) “The Case for Action: Sir Rod Eddington’s Advice to Government”. The basic process is:

- clarify goals;
- specify the problems or challenges the authority wants to solve;
- generate options to resolve these challenges;
- appraise the options and predict their effects;
- select preferred options and decide priorities;
- deliver the agreed strategy.

2.44 The Sustainability Appraisal process is closely related to the development of the LTP and is carried out in different stages that correspond with the main stages in the preparation of a LTP.

## **Methodology**

2.45 The following sections contain a summary of the key Sustainability Appraisal stages the Council will complete during the course of the LTP production. The European Directive 2001/42/EC (the SEA Directive) provides stage-by-stage requirements, the Sustainability Appraisal methodology has been divided to reflect and be consistent with these stages. Requirements for HIA and EqIA have also been incorporated into this process.

### **Completed stages**

#### **Stage A: Setting the context and Sustainability Appraisal objectives, establishing the baseline and deciding on the scope**

2.46 The first stage of the Sustainability Appraisal is the compilation of background information needed to integrate the Sustainability Appraisal into the plan making process; this stage is referred to as the scoping stage. The Scoping Report of the Sustainability Appraisal mirrors the initial evidence-gathering phase for the LTP document itself.

2.47 Within the scoping stage there are five key areas of study, these are the identification of key policies and programmes impacting upon the objectives of the document; the collection of baseline information; identification of sustainability issues and problems which could be alleviated or generated by the policies within the document; development of a Sustainability Appraisal Framework to establish the means of monitoring the impacts of policies within a document; and determination of the means of consulting on the appropriateness of the scope of the Sustainability Appraisal. These key stages are outlined below:

### A1: Relevant Plans, Policies and Programmes

- 2.48 This stage involved the identification of relationships between the LTP and other relevant policies, plans and programmes at international, national, regional and local level.
- 2.49 These documents identified contain objectives and specific policy requirements needing to be addressed through the LTP and in emerging policy. These shape objectives as well as point to particular problems that need to be tackled. This includes the need for the LTP to contain policies that are socially, economically and environmentally balanced and that promote sustainable development.

### A2: Baseline Information

- 2.50 This stage of the process involved the collection of baseline information, which can be used to describe the present and past conditions in the borough. This information was then utilised to identify trends in the changing conditions, which can help to predict the future state of the area. This section also identifies indicators, which can be used in the Sustainability Appraisal Framework to monitor both effects and performance of the LTP.

### A3: Sustainability Issues

- 2.51 The sustainability issues stage involved the identification of key sustainability issues and objectives (including equality and environmental problems), which was addressed through the development of strategies and policies within the LTP. Key sources of information included census data; population forecasts; commissioned studies; Council Members and public and stakeholder consultation.
- 2.52 Sustainability Appraisal guidance (SEA regulations) requires that these issues be identified under eight environmental topic headings. These topic headings have been used to arrange the baseline information collated as part of stage A2 and are detailed in **Section 3**. These are:
- Biodiversity, Fauna and Flora
  - Population and Human Health
  - Water and Soil
  - Air
  - Climatic Factors
  - Cultural Heritage and Landscape
  - Social Inclusiveness
  - Economic Development

### A4: Sustainability Appraisal Framework

- 2.53 Stage A4 involved the production of a Sustainability Appraisal Framework; this framework allows the effective and consistent monitoring of the sustainability effects of the LTP.
- 2.54 It is important to establish a workable framework that will assess a policy's aims; therefore it is best practice to use the sustainability appraisal objectives as its basis.

- 2.55 The Sustainability Appraisal Framework includes both indicators and targets that can be used to predict and monitor the environmental, equality, social and economic effects and performance of the LTP.

#### **A5: Scoping Report Consultation**

- 2.56 The final stage of the scoping report, involved a consultation process to ensure that the Sustainability Appraisal is comprehensive and robust enough to support the LTP during the later stages of public consultation and the council endorsement process.
- 2.57 Additionally, the consultation also helped assess the appropriateness of the objectives, indicators, baseline assessment and key issues it contains. The consultation needed to include the key statutory bodies with environmental, social or economic responsibility:
- Environment Agency
  - English Heritage
  - Natural England
- 2.58 Following on from this Scoping Report that embodies Stage A of the process, there were a number of other stages of Sustainability Appraisal that were completed alongside the production of the LTP.

#### **Stage B: Developing and refining options**

- 2.59 Stage B, of the Sustainability Appraisal occurred simultaneously with the development of a number of issues and options deemed important to the continuation and improvement of the social, environmental and economic conditions within the borough. These issues became the foundations of the LTP.
- 2.60 This stage of the Sustainability Appraisal involved the broad evaluation of the effects of the strategic options and proposals identified for the management of the key issues noted for inclusion in the LTP, followed by a more detailed analysis of the proposals for each issue.

#### **B1. Appraising issues and options**

- 2.61 Proposals were tested against the Sustainability Appraisal Framework and their performance against each of the Sustainability Appraisal objectives were recorded and their likely significant effects on sustainability and the environment determined, the results of which have been recorded in a series of impact matrices.

#### **B2. Consulting on the Sustainability Appraisal of emerging proposals**

- 2.62 Representations received during consultation alongside results from the Sustainability Appraisal of the proposals in the LTP report helped in the identification of options to be discarded and those to be brought forward within the Draft LTP.

### **Stage C: Appraising the effects of the Draft LTP**

2.63 As the draft LTP evolved it became necessary to appraise the draft policies and proposals against the Sustainability Appraisal objectives in greater detail, with the intention of identifying any mitigation measures that need to be put in place, and making specific proposals for monitoring of these effects; these are the objectives of Stage C of the Sustainability Appraisal.

#### **C1. Predicting the effects of the options/proposals**

2.64 The purpose of this task was to predict the effects of the draft LTP in social, equality, environmental and economic terms. The potential effects were quantified where possible, and descriptions of these changes were made in terms of their magnitude, their geographical scale, the time period over they will occur, the positive or negative effects, and whether or not there are any cumulative or synergistic effects.

#### **C2. Assessing the effects of the options/proposals**

2.65 In assessing the draft LTP it was noted whether the effects are likely to be positive, negative, neutral or uncertain, and the timescale and significance of the effects were identified, whether it would be short or long term effects, minor or major effects. Any cumulative effects were also identified.

#### **C3. Mitigating adverse effects and maximise beneficial effects**

2.66 The Draft LTP has not been found to have any significant negative sustainability effect that would require mitigation, however, where the impact was found to be uncertain appropriate mitigation observations have been made to prevent, reduce or offset any adverse effects and enhance the positive effects of the plan.

#### **C4. Developing proposals for monitoring**

2.67 The information needed for monitoring is set out in the form of indicators and targets that relate to each of the Sustainability Appraisal objectives as seen in the Sustainability Appraisal Framework (**Section 7** of this report).

#### **C5. Preparing the Sustainability Appraisal Report**

2.68 All the work carried out during the Sustainability Appraisal of the LTP has been documented in this Sustainability Appraisal report and is subject to public consultation along with the draft LTP.

### **Stage D: Consultation on the LTP and Sustainability Report**

2.69 Consultation on the Sustainability Appraisal Report is being undertaken alongside the Draft LTP.

#### **D1. Consulting on the Sustainability Appraisal report and the Draft LTP**

2.70 Consultation on the Sustainability Appraisal report is being undertaken during the public participation stages of the Draft LTP. It includes consultation of all of the environmental statutory consultees (The Environment Agency, English Heritage & Natural England), any other relevant stakeholders and the general public, and making the Sustainability Appraisal report available on the web.

## **D2. Appraising significant changes**

- 2.71 If any significant changes are made to the proposals following on from the public consultation the Sustainability Appraisal report will be amended to take this into account.

## **D3. Sustainability Appraisal Statement**

- 2.72 Following draft LTP consultation and amendment, a summary will be included within the Sustainability Appraisal report on how the Sustainability Appraisal process has been taken into account, and how sustainability considerations more generally have been integrated into the LTP.

## **Next stages**

### **Stage E: Monitoring and implementation**

- 2.73 The final stage occurs following the adoption of the LTP. It involves the monitoring of the LTP to identify any unforeseen adverse effects and to enable the appropriate remedial action to be taken. Monitoring allows the actual effects of the LTP to be tested against those predicted in the Sustainability Appraisal, monitoring the sustainability of the LTP will also allow for the collection of information to fill any gaps in the baseline.

### **E1. Monitoring the significant effects of the LTP**

- 2.74 In monitoring the sustainability effects care will be taken to ensure that the information collected is appropriate to the needs of the Sustainability Appraisal and is up to date and reliable, and arrangements will be made to integrate the Sustainability Appraisal monitoring into the annual monitoring report required for the LTP.

### **E2. Responding to adverse effects**

- 2.75 If monitoring reveals any adverse impacts of the plan, then the Council will be required to act. The final Sustainability Appraisal report will detail any contingency arrangements will be set out in the mitigation measures set out in the report.



### 3. Stage A: Context and objectives, baseline and scope

#### A1: Relevant Plans, Policies and Programmes

##### Introduction

3.1 The Sustainability Appraisal process required the review of relevant policies, plans and programmes. This was to establish how the plan is affected by outside factors, to suggest ideas as to how any constraints can be addressed, and to help identify the sustainability objectives.

3.2 **Table 3-1** is a summary of the main plans and policies that were considered in relation to the objectives and issues addressed in the LTP.

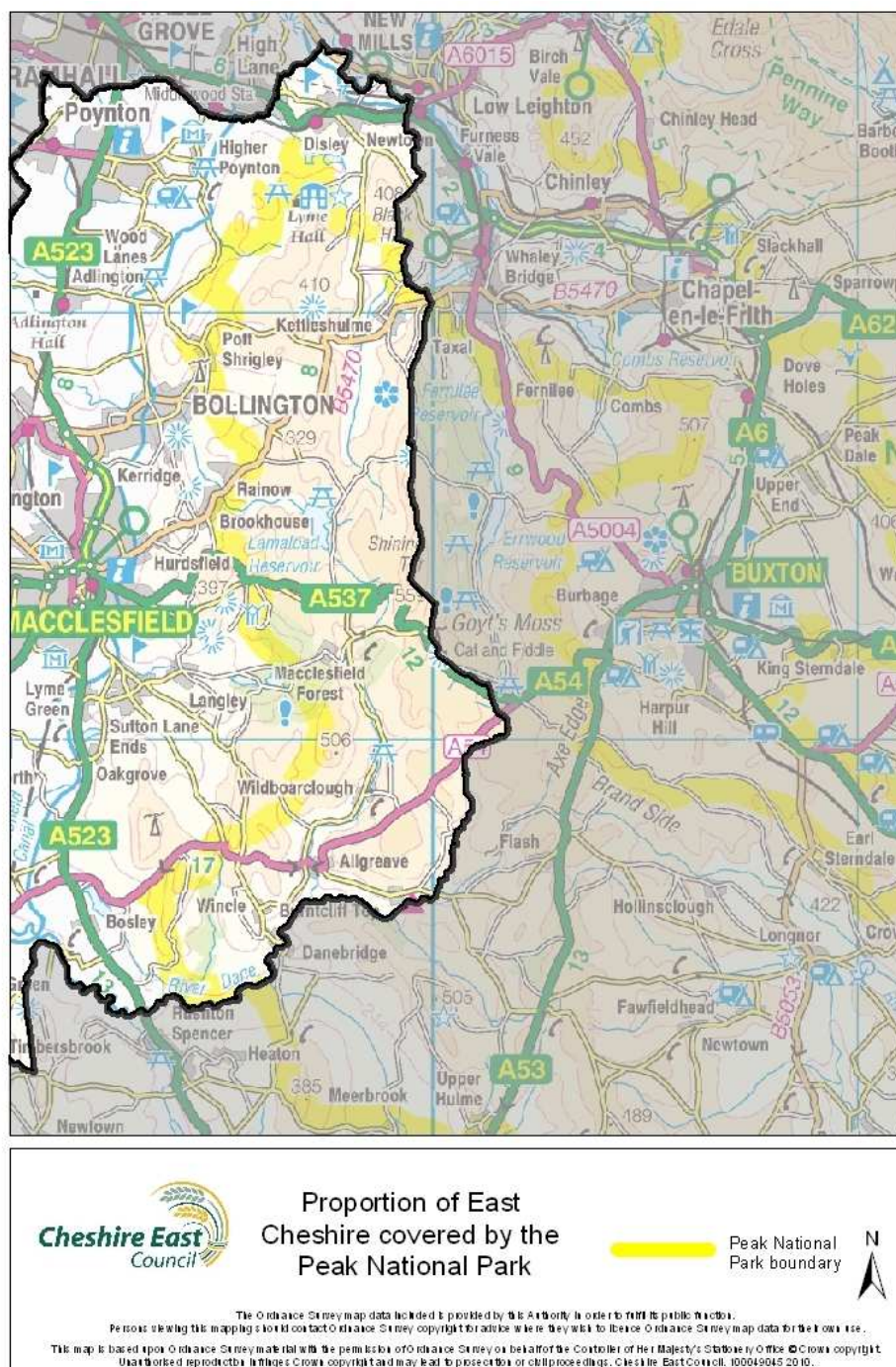
**Table 3-1: Summary of related plans and policies**

Plan / Programme	Comments
<b>International</b>	
International United Nations agreements For example; Rio Conference – Local Agenda 21 Johannesburg Summit Kyoto Agreement	Non-binding unilateral agreements regarding sustainability at varying levels
European Directives, Conventions and Plans For example; Environmental Impact Assessment Directive, Water Framework Directive, 'Habitats' Directive & the 'Birds' Directive European Spatial Development Perspective 6 <sup>th</sup> Environmental Action Plan	Legislation from the European Commission regarding the protection of the environment. Translated through planning guidance and national legislation
European directives relating to equality: Race equality duty - linked to Race Relations (Amendment) Act 2000 Gender equality duty - linked to Equality Act 2006 Disability equality duty - linked to Disability Discrimination Act 2005	Requirement to produce and publish a Race Equality Scheme, Disability Equality Scheme and a Gender Equality Scheme.
<b>National</b>	
Planning Policy Guidance Notes & Planning Policy Statements	Government Policy on various aspects of planning
Mineral Planning Guidance Notes	Government Policy relating to mineral extraction
Government White Papers e.g. Transport White Paper	Government Statements of specific areas of policy
Delivering a sustainable transport system (DaST) - DfT	The government sets out its five broad transport goals
Planning Circulars & Acts	Guidance on specific issues that relate to planning
<b>Regional</b>	
Emerging Regional Strategy (RS2010)	Draft of Part 1 of RS2010 has been published and consultation process is complete

Plan / Programme	Comments
Regional Spatial Strategy	Sets out regional guidance for the preparation of Local Development Frameworks.
Regional Economic Strategy	Prepared by the Northwest Development Agency.
Moving Forward: The Northern Way Growth Strategy	Role of Manchester City Region and Manchester Airport
Regional waste strategy	Produced by the North West Regional Assembly (now: 4 North West)
Action for sustainability	Provides a sustainability checklist
North West Regional Freight Strategy	North West Freight Advisory Group
Investment for Health: A plan for the North West	Aim to achieve significant reductions in health inequalities
North West on the Move	The North West plan for sport and activity produced by Sport England
<b>Sub-Regional</b>	
Peak District National Park 2006-2011 Management Plan	The document is to be revised at the same time as the LTP preparation. A diagram of the Peak Park area is illustrated in <b>Figure 2</b> .
Cheshire Replacement Waste Local Plan	County waste planning matters
Cheshire Replacement Minerals Local Plan	County minerals planning matters
Cheshire Environmental Action Plan	It identifies a number of priorities for Cheshire's environment
Cheshire Rights of Way Improvement Plan	The document is to be revised in tandem with the LTP preparation.
Cheshire's Accessibility Strategy	The strategy will be reviewed in tandem with the LTP preparation
Feet First: A walking strategy for Cheshire	A revised approach to walking is likely to be prepared as a result of the LTP.
Cheshire Interchange Strategy	A revised approach to interchange is likely to be prepared as a result of the LTP.
Cheshire Biodiversity Action Plan	Provides baseline information on biodiversity,
Cheshire Geodiversity Action Plan	Provides baseline information on geodiversity,
Sub-Regional Economic Strategy for Cheshire and Warrington	Sub-regional strategy
South East Manchester Multi-Modal Study (SEMMMS) Final Report (2001)	A 20 year transport strategy to address the transport problems in the South-East Manchester area
West Midlands to North West Conurbations Multi-Modal Study Final Report	Implications for management of the strategic transport network
Weaver Valley Regional Park Project: The Vision	impacts on seven of Cheshire's towns including four market Towns -Frodsham, Middlewich, Nantwich, and Sandbach together with Northwich and Winsford which are key areas of regeneration activity
<b>Local:</b>	
<b>Cheshire East</b>	
Corporate Strategy	Sets out the corporate goals for the Council.
Interim Sustainable Community Strategy	Sets out the Councils strategy for community development. This document is currently an interim amalgamation of the Cheshire County, Congleton, Crewe and Nantwich and Macclesfield documents until such time as a Cheshire East document is produced.
Cheshire East Emerging Sustainable Community Strategy	This document is currently under production. On completion it will replace the Interim Sustainable Community Strategy in place for Cheshire East.

Plan / Programme	Comments
Interim Single Equality Scheme (to March 2010)	The Scheme covers the authorities statutory equality duties in relation to race, disability and gender and our non-statutory duties in relation to age, sexual orientation and religion/belief. The scheme contains a vision is to "To work together to improve community life".
Emerging Local Air Quality Action Plan	This document will focus on managing the impact of nitrogen dioxide from transportation sources, through the proposal of a number of option to help reduce nitrogen dioxide levels.

**Figure 2: East Cheshire East and the Peak National Park**



## A2: Baseline Information

### Introduction

- 3.3 The baseline data collected for Cheshire East has been classified into 8 categories, reflecting key areas for consideration identified in the Strategic Environmental Assessment guidance, these are:

Biodiversity, Flora and Fauna	Climatic Factors
Population and Human Health	Cultural Heritage and Landscape
Water and Soil	Social Inclusiveness and Accessibility
Air and Noise	Economic Development

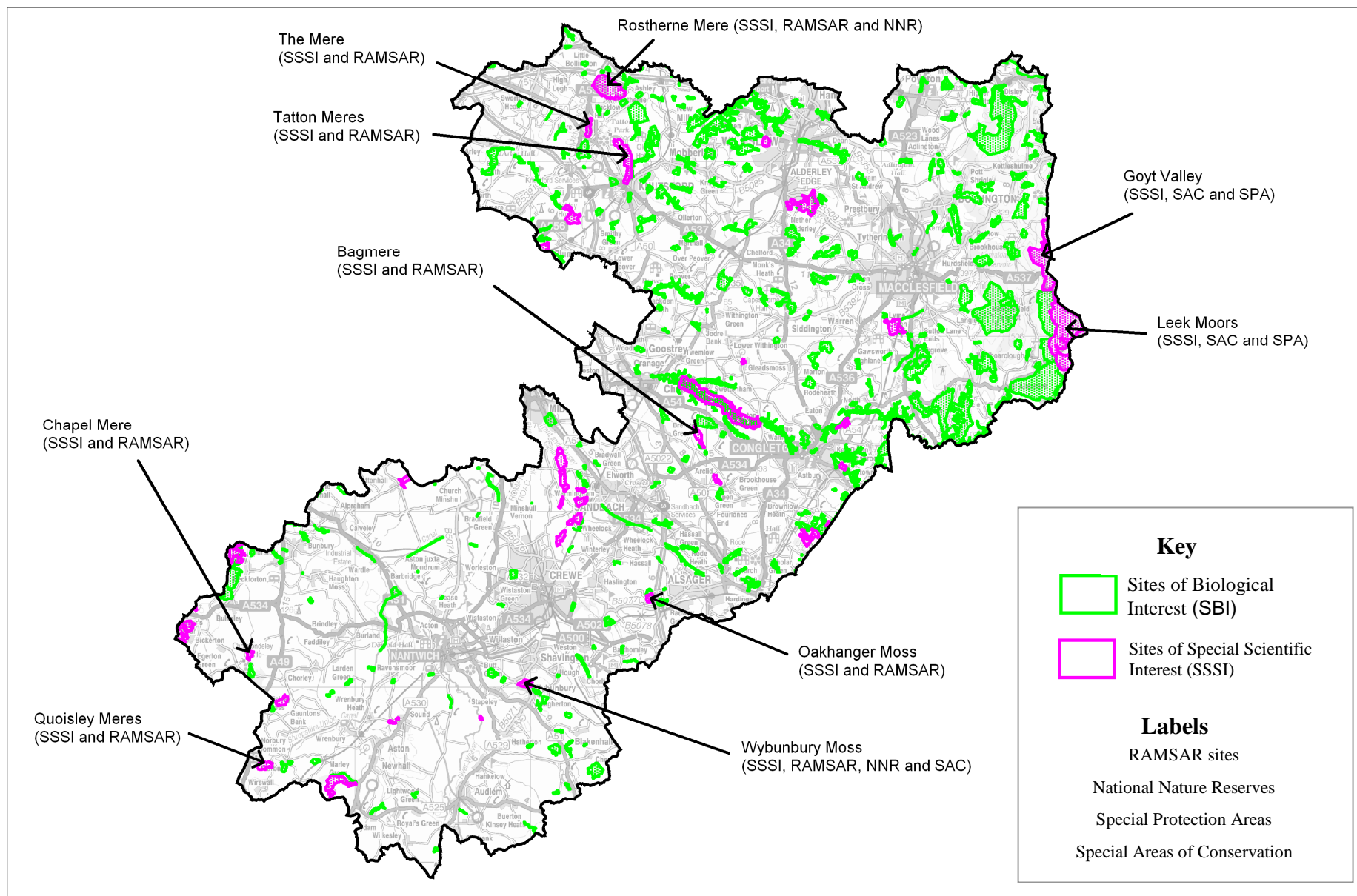
- 3.4 The data collated by the Council has influenced the development and implementation of LTP Policies, with the intent of ensuring they consider the social, economic and environmental impacts.
- 3.5 The following section contains a summary of the baseline data collected by subject.

### **Biodiversity, Fauna and Flora**

- 3.6 Within Cheshire East there is a diverse range of flora and fauna (acknowledged in the Biodiversity Action Plan for Cheshire) across varied environments, all of which have an intrinsic value. A number of these areas have received some form of legal designation which places a requirement on Local Authorities and others to ensure that they are maintained to a high standard. The designations applied to sites within the borough vary dependent on whether they are locally, nationally or internationally important.
- 3.7 The most prominent environmental designations within Cheshire East are:
- The section of the Peak District National Park which is an area of intrinsic value which the authority has a requirement to consider.
  - The 416 Sites of Biological Importance (SBIs); these are locally valued sites of biological diversity.
  - The 33 Sites of Special Scientific Interest (SSSIs). These sites are nationally important, designated as they are felt to represent the very best wildlife and geological sites in the Country.
  - The 2 National Nature Reserves; these are nationally important sites established to protect the most important areas of wildlife habitat and geological formations in Britain.
  - The 1 Special Protection Area; designated as a result of its importance as a habitat for rare and vulnerable birds. This site is of international importance.
  - The 2 Special Areas of Conservation; these sites have been designated due to their potential to contribute towards the conservation of 189 habitat types and 788 species identified as most in need of conservation at a European level (excluding birds). These sites are of international importance.



- The 2 Ramsar designations (spread across 9 sites). These are wetlands of international importance designated under the Ramsar Convention. These sites are of international importance.
- 3.8 The potential impact of any policies within the Cheshire East LTP on these designations has been considered, with the objective being the maximisation of positive impacts and the minimisation and potentially the mitigation of the negative impacts.
- 3.9 This is particularly the case in relation to the internationally important sites, which are subject to specific legislation under Article 6(3) and (4) of the Habitats Directive 92/43/EEC. This legislation seeks to ensure that policies, developments or activities which have the potential to degrade these sites are either removed/not allowed or effectively mitigated if possible.
- 3.10 This has been assessed through the performance of a Habitats Regulation Assessment, which seeks to identify the likely effects of a project or plan, either alone or in combination with other projects or plans upon Natura 2000 sites (internationally recognised Ramsar, Special Protection Areas and Special Areas of Conservation sites). This assessment was carried out using best practice guidance produced by amongst others the European Commission, RSPB, the Department for Communities and Local Government and Natural England. The assessment outcomes are set out in **Chapter 9**.
- 3.11 The distribution of these key environmental designations is indicated in the figure below. This figure highlights the proximity of many of these sites to the main settlements of Cheshire East, particularly in the North of the borough.
- 3.12 The figure following indicates the location of internationally designated sites both within, and surrounding the borough. The figure also indicates a buffer at 15km's from the borough to allow direct judgement of those sites that could be potentially impacted by transport planning policy in the borough.

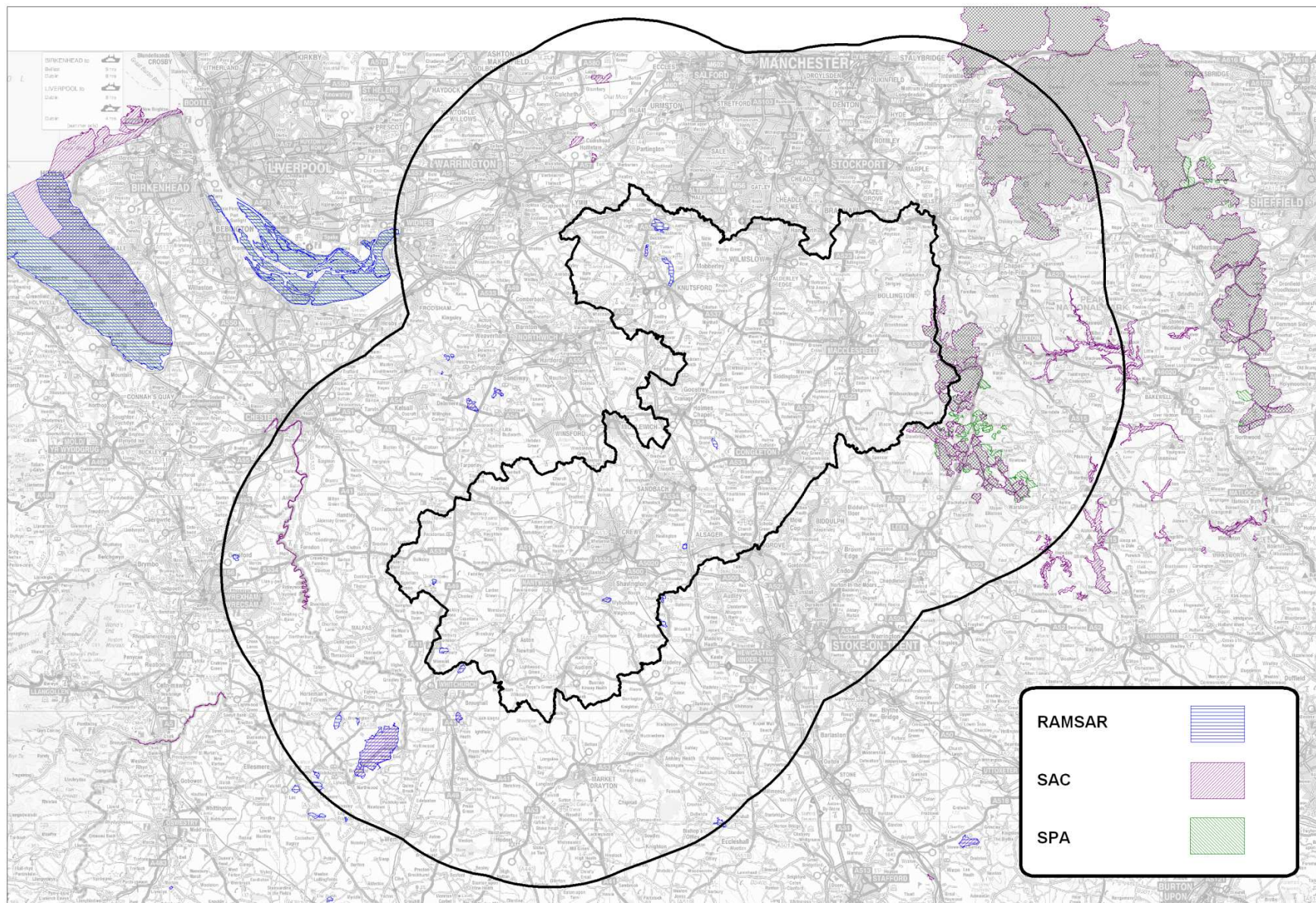


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**Figure 3: Environmentally designated sites**





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**Figure 4: Internationally recognised environmental designations in and surrounding Cheshire East**



## Green Infrastructure

3.13 The Cheshire East Local Development Framework Core Strategy: Issues and Options Paper defines green infrastructure as:

- A network of multi-functional green space, both new and existing, both rural and urban, which supports the natural and ecological processes and is integral to the health and quality of life of sustainable communities.

3.14 Cheshire East benefits from an extensive range of green infrastructure on varying scales. The SA has been produced with this in mind and seeks to utilize, protect and where possible enhance provision of green infrastructure within the borough.

## Population and Human Health

### Population

3.15 Cheshire East has a population of 360,800 (2007 mid-year estimate); this is equivalent to 5.3% of the North West's population and 0.7% of the population of England and Wales. The figure below is a population pyramid highlighting the percentage of the total population of Cheshire East in each of the various age groups.

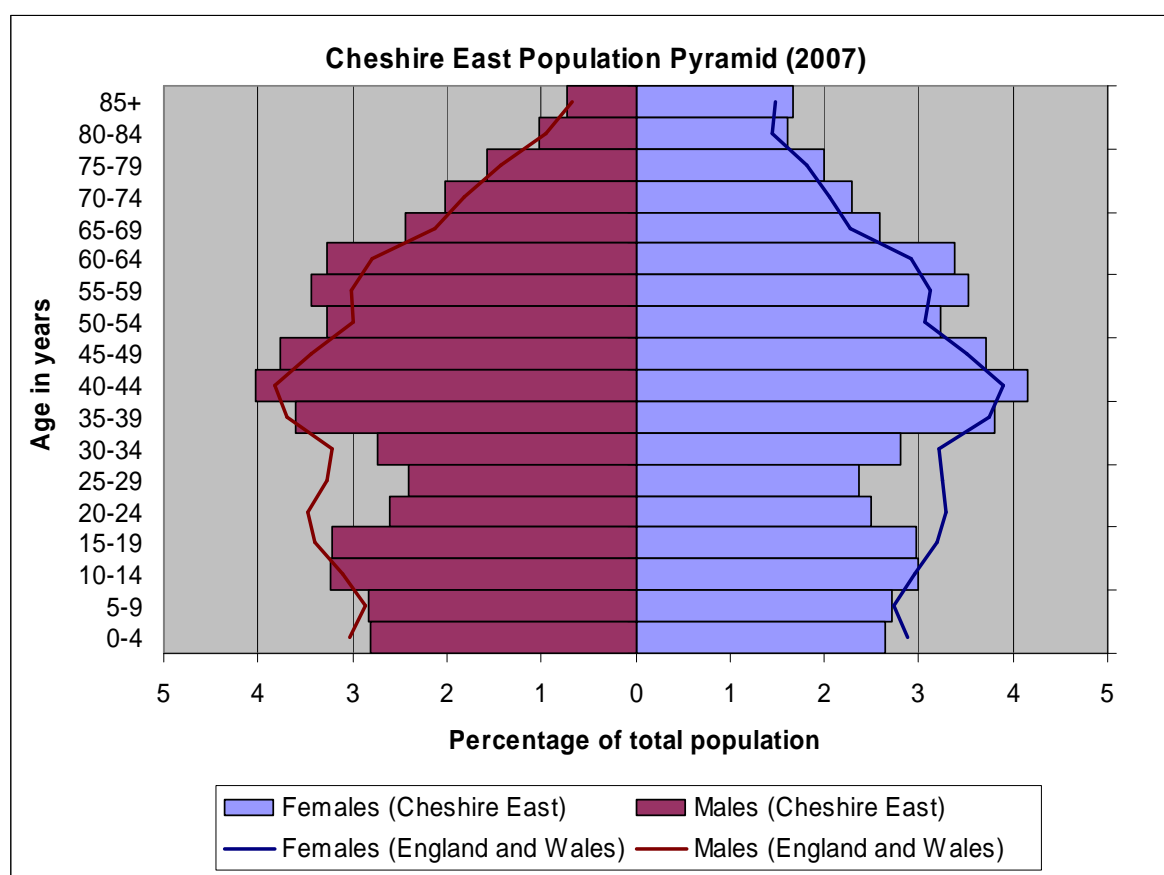


Figure 5: Cheshire East Population Pyramid



- 3.16 The population pyramid shows that a low proportion of the population is aged between 20 and 34; this has implications in relation to the availability of people of working age within Cheshire East.
- 3.17 The figure also highlights the significant amount of the population of retirement age; (the figure also shows that Cheshire East has a slightly higher percentage of the population in the older age ranges than that for England & Wales). Additionally, a large percentage of the population is within age groups currently approaching retirement age.
- 3.18 The population of Cheshire East is forecast to steadily increase over the next 20 years (from 360,000 in 2006 to nearly 380,000 by 2026). During this period there will also be an increase in the proportion of the population above the retirement age (the number of people aged 65 to 84 will increase by about 50%), and a reduction in the number of children (there will be approximately 5% fewer children). This supports the requirement of providing facilities and services to cater towards an ageing population.

#### Age (Older People)

- 3.19 Cheshire East has an age structure slightly older than that of England and Wales and has an aging population. 17% of the population were over 65 at the time of the 2001 Census. This had risen to 18% in 2007 and is forecast to reach 26% by 2026. (Cheshire East Population Forecasts).
- 3.20 The number of older people (aged 65+) has increased by 20% from around 54,200 in 1991 to 64,800 in 2007. The increase was greater in the Congleton area (29%) than in the Crewe & Nantwich (19%) and the Macclesfield area (15%).
- 3.21 A higher proportion of older people living in income-deprived households live in the Macclesfield area.
- 3.22 Rates of claimants of Disability Living Allowance were higher amongst 60 - 69 year olds than any other 10-year age group. (Department of Work and Pensions 2009)
- 3.23 The Department for Transport: 'Understanding the Travel Needs Behaviour and Aspirations of People Later in Life (2007)' report recognises that transport is important to older people for basic needs (e.g. reaching basic services etc) but also to psychological and emotional needs visiting friends and family and integrating within the local community.
- 3.24 Amongst the largest barriers to mobility are physical difficulties associated with walking and accessing public transport. Common concerns include:
- Poor condition of pavements;
  - Inadequate crossing facilities;
  - Boarding/alighting buses and trains; and
  - Steps at railway stations.

- 3.25 Lack of awareness, particularly awareness of special transport schemes like Dial-A-Ride and Shopmobility, can mean that those with the greatest need fail to benefit from services that have been specifically implemented to help them.
- 3.26 Older people worry more about their safety because they are likely to be more severely injured, take longer to recover and suffer greater psychological impact than a younger person in a similar incident.
- 3.27 These trends have significant implications for transport planning policy, as there will be an increasing need to provide facilities and services for an ageing population and potentially the need to address the cause of the dip in persons aged between 20 and 34.

#### Age (Young People & Children)

- 3.28 The Social Exclusion Unit in their 2003 report "Making the Connections; Transport and Social Exclusion" report describe how young people and children are also vulnerable to social exclusion through lack of transport options available to them. Information from the Department for Transport 'Becoming Mobile: Children, young people and transport' shows that:
- A third of trips made by people under the age of 17 were for education.
  - A fifth of all trips to visit friends.
  - A fifth were escort trips.
  - A tenth were trips for sport and entertainment.
  - 58% of parents of children aged 7-10 cited traffic danger as a reason for escorting their children to school.
  - 79% of children aged 7-10 were accompanied by parents or adults to school compared to 29% of those aged 11-13 years (2005).
  - Young people between the ages of 17 and 20 made more use of public transport than any other age group.
  - Young people were less likely than adults to feel secure on public transport: 30% had concerns for their personal security when using public transport (2004).
  - Young people particularly those in rural areas tended to see cars as essential in accessing higher education, employment and leisure opportunities.
  - 40% of young people in rural areas said that transport issues influenced their decisions about post 16 education.
  - The barriers to mobility among children and young people included safety school policies and the availability, reliability and cost of public transport.

#### Disability

- 3.29 In Cheshire East nearly one in four people suffer from a long term illness which limits their day to day activities; this figure is similar to that of England and Wales. Transport is identified as a major barrier for accessibility for people, particularly for with a disability in accessing key services such as healthcare, retail, education and employment. Key statistics include:

- Just over fourteen percent of the working age population in Cheshire East are disabled. This figure is lower than both the North West (19.6%) and England & Wales (18.2%).
  - Four percent of the total population were claiming Disability Living Allowance. Five percent of the working age population were claiming Incapacity Benefit/Severe Disablement Allowance and of these people, four out of ten were claiming for mental health or behavioural related disorders.
  - Suicide rates across Cheshire East were lower than the North West and England. The rate is highest in the Crewe and Nantwich area.
  - Ten percent of the adult population in Cheshire East are un-paid carers, of these people nearly one in six provide more than fifty hours of care per week.
- 3.30 The report 'Improving the Life Chances of Disabled People' (ODPM, Jan 2005) states that, as a result of economic disadvantage, disabled people are more likely than the general population to be reliant on public transport.
- 3.31 The study explored disabled people's views about transport and getting around, and describes experiences of discrimination in relation to transport, and the barriers that disabled people face when travelling.
- 3.32 Key findings from this report included:
- The majority of disabled people (84 per cent) had travelled by private car in the past month, and nearly half (46 per cent) had travelled by public transport. Those in London were more likely than those in the rest of Britain to have used public transport in the past month (55 per cent), and younger people were also more likely to have used public transport in this time period (63 per cent of those aged 16-34 had used public transport in the past month compared with 44 per cent of those aged 35 or older).
  - A quarter (26 per cent) of disabled people found travelling about very easy, and three in ten (30 per cent) of disabled people found travel difficult or very difficult.
  - Disabled people aged 75 or older were more likely than younger disabled people to say that they found travelling difficult (13 per cent of those aged 75 or older said they found travelling very difficult compared with five per cent of those aged 16 to 34).
  - The main barriers to using transport identified by those who find travel difficult included not feeling well enough (65 per cent). Three in ten (30 per cent) said that attitudinal barriers such as lack of confidence or previous bad experiences made it difficult for them to travel about day-to-day. Attitudinal barriers were equally likely as access barriers (mentioned by 28 per cent) to make it difficult for disabled people to travel. Access barriers include difficulties getting to the stop/station or difficulties getting on to transport.
  - Half (50 per cent) of all disabled people held some kind of transport concession. A third had a Local Authority bus/rail pass (34 per cent), and a quarter had (25 per cent) a Blue Badge. The likelihood of holding any of these concessions increased with age (80 per cent of those aged 75 or

older held any concessions, compared with nine per cent of 16 to 34 year olds).

- Difficulties with transport were themselves seen as barriers to wider participation. Around one in ten mentioned transport difficulties as barriers to participation in social activities (ten per cent), community participation (seven per cent), and education and learning (ten per cent). Five per cent of those who had to leave work for reasons related to their impairment said that they could have remained in paid work if it was easier to get to their place of work.

3.33 Facilities to help people with a disability to use the public transport system are considered to be essential and have been considered as part of the LTP.

### Sexual orientation

3.34 In terms of the EqIA there is a need to consider the implication of policy with regard to sexual orientation. Around six percent of the adult population are estimated to be lesbian, gay or bisexual. Across Cheshire East this equates to 17,700 adults. Between 2006 and 2008 there were 276 civil partnerships across Cheshire. Although, there is a distinct lack of information available on the impact of transport policy on people with different sexual orientations, implications have been considered where possible.

### Gender

3.35 National statistics illustrate that for various reasons men travel further and do more trips than women. For example, in 2006, men travel an average distance of 8,000 miles and average of 1,014 trips while and women travel 6,300 miles and average of 1,060 trips.

3.36 Commuting and business travel was the most common type of trip for men and shopping for women – both at around 230 trips in a year. For both men and women the main mode of transport was the car with 65% of trips by men made by car and 62% for women.

3.37 Car is the main mode of transport for both genders, although women are more likely to be passengers:

- 65% of trips by men were made by car in 2006
- 62% of trips by women were made by car in 2006
- 26% of trips by women made as a car passenger
- 16% of journeys by men is made as a car passenger
- 22% of women live in households without access to a car
- 16% of men live in households without access to a car.

3.38 Other information contained in the DfT 'Gendered Mobility: Women, Men and Transport – Gender Disparity and Accessibility' states that:

- Time cost and complexity of travelling by public transport was a deterrent in many cases.
- Many trips made by women in their 30s are escort trips (for example taking children to school).

- Difficulties of travelling with children highlighted through consultation with women.
- 23% of all men's journeys are work related compared to 14% of women's.
- 81% of men hold full driving license compared with 61 % of women.
- 80% of men compared to 11% of women travelled more than 30mins to work.

3.39 Women have different travel patterns than men and personal security is a key issue. However, security is often an issue of perception rather than reality, particularly when travelling after dark. This means that issues such as street lighting and security at public transport interchanges are often of concern.

3.40 Policies developed to address these issues have the potential to impact on the sustainability of the area (both positively and negatively and have therefore been considered during the Sustainability Appraisal.

### Race/ethnicity

3.41 Data from the 2001 Census suggests that 96.2% of Cheshire East population identified themselves as "White British". In the North West and England as a whole, this figure is 92.2% and 86.9% respectively. The data suggests that in 2001 Cheshire East had a much lower proportion of non-white residents than the North West or England, however, this data is likely to have changed substantially since 2001 and it should be interpreted with caution. Information from the Department for Transport's Paper 'Mobility in Adulthood: General Findings, Low Income, Ethnicity and Rural Communities (2008) states that:

- Adults from black and minority ethnic groups are more likely to depend on public transport than white adults.
- Fear from racial attacks and difficulties with language can create barriers to public transport use for those from black and ethnic minorities.
- Bus times often relate to out of date patterns of shopping and work and link to Christian holidays which often does not reflect the modern community.
- People in households of black or ethnic origin are least likely to have access to a car or to travel to work by car.
- However, 45 % of people of Indian origin are reported to have a car compared to 44% of white British or 39% of white Irish households.
- Research shows that 23% of young people from black and minority ethnic groups experienced harassment due to their colour, race or religion, on public transport.

3.42 Also reported is the exclusion of people in minority groups from the accessibility planning process and an overall inadequate understanding of the transport needs of minority and ethnic and faith communities.

### Households

3.43 In 2001, within Cheshire East there were 147,144 households; with an average household size of 2.36 with 25% of Cheshire East households being all pensioner households (compared to the North West average of 24%, and England & Wales average of 24%).

- 3.44 Housing need within Cheshire East is expected to increase as a result of predicted increases in the population and changes to family sizes and dynamics resulting from the increased number of divorces and separations (6% of the residents of Cheshire East were divorced in 2001). Coupled with these local conditions is Central Government's agenda to increase the supply of housing.
- 3.45 Therefore it is likely that the provision and capacity of transport infrastructure to support housing will be a significant element of transport policy documents produced for Cheshire East, (particularly as this will also need to take account of the ageing population of the area which will result in variation of transport and accessibility needs). Impacts of these policies have been considered.

#### Health (General)

- 3.46 Within Cheshire East in 2006, the crude death rate stood at 10; while the crude birth rate stood at 11. This indicates that the population is experiencing a level of natural growth (births are higher than deaths) however this is a lower rate than that experienced in the North West and in England and Wales.
- 3.47 Life expectancy within the three former authorities replaced by Cheshire East are indicated in the table below:

**Table 3-2: Life expectancy at birth**

Life expectancy at birth		
Area	Males	Females
Congleton Borough Council	78.2	82.0
Crewe and Nantwich Borough Council	76.9	80.7
Macclesfield Borough Council	78.8	82.5
North West Region	75.8	81.6
England	77.3	81.6

- 3.48 **Table 3-2** indicates that the life expectancy for both males and females within the three authorities replaced by Cheshire East is higher than the average for the North West of England.
- 3.49 A national survey performed with the intention of identifying the relative health of residents across the Country was performed by the Association of Public Health Observatories. This survey provided a rating for a variety of issues deemed to impact on the health of residents in a region. **Table 3-3** indicates the rating received by the three authorities which Cheshire East has replaced (Macclesfield, Congleton and Crewe and Nantwich) compared to the national averages.



**Table 3-3: Results of national health survey**

Domain	Indicator	England Worst	England Average	England Best	North West Average	Former Congleton Borough	Former Crewe and Nantwich Borough	Former Macclesfield Borough
Our communities	1 Deprivation	89.2	19.9	0.0	31.7	2.4	13.6	2.9
	2 Children in poverty	66.5	22.4	6.0	25.0	10.3	16.9	10.2
	3 Statutory homelessness	14.4	4.4	0.0	4.4	1.7	2.1	3.1
	4 GCSE achievement (5 A*-C)	35.8	60.1	82.7	60.3	73.4	53.3	82.7
	5 Violent crime	38.9	19.3	4.5	19.7	9.7	17.4	4.5
	6 Carbon emissions	20.6	7.6	4.6	7.6	8.9	8.0	9.8
Children's & young people's health	7 Smoking in pregnancy	38.8	16.1	4.4	20.8	20.3	20.1	20.3
	8 Breast feeding initiation	33.2	69.2	90.9	59.8	62.8	63.0	62.8
	9 Physically active children	63.3	85.7	99.2	85.8	89.4	90.5	91.1
	10 Obese children	16.1	9.9	4.9	10.2	6.5	8.3	9.7
	11 Children's tooth decay (at age 5)	3.2	1.5	0.4	2.0	1.0	0.9	1.5
	12 Teenage pregnancy (under 18)	83.1	41.1	12.5	45.4	24.3	43.9	25.2
Adults' health & lifestyle	13 Adults who smoke	40.9	24.1	13.7	26.0	18.9	25.3	16.9
	14 Binge drinking adults	28.9	18.0	9.7	23.0	21.3	22.2	21.1
	15 Healthy eating adults	14.2	26.3	45.8	23.6	27.4	24.4	28.9
	16 Physically active adults	7.5	11.6	17.2	11.1	12.0	9.8	15.5
	17 Obese adults	31.2	23.6	11.9	24.5	22.8	25.1	20.1
Disease and poor health	18 Under-15s 'not in good health'	20.8	11.6	6.4	12.4	7.9	9.3	6.7
	19 Incapacity benefits for mental illness	68.6	27.5	8.4	40.5	18.3	23.7	21.5
	20 Hospital stays related to alcohol	741.1	260.3	87.6	424.2	248.2	304.2	323.0
	21 Drug misuse	34.9	9.9	1.3	11.4	7.1	6.8	6.9
	22 People diagnosed with diabetes	5.9	3.7	2.1	3.9	3.7	4.1	3.5
	23 Sexually transmitted infections							
	24 New cases of tuberculosis	102.0	15.0	0.0	9.0	0.0	0.0	1.0
	25 Hip fracture in over-65s	699.8	479.8	219.0	493.9	402.7	507.0	425.7
Life expectancy and causes of death	26 Life expectancy – male	73.0	77.3	83.1	75.8	78.2	76.9	78.8
	27 Life expectancy – female	78.3	81.6	87.2	80.3	82.0	80.7	82.5
	28 Infant deaths	10.3	5.0	0.0	5.6	4.5	5.2	2.1
	29 Deaths from smoking	355.0	225.4	139.4	270.0	208.3	221.3	189.6
	30 Early deaths: heart disease & stroke	142.4	84.2	39.7	102.2	74.4	89.8	73.5
	31 Early deaths: cancer	167.8	117.1	76.7	131.0	113.7	126.0	95.9
	32 Road injuries and deaths	194.6	56.3	20.8	57.5	60.6	99.3	80.0

	Significantly worse than the England average
	Not significantly different to the England average
	Significantly better than the England average
	No significance can be calculated, or data is not available

3.50 The initial impression of the results is that the residents of Cheshire East (the three former authorities) are on average healthier than the average for England (and significantly healthier than the average for the North West).

3.51 However, there are a number of areas where residents of the Authority are worse off; the most prominent of these are: smoking during pregnancy; breast feeding initiation; binge drinking in adults; hospital stays related to alcohol; road injuries and deaths and healthy eating in adults. Data related to road safety is set out later in this section.

- 3.52 Limiting long-term illness is a self reported measure of someone's health, asking if a person has 'any long-term illness, health problem or handicap which limited work or daily activities', based on the 2001 Census, 16.8% of the population of Cheshire East had a limiting long-term illness compared with 20.7% of people in the North West and 17.9% of England & Wales.
- 3.53 At May 2008, 5.1% of the population of Cheshire East was claiming incapacity benefits, compared to 9.3% for the North West and 7% for England. This indicates that the health of the residents of Cheshire East's working population is on average better than that for the North West or England.
- 3.54 The LTP impacts on individuals' opportunity to partake in healthy activities – either through their ability to get to leisure opportunities, or in their decision to walk or cycle rather use their car. In this respect, “active travel modes” can be a form of activity that people can incorporate into their daily routine.

#### Health (Road Safety)

- 3.55 Within Cheshire East in 2006 the number of injuries and deaths resulting from collisions on the road is of significant concern; as highlighted in **Table 3-4** where road injuries and deaths in the Cheshire East area (performed for the three former authorities) are higher than the national average.
- 3.56 **Table 3-4** summarises the collision and casualty data for Cheshire East.

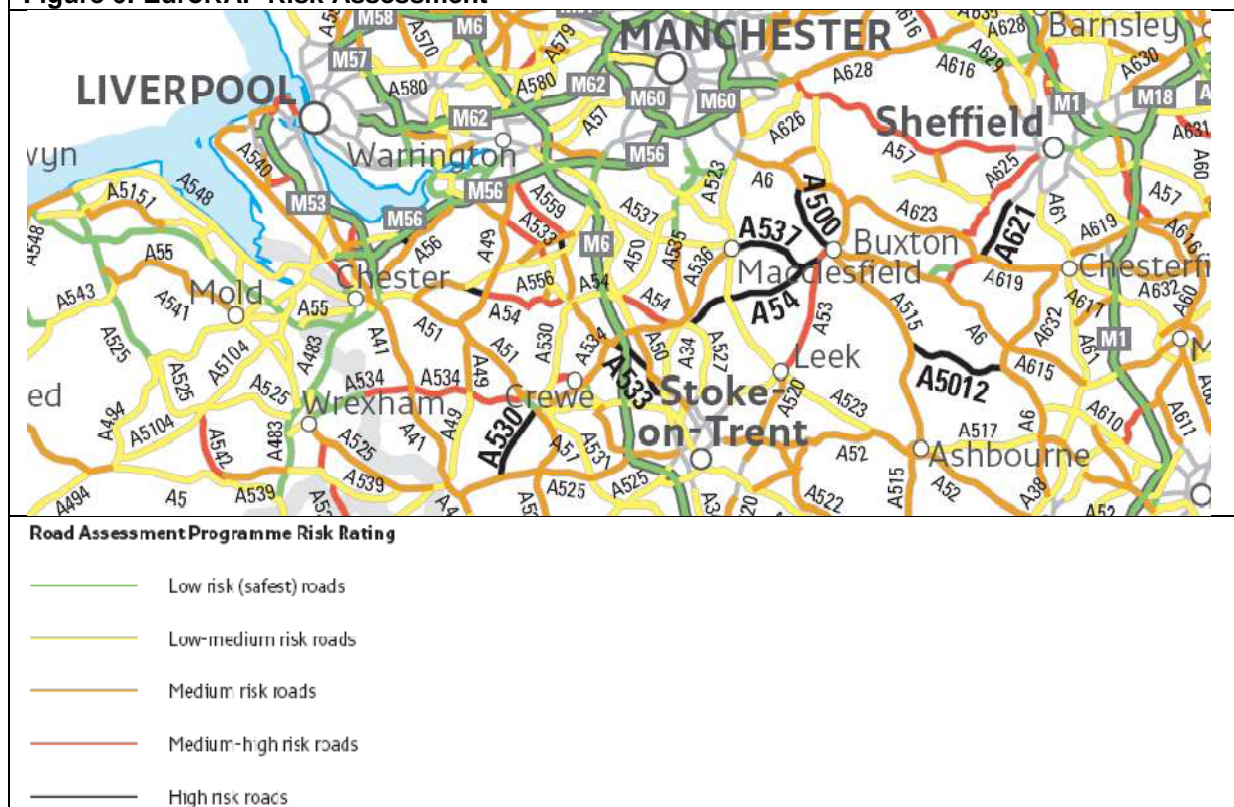
**Table 3-4: Road collisions and casualties in Cheshire East**

<b>Road collisions and casualties in Cheshire East</b>				
<b>Severity</b>		<b>2004</b>	<b>2005</b>	<b>2006</b>
Collision	Fatal	22	28	25
	Serious	203	254	225
	Slight	1,287	1,150	1,038
	Total	1,512	1,432	1,288
Causalities	Fatal	24	36	26
	Serious	237	291	252
	Slight	1,863	1,678	1,568
	Total	2,124	2,005	1,846

- 3.57 Data from the EuroRAP (European Road Assessment Programme) 2009 risk assessment identifies a number of key roads where road safety is a particular risk and roads in Cheshire East which were persistently higher risk. This information is presented in **Figure 6**, **Table 3-5** and **Table 3-6**.



**Figure 6: EuroRAP Risk Assessment**



**Table 3-5: Britain's persistently higher risk roads (2002-2004 & 2005-2007)**

Road No.	Description	Region/country	km	Road type <sup>1</sup>	No. RAS collisions 2002-04	EuroRAP Risk Rating <sup>2</sup> 2002-04	No. RAS collisions 2005-07	EuroRAP Risk Rating <sup>2</sup> 2005-07	% change in no. RAS collisions	% contribution of collision types (2005-07) <sup>3</sup>				
										Junctions	Head-ons	Run-offs	Pedestrians/cyclists	Other
A537	Macclesfield – Buxton (A54)	NW	12	Single	19	301.72	27	464.01	+42	22	11	7	4	56
A696	Penrith – Haydon Bridge	NE / NW	58	Single	35	330.21	35	327.42	0	14	26	37	6	17
A5012	A515 – A6	EM	15	Single	14	288.87	14	251.23	0	21	21	14	14	29
A621	A619 – Totley	EM	9	Single	17	299.96	12	235.60	-29	42	33	17	0	8
A5004	Whaley Bridge (A6) – Buxton	EM	12	Single	13	214.39	15	224.56	+15	20	13	33	0	33
A54	Congleton – Buxton (A53)	NW	24	Single	19	179.77	20	199.74	+5	15	25	20	20	20
A62	M62 J27 – A6110	Y&H	5	Single	10	153.03	9	198.20	-10	44	0	22	0	33
A255	Margate – Ramsgate	SE	8	Single	14	149.58	18	186.61	+29	22	6	0	61	11
A285	A27 – Petworth	SE	19	Single	23	223.05	18	166.49	-22	22	39	22	6	11
A675	M65 J3 – Bolton	NW	13	Single	24	253.75	17	159.74	-29	18	35	29	6	12

Table 3-6: Britain's highest risk roads when collisions involving motorcyclists are removed (2005-2007)

Road No.	Description	Region/country	len	Road type <sup>1</sup>	No. F&S collisions not involving motorcyclists	% of F&S collisions on section	% change in F&S collisions not involving motorcyclists (2002-04 vs. 2005-07)	EuroRAP Risk Rating <sup>2</sup> (all vehicles)	Contribution to EuroRAP Risk Rating from non-motorcyclists	% of non-motorcycle collisions by collision type <sup>3</sup>				
										Junctions	Head-ons	Run-offs	Pedestrians/cyclists	Other
A675	Higher Walton - M65 J3	NW	7	Single	9	69	50	275.71	190.87	56	22	0	11	11
A530	A525 - Nantwich	NW	13	Single	14	78	56	212.54	165.31	29	0	7	29	36
A675	M65 J3 - Bolton	NW	13	Single	15	88	-6	159.74	140.95	20	40	27	7	7
A126	A13 - Tilbury	E	13	Single	22	69	47	197.70	135.92	32	5	5	36	23
A930	Monifieth - A92	Scot	10	Single	8	89	-20	140.84	125.19	25	0	13	63	0
A5004	Whaley Bridge (A6) - Buxton	EM	12	Single	8	53	33	224.56	119.77	38	13	38	0	13
A255	Margate - Ramsgate	SE	8	Single	11	61	57	186.61	114.04	9	0	0	91	0
A6135	M1 J36 - Ecclesfield	Y&H	8	Mixed	10	83	67	135.01	112.51	30	10	20	30	10
A269	A271 - A259	SE	10	Single	11	100	38	111.67	111.67	55	27	9	9	0
A61	Barnsley - Wakefield	Y&H	10	Single	17	85	42	111.65	111.65	42	8	17	17	17

## Health (Crime)

- 3.58 In 2007/08, a total of 9,411 crimes were recorded in Cheshire East. Of these crimes 4,217 involved violence against the person; 199 were sexual offences; 194 involved robbery; 1,170 were burglary of dwellings; 770 involved theft from a motor vehicle; 2,156 involved the theft of a motor vehicle and 195 involved interfering with a motor vehicle. This represents a significant decrease in the number of crimes committed in all categories from the previous year (2006/07).
- 3.59 However, despite the reduction in the number of actual crimes committed within Cheshire East, fear of crime remains high. With a considerable number of respondents to locally performed surveys (performed for each of the three former authorities of Macclesfield, Crewe and Nantwich and Congleton) indicating they felt very (Macclesfield: 12%; Crewe and Nantwich: 14% and Congleton 11%) or quite (Macclesfield: 55%; Crewe and Nantwich: 49% and Congleton 39%) worried about being a victim of crime.
- 3.60 The Social Exclusion Unit 2003 report, "Making the Connections" highlighted the impact of crime, and the fear of crime, on the use of public transport and social exclusion. It is important that people feel safe and secure when using public transport to ensure that it is a viable alternative to car use and that fear of crime does not exacerbate social isolation or social exclusion.

### Health (Economic Impact)

- 3.61 It is difficult to assign economic costs to transport's impact on health but **Table 3-7** below taken from 'Making the case: improving health through transport' (Health Development Agency, 2005) sets out some identified economic costs.

**Table 3-7: Some Economic Costs of the Impact of Transport on Health**

Area	Economic Evaluation
Hospital and ambulance costs of injury	Cost £560 million (Great Britain)
Physical inactivity	Cost £8.2 billion (England)
Reduction in PM10 sulphur dioxide and ozone	Net benefit £1.69 - £1,295 million (Great Britain)
Implementation of 110 20mph zones in Kingston upon Hull	Cost £4 million Benefits £40 million

- 3.62 During the production of the LTP for Cheshire East the potential impact of policies on the health of both the residents and environment has been considered to seek to ensuring the positives outweigh the negatives.

### Education

- 3.63 Within Cheshire East in 2008, the percentage of students achieving level 4 and 5 during their key stage examinations (aged 10 or 11) in English, Mathematics and Science exceeded the national average level of attainment. The results for each of the three subjects for both Cheshire East and England are highlighted in **Table 3-8**.

**Table 3-8: Key stage performance in Cheshire East**

Key stage performance in Cheshire East			
Subject		Cheshire East	England
English	Level 4	84%	80%
	Level 5	38%	34%
Mathematics	Level 4	81%	77%
	Level 5	37%	32%
Science	Level 4	90%	88%
	Level 5	50%	46%

- 3.64 Within Cheshire East in 2008, the percentage of students achieving NVQ levels 1, 2, 3 and 4 exceeded that of students at regional and national levels. This is highlighted in **Table 3-9**.

**Table 3-9: NVQ attainment in Cheshire East**

NVQ attainment in Cheshire East			
NVQ level	Cheshire East	North West	Great Britain
NVQ1 and above	84.4%	78.3%	78.1%
NVQ2 and above	71.5%	64.0%	64.5%
NVQ3 and above	50.0%	44.0%	46.4%
NVQ4 and above	34.0%	25.4%	28.6%

- 3.65 Within Cheshire East in 2008, students performance in their GCSE examinations exceeds the national average, with 66.0% of students attaining 5 A\* - C, compared to an average of 64.8% for England.
- 3.66 Additionally, the performance of students in Cheshire East is increasing year on year, as the percentage of students achieving 5 A\* - C grades increases (2005: 60%, 2006: 61.8%, 2007: 63.1%, 2008: 66.0%).
- 3.67 Educational attainment in Cheshire East at all levels exceeds the regional and national averages, however, despite this (or perhaps as a result of this) within Cheshire East there is a significant disparity in relation to education.
- 3.68 This is indicated in the Index of Multiple Deprivation (an assessment of deprivation across the country); which highlights that in relation to education there are 6 super output areas (areas of the authority) within the 10% most deprived in the Country; and 33 within the 25% most deprived. The potential impact of transport planning policies on access to education has also been considered in the LTP.

#### Faith/religion

- 3.69 Under the Equality Act 2006, it is unlawful for someone to discriminate against a person because of their religion or belief (or because they have no religion or belief) this relates to:
- in any aspect of employment
  - when providing goods, facilities or services
  - when providing education
  - in using or disposing of premises or
  - when exercising public functions.
- 3.70 Under British anti-discrimination and human rights legislation you are also entitled to practice your religion or belief, express your views and get on with your day to day life without experiencing threats or discrimination. **Table 3-10** sets the religious beliefs of Cheshire East's population based on 2001 Census information.

**Table 3-10: Shows the percentage of Cheshire East's population and their religious beliefs**

Religion	England (as %)	North West (as %)	Cheshire East population (as %)
Christianity	71.7	78.3	80.3
Buddhist	0.3	0.2	0.2
Hindu	1.1	0.4	0.2
Jewish	0.5	0.4	0.2
Muslim	3.1	3.0	0.4
Sikh	0.7	0.1	0.0
Any other religion	0.3	0.2	0.2
No religion	14.6	10.5	12.2
Religion not stated	7.7	7.2	6.5

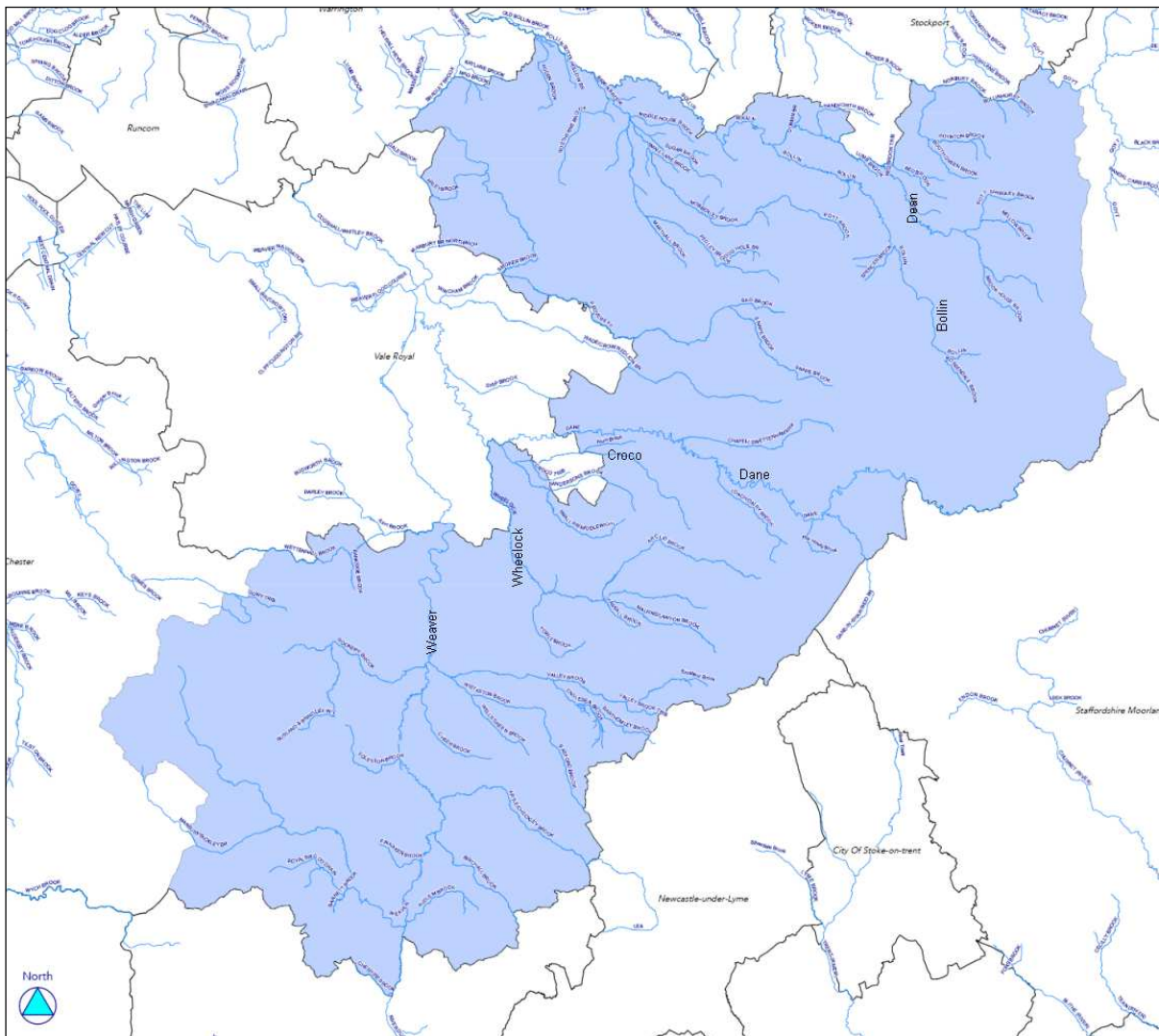


## **Water and Soil**

### **Water Quality**

- 3.71 Rivers are an important part of Cheshire East's environment; supporting an array of flora and fauna (amphibians, fish and invertebrates), additionally they also form an important link between otherwise fragmented habitats, acting as wildlife corridors.
- 3.72 Rivers are also an important source of water for humans (both directly for drinking and indirectly for agricultural and industrial activities; additionally they often provide an important recreational resource).
- 3.73 There are a number of rivers that cross through the Authority including the Weaver, Wheelock, Croco, Dane, Bollin and Dane. The location of these and other rivers and their tributaries are indicated in **Figure 7**.

**Figure 7: Rivers in Cheshire East**



(Taken from the Macclesfield Borough Council: Strategic Flood Risk Assessment produced by JBA Consulting)

- 3.74 The biological and chemical quality of water within Cheshire East is identified in **Table 3-11**.

**Table 3-11: Biological and chemical quality of rivers in Cheshire East**

Water quality of rivers in Cheshire East				
Water quality		2004	2005	2006
Biological	Good	24.8%	28.4%	32.1%
	Fair	59.9%	57.1%	55.0%
	Poor	14.5%	14.2%	11.7%
	Bad	0.0%	0.3%	1.2%
Chemical	Good	38.4%	42.1%	48.5%
	Fair	53.9%	49.2%	42.7%
	Poor	7.7%	8.0%	8.5%
	Bad	0.1%	0.7%	0.2%

- 3.75 The biological quality of water within Cheshire East has overall experienced an improvement in quality. However the extremes of water quality have also increased, with a higher proportion (7.3% more) of water in the rivers classified as good in 2006 than in 2004; while similarly the percentage of water classified as bad has increased by 1.2% between 2004 and 2006.
- 3.76 The chemical quality of water within Cheshire East can be adjudged to have experienced a slight improvement. As the percentage of water deemed good increased from 38.4% to 48.5% (10.01% increase) between 2004 and 2006. while, the percentage of water deemed poor has only increased by 0.8% between 2004 and 2006; and the percentage of water deemed bad has increased by only 0.1% between 2004 and 2006, while this level has more recently decreased by 0.5% between 2005 and 2006.
- 3.77 Water quality is difficult to control directly through transport planning policy. However it can be positively influenced through the Water Framework Directive a European Directive which encourages the production of River Basin Management Plans that promote efficient use of drinking water, matching capacity and demand of wastewater infrastructure, control of surface water run-off, use of Sustainable Drainage Systems and manage discharges from industrial development. These benefits can be encouraged through the development of supporting policies in the Local Development Framework and the consideration best practice in relation to highway design.

### Flood Risk

- 3.78 Flooding of land adjacent to rivers is a natural process, and in the right place can be a desirable outcome, resulting in: the increase of the fertility of land, reductions to water speed in rivers and minimisation of risk of flooding in developed areas. However, flooding also has the potential to result in significant negative impacts such as damage to highway infrastructure, severance of important transport connections and potentially loss of life.
- 3.79 During the production of the Local Development Framework Core Strategy for Cheshire East the potential impact of designations on flood risk must be assessed through Strategic Flood Risk Assessments (performed for each of

the three former authorities of Congleton, Crewe and Nantwich and Macclesfield), facilitation of Surface Water Management Plans (working with various agencies who may contribute to flood risk assessment) and Catchment Flood Management Plans. Additionally it must be ensured that local policies correspond with regional and national policies aiming to reduce flood risk.

- 3.80 The implications on transport policy on flood risk, particularly in relation to highways and transport infrastructure, has been considered with a view to avoiding significant impacts on maintenance, safety and connectivity.

## Waste

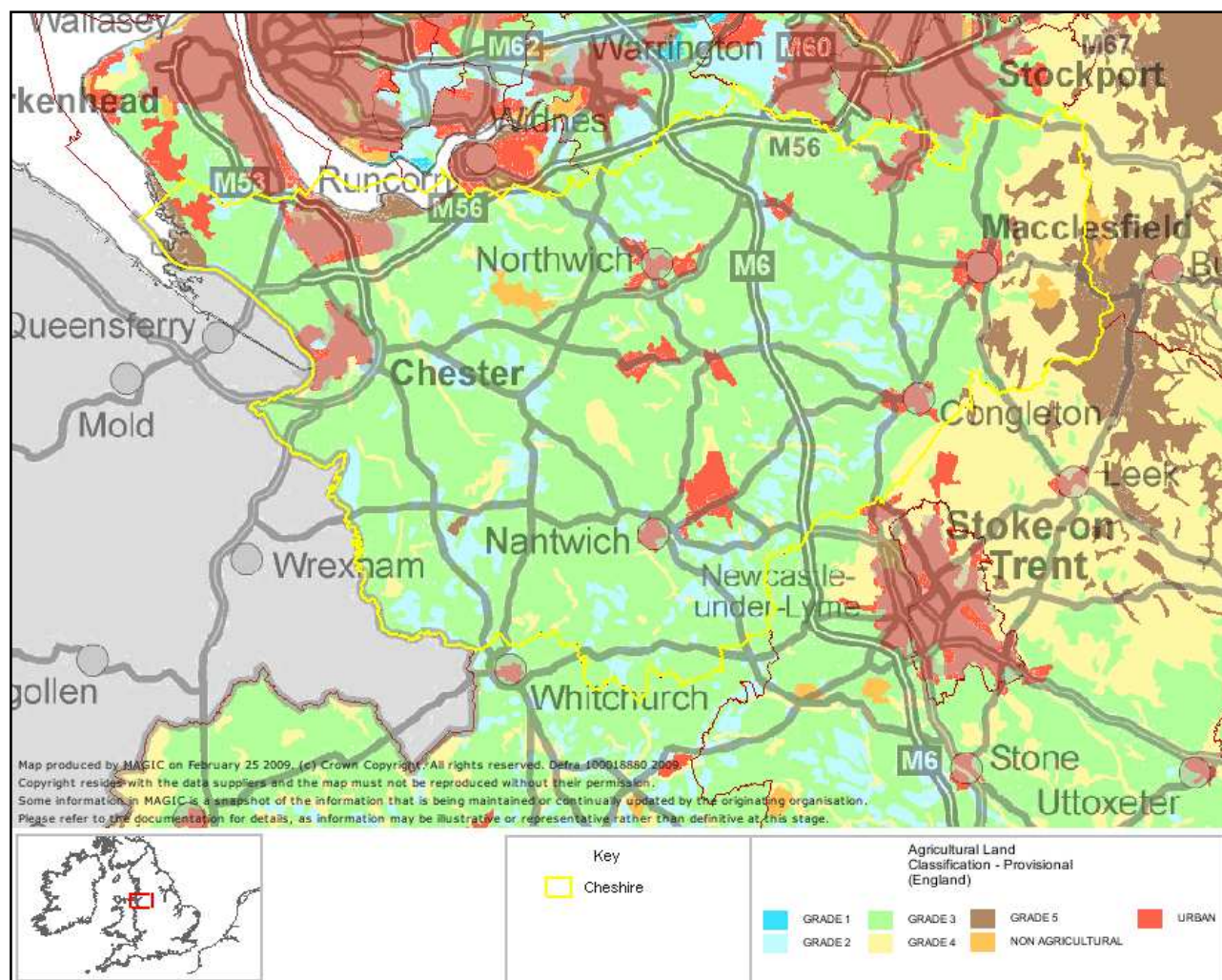
- 3.81 In the past the majority of household waste was disposed of in landfills, which resulted in significant environmental problems, including:
- Loss of valuable landfill space
  - Reduction in levels of raw materials (many of which are finite)
  - Pollution of the air, land and water
  - Release of green house gases during the decomposition of material
  - Access by heavy vehicles
- 3.82 According to the waste hierarchy, the most sustainable way to manage waste is to avoid producing it in the first place (minimisation) followed by reuse and recycling.
- 3.83 Within Cheshire (incorporating both Cheshire East and Cheshire West and Chester) in 2007/08 an average of 567kg of waste per head was produced; this was lower than the previous year of 2006/07 in which 590kg of waste per head was produced.
- 3.84 Within Cheshire (incorporating both Cheshire East and Cheshire West and Chester) the levels of waste recycled and composted by households has increased between 2006/07 and 2007/08, from 17.9% to 20.94% for recycling and 18.29% to 20.10% for composting.
- 3.85 The combined total waste recycled and composted in 2007/08 in Cheshire (incorporating both Cheshire East and Cheshire West and Chester) equate to 41.04% of the total waste generated in a household, this exceeds the national target for 2007/08 of 25%, this is a positive scenario.
- 3.86 During the production of the LTP for Cheshire East the implications of waste management has been considered.

## Soil

- 3.87 Soil is a central aspect of the environment; storing and recycling nutrients and water and providing the medium for growth of the majority of flora (which in turn supports the rest of life either directly or indirectly).
- 3.88 Within Cheshire (Cheshire East and Cheshire West and Chester) agricultural land is of fairly average quality, as there is less grade 1, 2, 4 and 5 than averaged both regionally and nationally, while there is significantly more grade 3 (average quality land) than both the regional and national averages.



- 3.89 **Error! Reference source not found.** highlights the distribution of agricultural land in Cheshire East and the area surrounding it (note the borough boundary is not depicted).



**Figure 8: Agricultural land quality across Cheshire East and the surrounding area**

- 3.90 Contaminated Land is land that has been polluted or harmed in some way rendering it unfit for safe development and most practical uses. Contaminated Land can cause blight to wide areas as well as potentially causing physical harm to residents, occupiers and other environmental resources.
- 3.91 Securing the clean-up of contaminated land not only has economic benefits it also has environmental benefits and is a key element in bringing previously developed land back into beneficial use.
- 3.92 Remediation of Contaminated Land is fundamentally sustainable. It not only unlocks sites for development that may be blighted, it removes harm from site occupiers as well as groundwater and surface water resources and can trigger wider environmental and economic benefits that regeneration brings.



3.93 Impacts of policies on soil quality and contaminated land have been considered.

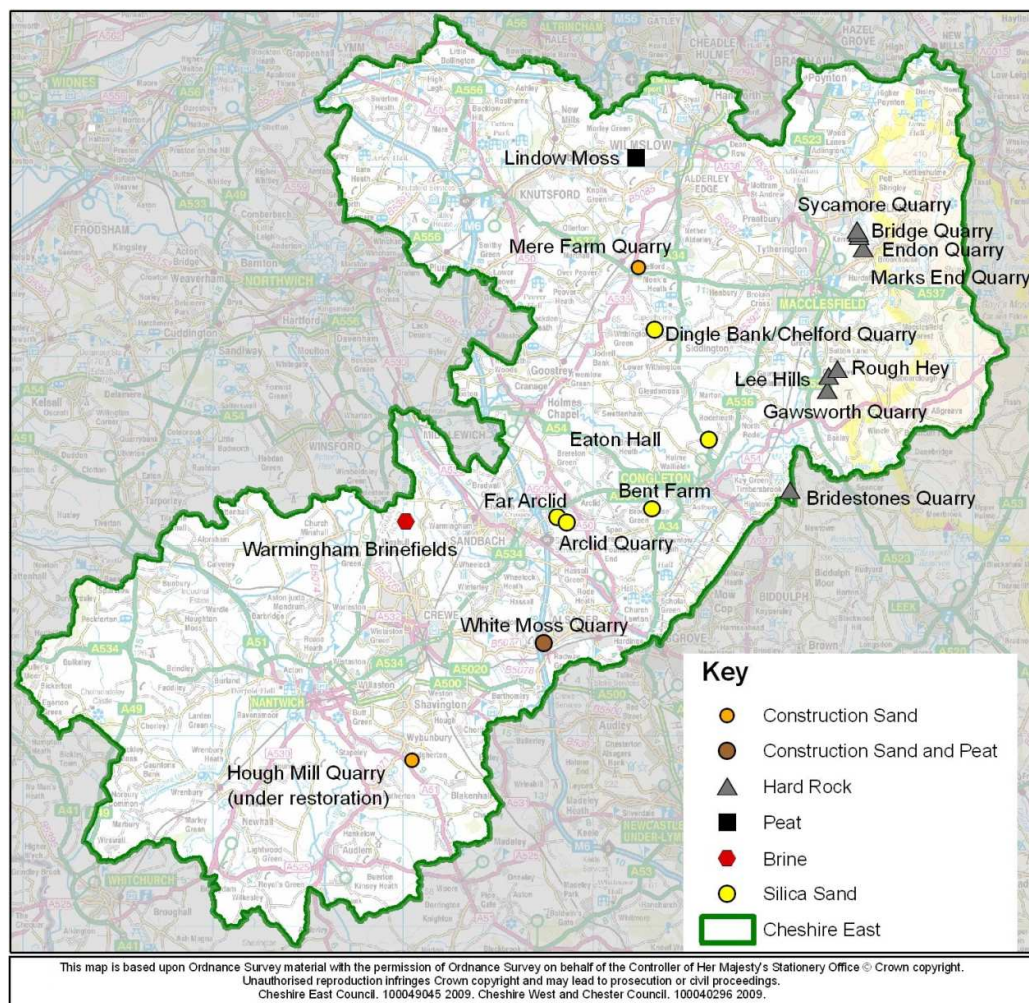
#### Minerals

3.94 Nationally, mineral extraction is of high importance as it provides raw materials for a variety of processes, including construction, manufacturing and industrial activities. Mineral extraction within Cheshire East is of additional importance due to the deposits of vital material including construction sand, silica sand, brine and hard rock.

3.95 Cheshire East contains 17 mineral working sites (as of September 2007), these are:

- 2 sites for the extraction of Construction Sand (however one is in the process of being restored).
- 2 sites for the extraction of Peat.
- 4 sites for the extraction of Silica Sand.
- 1 site for the extraction of Brine.
- 8 sites for the extraction of Hard Rock (however one site is dormant but can become active, and another has not commenced operations but can become active).

3.96 The distribution of the 17 mineral sites in Cheshire East is indicated in **Figure 9**.



**Figure 9: Location of mineral extraction sites in Cheshire East**

- 3.97 During the production of the Development Plan (which includes the Core Strategy) provision should be made for a steady and adequate supply of a range of minerals to meet the region's apportionments of land-won aggregates.
- 3.98 This necessity has significant implications for sustainability as mineral extraction is an invasive activity and has significant potential to negatively effect the environment; including the impact of transportation requirements of key sites. As such, the potential impact of policies socially, environmentally and economically must be assessed; with the intention of ensuring the positives outweigh the negatives and adverse effects are avoided on all environmental median (air, water and land quality).
- 3.99 The LTP has considered the transport implications of heavy vehicle access in Cheshire East generally.

## **Air & Noise**

### **Air**

- 3.100 In recent years there has been a growing body of evidence to suggest that poor air quality may have a cumulative effect (pollutants building up in the

body), which may be chronic for sensitive individuals, additionally these pollutants are greenhouse gases, contributing to climate change.

3.101 In addition to impacts on human health, annual levels of nitrogen oxides (mainly from traffic) and sulphur dioxide (mainly from industrial processes) can impact on vegetation and disrupt natural ecosystems. Air pollutants can also lead to the soiling and corrosion of buildings and monuments.

3.102 Since December 1997 each local authority in the UK has been carrying out a review and assessment of air quality in their area. This involves measuring air pollution and trying to predict how it will change in the next few years.

3.103 If a local authority finds any places where the objectives are not likely to be achieved, it must declare it an Air Quality Management Area. Following this declaration the authority must produce an Air Quality Action Plan, showing how it intends to work towards achieving the national air quality objectives.

3.104 Within Cheshire East 12 areas of the authority have been identified as Air Quality Management Areas, these are:

A6 Disley	M6 (Junction 18) Cranage
A556 Mere	A534 / A5022 Sandbach
A50 Knutsford	A534 Nantwich
A523 Macclesfield	A534 Crewe
A34 Congleton (two areas)	A532 Crewe
A54 Congleton	

3.105 Although the sources of air pollution across the borough are varied a significant contributor is that resulting from methods of road transport. Methods of travelling to work and percentage of the borough's population utilising them (based on the 2001 census) are set out in **Table 3-12**.

**Table 3-12: Methods of travelling to work**

Methods of travelling to work	
Method	Percentage of the Working Age Population (16-74) in employment or FT education
<i>Car &amp; Van</i>	68.9%
<i>Home Working</i>	5.8%
<i>Walking</i>	8.5%
<i>Passengers in a Car</i>	6.4%
<i>Bicycle</i>	3.4%
<i>Minibus, Bus &amp; Coach</i>	3.4%
<i>Train</i>	1.6%
<i>Motorcycle, Scooter, Moped</i>	1.0%
<i>Other Means</i>	0.5%
<i>Metro, Light Tram/Rail</i>	0.1%

3.106 The figure highlights the reliance amongst residents of Cheshire East on private transport, with 75.3% of the population travelling to work by van or car

(either as driver or passenger), compared to only 17.0% of the population who walk, use a bike or public transport.

- 3.107 This is exacerbated by the high percentage of the population that drive long distances to work, with 14.9% of the Cheshire East working population travelling over 20km to work compared to an average of only 10.2% for the North West. This reliance on private vehicles and the number of long distance journeys performed simply to access work has significant implications for air quality in the area.
- 3.108 LTP policies aim to encourage the reduction in the levels of emissions. The LTP supports the emerging LDF Core Strategy and Development Plan Documents by:
- Ensuring development occurs in sustainable locations to reduce reliance on private transport.
  - Attempting to reduce the reliance on cars, through provision of alternative forms of transport.

#### Noise

- 3.109 Noise action plans are a requirement of the Environmental Noise Directive or END (Directive EC 2002/49/EC). The END has been transposed into English law via the Environmental Noise (England) Regulations 2006. The END required Member States to produce strategic noise maps for major roads, major railways, major airports and agglomerations (initially with populations greater than 250,000). The maps should inform noise action plans by identifying priority locations. The competent authority for producing the maps and subsequent action plans for major roads outside of agglomerations is the Secretary of State.
- 3.110 First Priority Locations defined by mapping in Cheshire East (non Highways Agency):
- Middlewich – A54 eastern and western extents of town and towards Sproston Green.
  - Crewe – A530 near Wistaston
  - Plumley – A556 (various properties between Lostock Gralam and M6.
  - Knutsford – A50 north of town
  - Alderley Edge – A34 south of Harden Park
  - Wilmslow – A538 north of town
  - Macclesfield – A523 Gas Road
  - Macclesfield – A523 near Butley
  - Adlington – A523 (also railway priority)
- 3.111 In addition, the Manchester agglomeration highlights the following road locations:
- Wilmslow – A538 Manchester Road south of Bollin roundabout
  - Wilmslow – A5102 Adlington Road nr Wilmslow Park Road
  - Alderley Edge – A34 London Road in village
  - Poynton – A523 London Rd N nr South Park Drive.

3.112 LTP policy has considered action plans for tackling noise related to roads.

### **Climatic Factors**

3.113 Climate change is the formal term given to the fluctuation of the world's temperature. Although this issue has increased in importance in recent years this process is not a new phenomenon – it has been happening for millions of years.

3.114 However in the last 100 years or so, the Earth's surface and lowest part of the atmosphere have warmed up on average by about 0.6°C, this represents a rapid increase, exceeding that experienced during the normal patterns of climate change.

3.115 During this period, the amount of greenhouse gases in the atmosphere has notably increased, largely as a result of the burning of fossil fuels for energy and transportation and land use changes (intensive cultivation of land for farming and rapid urbanisation).

3.116 Due to this, over the last 20 years concern has grown that these two phenomena are, at least in part, associated with each other. That is to say, that the increasing rate of global warming is now considered to be most probably resulting from human activities resulting in the release of greenhouse gases.

3.117 Whilst other natural causes of climate change, including changes in the amount of energy coming from the sun and shifting patterns of ocean circulation can cause global climate to change over similar periods of time, the balance of evidence now indicates that there is a discernible human influence on the global climate.

3.118 As a result of this it has been internationally agreed that human greenhouse gas emissions must be strictly controlled, with the intention of causing step reductions in their levels. England has set the following statutory targets for the reduction of climate change:

- 34% reduction (relative to 1990) by 2020.
- 80% reduction (relative to 1990) by 2050.

3.119 In order to achieve these objectives the effective management of human activities, particularly transport and development must be achieved. Within Cheshire East, targets for the reduction of greenhouse gas emissions may be more challenging, as there is a greater reliance on activities which generate these gases.

3.120 LTP policies have been incorporated to encourage the reduction in the levels of transport related emissions of greenhouse gases. By

- Ensuring development occurs in sustainable locations to reduce reliance on private transport.



- Increasing the use of low carbon travel and low emission vehicles.

## **Cultural Heritage and Landscape**

### **Heritage Designations**

- 3.121 Cultural Heritage is the legacy of physical artefacts and intangible attributes inherited from past generations and maintained for present and future generations. Surviving heritage is often unique and irreplaceable, which places the responsibility of preservation on the current generation.
- 3.122 There are a variety of formal designations developed to protect the cultural heritage present across the country, devised with the intention of preserving them for current and future generations.
- 3.123 The impact of policies and proposals within the Cheshire East LTP on the various sites of cultural heritage designated across the borough have been considered, (to ensure they are in line with the objectives behind the actual designations). A summary of the key designations and an indication of their distribution is highlighted below.

### **Conservation Areas**

- 3.124 Conservation Areas are areas of special architectural or historic interest designated by the Council. The aim of designating Conservation Areas is to conserve and enhance the special character of areas by preserving existing buildings and features and promoting their appropriate enhancement.
- 3.125 Within Cheshire East there are 78 Conservation Areas of varying sizes and scales; the location of these areas is indicated in **Figure 10**. Within and adjoining these areas there is a statutory duty to pay 'special attention' to development with the intention of preserving/enhancing its character or appearance. This can be achieved through careful control of development and transportation impacts both within and adjacent to the Conservation Area.

### **Designated Areas**

- 3.126 Part of the east of the borough lie within the Peak District National Park, and as such regard must be given to Section 6 of the Environment Act (1995) which places a duty on all authorities undertaking work in a national park. The Peak District is Britain's oldest national park, established in 1951 and also covers areas of Derbyshire, Greater Manchester, Staffordshire and South Yorkshire. The economy of the area is predominantly based on tourism, agriculture and manufacturing. There are no Areas of Outstanding Natural Beauty within Cheshire East.

### **National Character Areas**

- 3.127 England has been divided into 159 National Character Areas. These are defined as areas which display the same landscape characteristics. The National Character Areas which fall within Cheshire East are detailed below:

- NCA 53: South West Peak – This NCA occupies an area of upland and foothills in the western part of the Peak District National Park. The area roughly covers the land bounded by Whaley Bridge, Macclesfield, Leek and Buxton. The area is sparsely populated with no major settlements within the area which extends between Whaley Bridge, and the outskirts of Macclesfield, Leek and Buxton. To the north, the area blends into the Dark Peak but is bounded by the distinctly different character areas of the White Peak to the east and the Shropshire, Cheshire and Staffordshire Plain to the west.
- NCA61: Shropshire, Staffordshire and Cheshire Plain – This NCA covers the majority of Cheshire East and is characterized by gently rolling countryside interspersed with sandstone ridges. The significant settlements of Macclesfield, Congleton and Crewe all lay within this area. The predominant land use is pastoral farming.
- NCA62: Cheshire Sandstone Ridge – This NCA occupies a narrow strip of land running roughly north-south. The area is surrounded on three sides by the Shropshire, Staffordshire and Cheshire Plain and borders the Mersey Valley NCA to the north. The area contains no significant settlements but a number of smaller villages. The land is generally agricultural in nature though of a lower quality than the surrounding plain.

### *Listed Buildings*

3.128 The purpose of listing a building is to mark and celebrate its special interest, whilst simultaneously providing it with formal protection under the planning system. There are three principal grades for listed buildings, which indicate the relative importance of the building to the cultural heritage of the nation.

- Grade I is of greatest importance. Buildings designated Grade I are considered to have outstanding architectural or historic interest.
- Grade II\* is of high importance. Buildings designated Grade II\* are considered to have outstanding architectural or historic interest.
- Grade II is of importance. Buildings designated Grade II are considered to have special architectural or historic interest.
- Listed buildings not graded I, II or II\* are either subject to unrevised ecclesiastical grades or buildings not assigned a grade.

3.129 Within Cheshire East there are 2644 listings (however one listing may cover a number of buildings). The number of listings of each of the types is highlighted in **Table 3-13**; their locations are shown in **Figure 10**.

**Table 3-13: Listed Buildings in Cheshire East**

Listed Buildings in Cheshire East	
Grade	Number of buildings
<i>Grade I</i>	47
<i>Grade II*</i>	178
<i>Grade II</i>	2417
<i>Other Grades</i>	2
<b>Total</b>	<b>2644</b>

### *Scheduled Ancient Monuments*

- 3.130 Scheduled ancient monuments are historically important sites and monuments which have been placed on a schedule in order to give them legal protection, with the intention of preserving them.
- 3.131 Within Cheshire East there are 108 Scheduled Ancient Monuments, their locations are indicated in the figure below, which highlights the high proportion located in the north of the borough.

### *Registered Parks and Gardens*

- 3.132 Parks and gardens of historic interest can be protected through inclusion in the register of parks and gardens maintained by English Heritage. Parks and gardens are deemed worthy of inclusion in the register if they are seen as a distinctive and much cherished part of our inheritance. Within Cheshire East there are 17 registered parks and gardens, the distribution of these sites is indicated in the figure below.

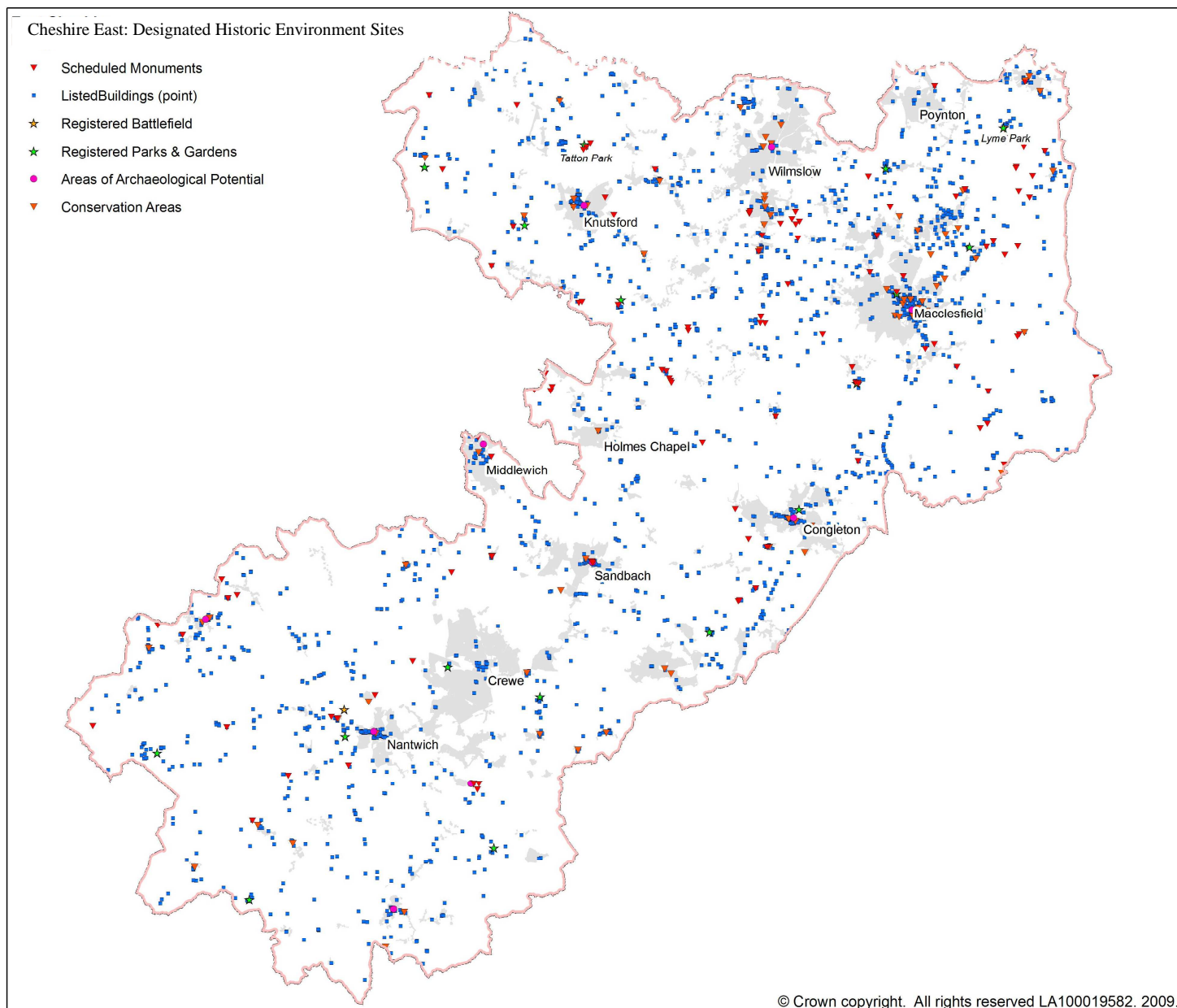
### *Areas of Archaeological Potential*

- 3.133 Areas of archaeological potential are parts of the country where it is deemed likely that buried archaeology has survived. These sites are designated to inform those involved in planning and development of the possibility of disturbing archaeology during development, thus allowing appropriate steps to be taken (either relocating the development or methods of mitigating the negative impacts). Within Cheshire East there are 10 areas of archaeological potential, their distribution is indicated in figure below.

### *Registered Battlefields*

- 3.134 Registered battlefields are sites of historic significance where important battles took place. These sites are placed on a register maintained by English Heritage with the intention of preserving them for current and future generations.
- 3.135 Within Cheshire East there is only 1 registered battlefield, that of the 1644 Battle of Nantwich, the site of a key battle during the Civil Wars of the 17th century. The location of this site is highlighted in the figure below.





**Figure 10: Cheshire East: Designated Historic Environment Sites**

### *Landscape*

3.136 Cheshire East has a wide and varied landscape that is of significant value for both the provision of habitats to flora and fauna and as a key resource for recreation.

### *Green Belt*

3.137 Green Belts are designated in order to check urban sprawl, safeguard the surrounding countryside, prevent neighbouring settlements from merging, preserve the setting and special character of historic towns, and assist urban regeneration.

3.138 Within Cheshire East 40,630ha of land is designated as Green Belt. This Green Belt has been strategically designated as a result of the presence of the Manchester Conurbation to the North and The Potteries Conurbation

### *Geo-diversity*

3.139 Geo-diversity is the diversity of minerals, rocks (whether 'solid' or 'drift'), fossils, soils, land forms and geological processes that constitute the topography, landscape and the underlying structure of the Earth.

3.140 The diversity of the geology of an area can be estimated through the presence of Geological Conservation Review sites, (sites within Britain identified due to their geological and geomorphological value). Cheshire East contains 7 of the 10 Geological Conservation Review sites in Cheshire, indicating the diversity of the geology of the area. The 7 sites in Cheshire East along with the reason for their inclusion in the review are highlighted in **Table 3-14**.

**Table 3-14: Geological Conservation Review sites in Cheshire East**

<b>Geological Conservation Review sites in Cheshire East</b>	
<b>Site</b>	<b>Reason for inclusion</b>
Alderley Edge	A good example of the geology of the Peak District, Leicestershire, Cheshire & Shropshire.
Rostherne Mere	Due to the presence of Karsts (Caves).
Moston Long Flash	Due to the presence of Karsts (Caves).
River Dane, near Swettenham	An example of the fluvial geomorphology of England.
Wybunbury Moss	A good geological record of Earth history over the last 2.4 million years (Quaternary geology of the Pennines).
Pot Bank Quarry	A good geological record of Earth history from 327 to 310 million years ago (Namurian geology of England & Wales).
Lud's Church	An example of the natural process of mass movement (downward movement under gravity, on land, of a mass of superficial or surface-rock material, including landslide and 'creep' features).

### *Green Flag Award*

3.141 The Green Flag Award scheme is the national standard for parks and green spaces across England and Wales. The award scheme began in 1996 as a means of recognising and rewarding the best green spaces in the country. It was also seen as a way of encouraging others to achieve the same high environmental standards, creating a benchmark of excellence in recreational green areas.

3.142 There are 3 open spaces within Cheshire East that were given green flag award status in 2008/09, these are:

- Bollington Recreation Ground, Bollington
- Congleton Park, Congleton
- Brereton Heath Local Nature Reserve, Brereton

3.143 Previous open spaces that have received green flag award status include:

- Tatton Park, Knutsford
- Astbury Mere Country Park, Alsager

### **Social Inclusiveness & Accessibility**

3.144 Social exclusion has the potential to occur when people within a community are relatively deprived socially, economically or environmentally; the greater the level of deprivation the increased potential for exclusion to occur. Social exclusion can lead to increased rates of crime, poor educational achievement, poor living conditions and reduce the quality of housing stock.

3.145 The 2003 Social Exclusion Unit report “Making the Connections: Transport and Social Exclusion” set out the way in which poor transport can contribute to social exclusion. The need to ensure all communities have good access to work, learning, healthcare, food shopping and other key activities is recognised as a function of service delivery, location, transport (availability, quality, understanding and travel horizons). There are a range of deprivation indicators that have been developed to assist in assessing and comparing ‘deprivation’ and “accessibility”, which effectively identifies those areas or communities which may require improvement and action.

### **Deprivation**

3.146 The Index of Deprivation (2007 based primarily on 2005 data) is one of the most effective means of identifying deprivation as it combines a number of indicators, chosen to cover a range of economic, social and environmental issues. It then produces an overall score identifying the level of deprivation in a super output area (this score or rating allows direct comparison of the levels of deprivation within an area).

3.147 Through this rating the least and most deprived Super Output Areas in an authority can be identified and their level of deprivation compared to all super output areas (how deprived an area is from a national perspective). The results of this survey are indicated in **Table 3-15**.

**Table 3-15: Results of the 2007 Index of Deprivation**

<b>Results of the 2007 Index of Deprivation</b>				
	<b>Super Output Areas amongst the 25% most deprived in the country</b>	<b>Super Output Areas amongst the 10% most deprived in the country</b>	<b>Super Output Areas amongst the 25% least deprived in the country</b>	<b>Super Output Areas amongst the 10% least deprived in the country</b>
<b>Income</b>	21	3	110	61
<b>Employment</b>	24	5	89	31
<b>Health deprivation</b>	23	1	77	21
<b>Education skills</b>	33	6	119	60
<b>Barriers to housing</b>	27	11	112	60
<b>Crime</b>	21	3	129	45
<b>Living environment</b>	28	11	94	39
<b>Total</b>	17	3	119	71

3.148 The table indicates that within Cheshire East a greater percentage of Super Output Areas are within the least deprived than within the most deprived in England.

3.149 This would indicate that social inclusiveness across the authority is fairly high. However as there are a number of Super Output Areas within the 25% and 10% most deprived in the Country there is the potential for social exclusion to be present. In addition to this there is also the potential that areas of deprivation (which could potentially result in exclusion) may be masked by the presence of less deprived areas within the Super Output Area.

#### *Accessibility*

3.150 Cheshire East undertook a Strategic Accessibility Assessment in 2009 that sought to identify “those most in need” and those who have the most difficulty in accessing essential services.

3.151 Three significant themes were identified through the Strategic Accessibility Assessment, these were:

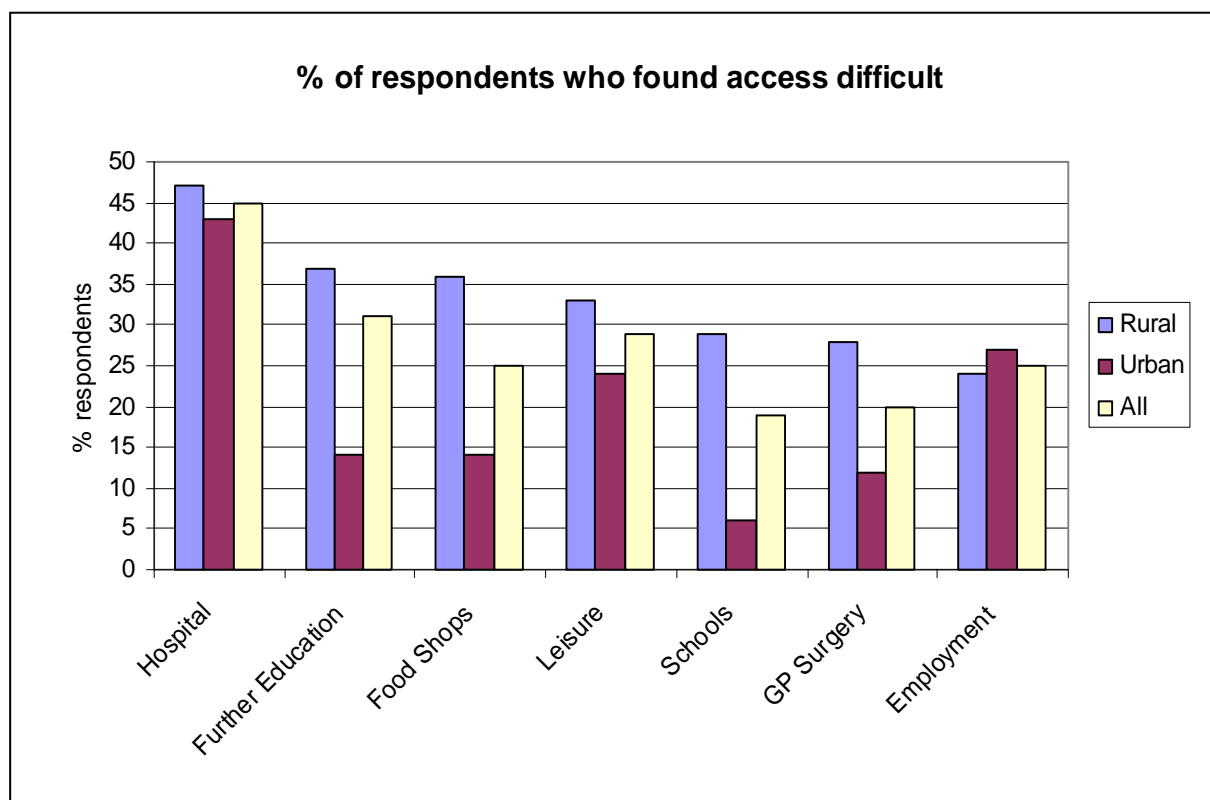
- Access to key services from rural areas, particularly for older people;
- Access to health care; and
- Access to employment, particularly from areas of deprivation

#### *Access from Rural Areas*

3.152 The chart below focuses on the respondents to a survey who found access difficult and illustrates the difference in response between those who live in urban areas and those who live in the rural areas of Cheshire East.

3.153 Across six of the seven key services, a larger proportion of respondents from rural areas found access difficult in comparison to respondents from urban areas. The services with the greatest variation in response between rural and urban respondents are further education, schools and food shops. 37% of respondents from rural areas found access to further education difficult, in comparison to 14% in urban areas. In addition, 29% of respondents from rural areas found access to schools difficult, in comparison to 6% in urban areas.

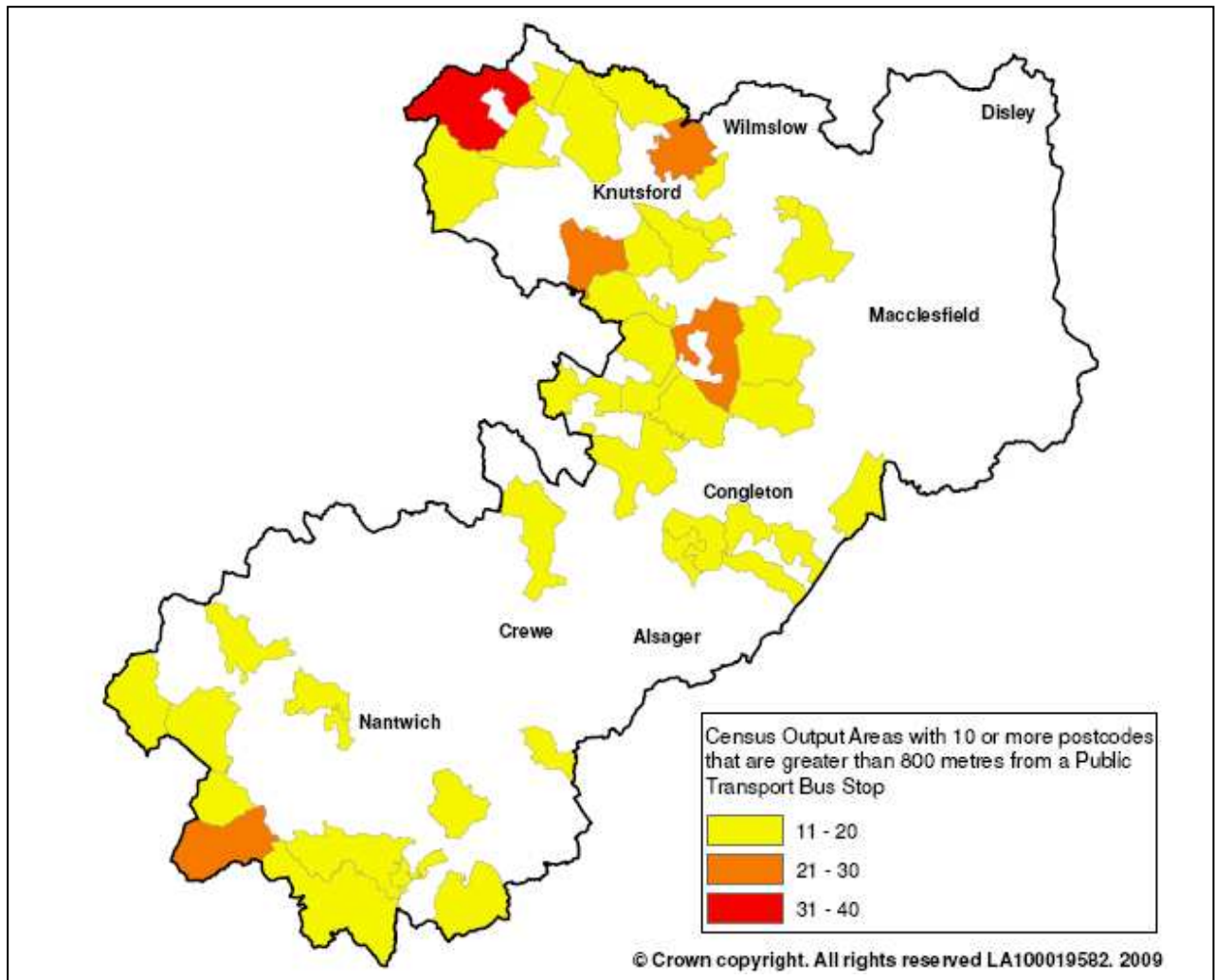
**Figure 11: Access difficulties in Cheshire East**



3.154 Overall, The assessment survey results suggest that those who live in rural areas find it more difficult to access a range of key services

3.155 **Figure 12** illustrates the areas of Cheshire East with a high concentration of postcodes which are further than 800 metres from a bus stop served by a conventional fixed route bus service. These areas are considered to have “limited access” to public transport, although it should be made clear that any flexibly routed services (i.e. demand responsive transport) or community transport services (i.e. Dial a Ride) are not captured within the mapping analysis.

3.156 The red area on the map has between 31 and 40 postcodes which are further than 800 metres from a bus stop served by a fixed route service. The map illustrates potential “action areas” which Cheshire East may wish to focus on as part of their local accessibility assessment. The households with “limited access” to public transport have less travel options available when accessing local key services.



**Figure 12: Distance from Bus Stop**

3.157 During the consultation, some respondents who live in rural areas felt they have no option but to travel by car, which is unsustainable and becoming increasingly expensive with the rise in fuel prices. It was recognised that as people get older they may not be able to continue driving to access services, and households with no private transport, or one car households, are particularly at risk.

#### *Access to healthcare*

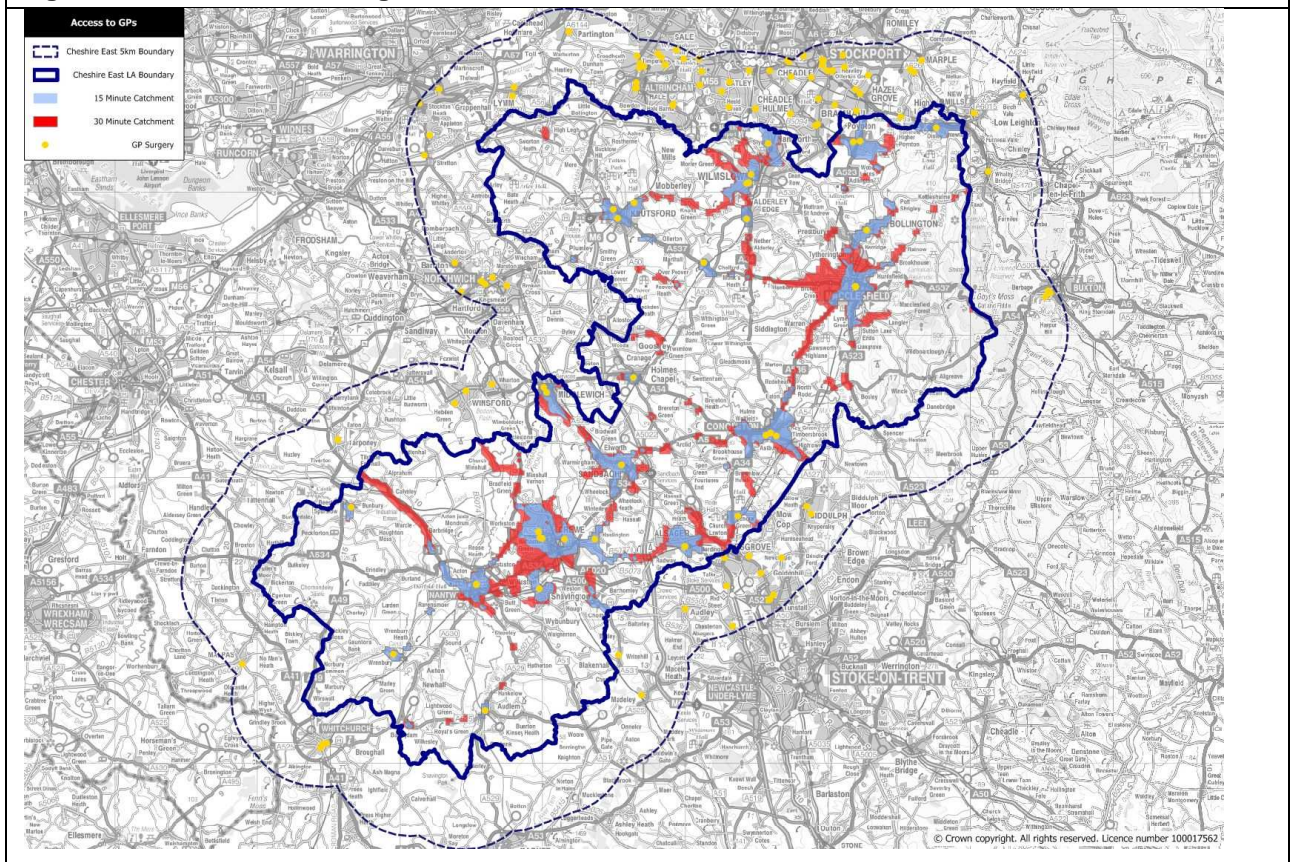
3.158 Another significant issue that arose during the strategic accessibility assessment was access to healthcare as a fundamental element in community health and wellbeing. The UK's health inequalities 'gap' has widened over the past decade. The links between higher levels of deprivation and poor health outcomes are well established. It was felt that access to health should also include access to a healthy diet and physical activity.

3.159 **Figure 13** illustrates travel time by public transport and walking to the nearest GP surgery from all postcode areas in Cheshire East. 44% of households are within a 10 minute travel time of their nearest GP surgery and 81% are within a 20 minute travel time. (NB – "Other" refers to postcodes with a travel time



greater than 60 minutes or households further than 800 metres from a bus stop served by a conventional fixed route service).

**Figure 13: Access to GP surgeries**



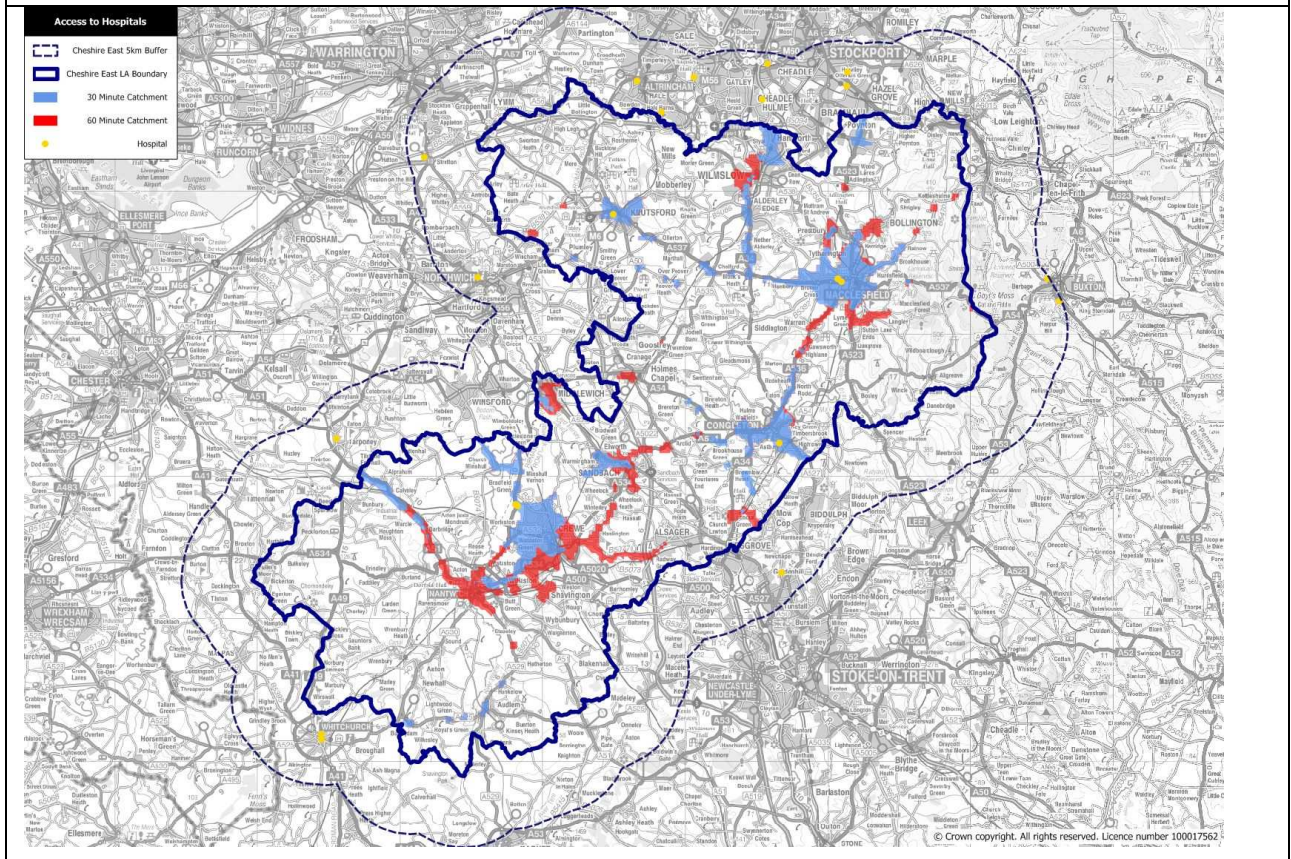
3.160 As part of the core accessibility indicators, the Department for Transport (DfT) calculate the proportion of households within a 15 minute (lower threshold) and 30 minute (upper threshold) journey time of a GP surgery across all local authorities in England.

3.161 In 2007, Congleton, Macclesfield and Crewe & Nantwich districts were in the lowest 5% nationally in terms of the proportion of households within a 15 minute journey time. This would suggest that households in Cheshire East have some of the longest journey times in the country when travelling by public transport / walking to their nearest GP surgery.

3.162 **Figure 14** illustrates travel time by public transport and walking to the nearest hospital from all postcode areas in Cheshire East. 5% of households are within a 10 minute travel time, 22% are within a 20 minute travel time and nearly half (49%) of all households are within a 30 minutes travel time.



**Figure 14: Access to hospital**



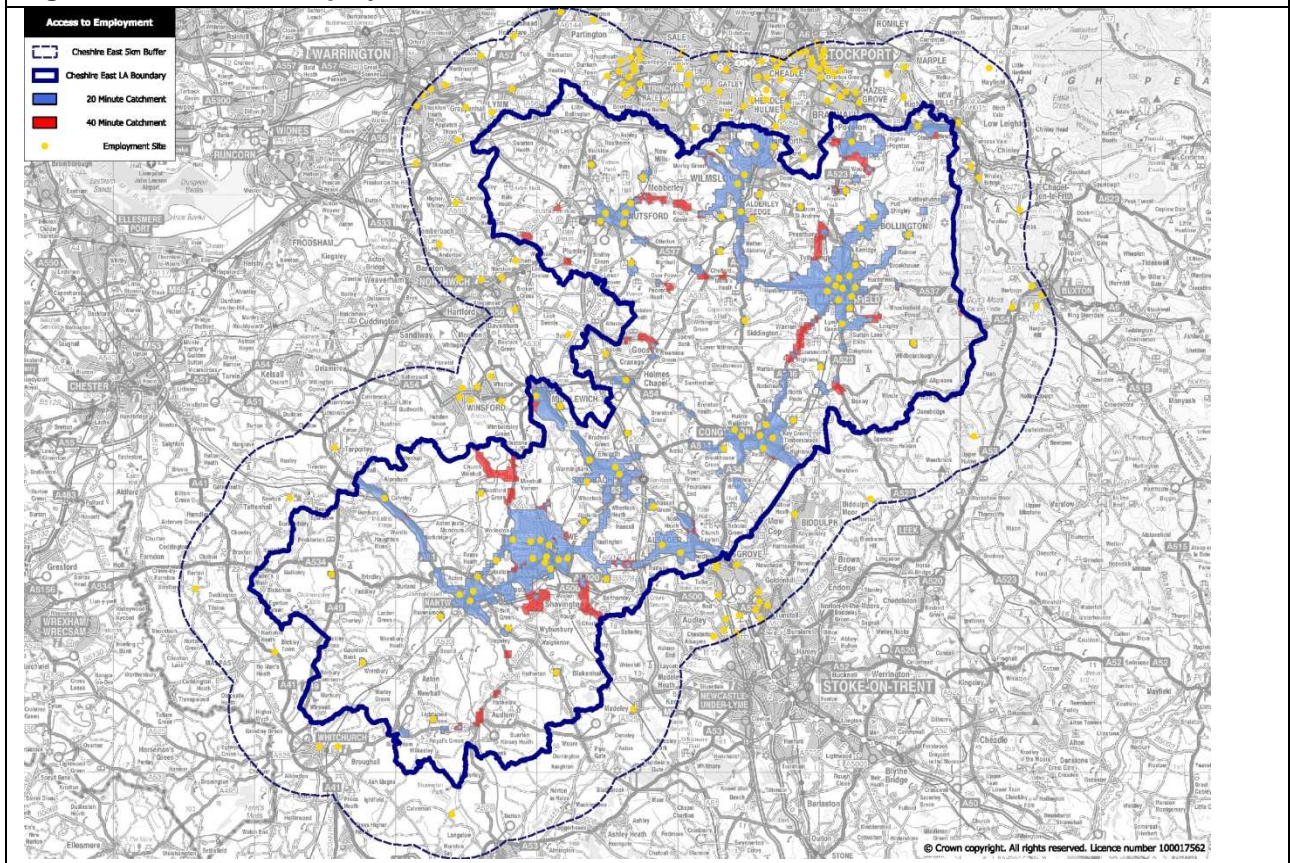
- 3.163 51% of households have to travel longer than 30 minutes by public transport to reach the nearest hospital. 8% of households have “limited access” to a hospital by public transport, as they live further than 800 metres from a bus stop served by a conventional fixed route service which travels to a hospital.
- 3.164 As part of the core accessibility indicators, the Department for Transport (DfT) calculate the proportion of households within a 30 minute (lower threshold) and 60 minute (upper threshold) journey time of a hospital across all local authorities in England. In 2007, Congleton district had the 5<sup>th</sup> lowest proportion of households (out of 354 local authorities) within the lower threshold of 30 minutes.
- 3.165 A range of services are important to people's physical, mental and social wellbeing. Access to fresh food, physical activity and leisure opportunities also contribute to preventing ill health and policies to address these issues have been considered as part of the LTP process.

### Access to Employment

- 3.166 **Figure 15** illustrates travel time by public transport and walking to the nearest employment site with more than 200 jobs from all postcode areas in Cheshire East. By illustrating the major employment sites outside the council boundary, it can be seen that there are large concentrations of employment sites with 200+ jobs across south Manchester and Stoke-on-Trent, in line with the defined travel to work areas (TTWA).



**Figure 15: Access to employment**



3.167 48% of the working age population (16-64) in Cheshire East are within a 10 minute travel time of a large employment site (200+ jobs), 87% are within a 20 minute travel time and 93% are within a 30 minute travel time. A more local level analysis suggests that Crewe & Nantwich is an area of concern with the longest journey times to large employment sites across the Cheshire East area.

### Rights of Way

3.168 Cheshire East has an extensive network of public rights of way [RoW] totaling almost 1,200 miles in length, almost  $\frac{3}{4}$  of the length of the highway network. The majority (93.7%) of this is designated as public footpath with 5.4% designated as public bridleway. RoW's are not distributed evenly across the borough with the highest concentration to be found on the north-eastern corner. There are pockets of low provision across the borough. Authorities are required to produce a Rights of Way Improvement Plan [RoWIP] under the Countryside and Rights of Way Act (2000). As Cheshire East is a new authority, the existing Cheshire County Council RoWIP is still being implemented. A revised ROWIP for Cheshire East is currently being produced to sit alongside the LTP in recognition of walking and cycling as means of travel covering the period from 2011 to 2026.



## Conclusions

3.169 Based on these indicators it can be seen that Cheshire East is predominantly subject to low levels of deprivation and good levels of accessibility to key services; however, there are definite pockets of deprivation and potentially important themes for accessibility improvement identified.

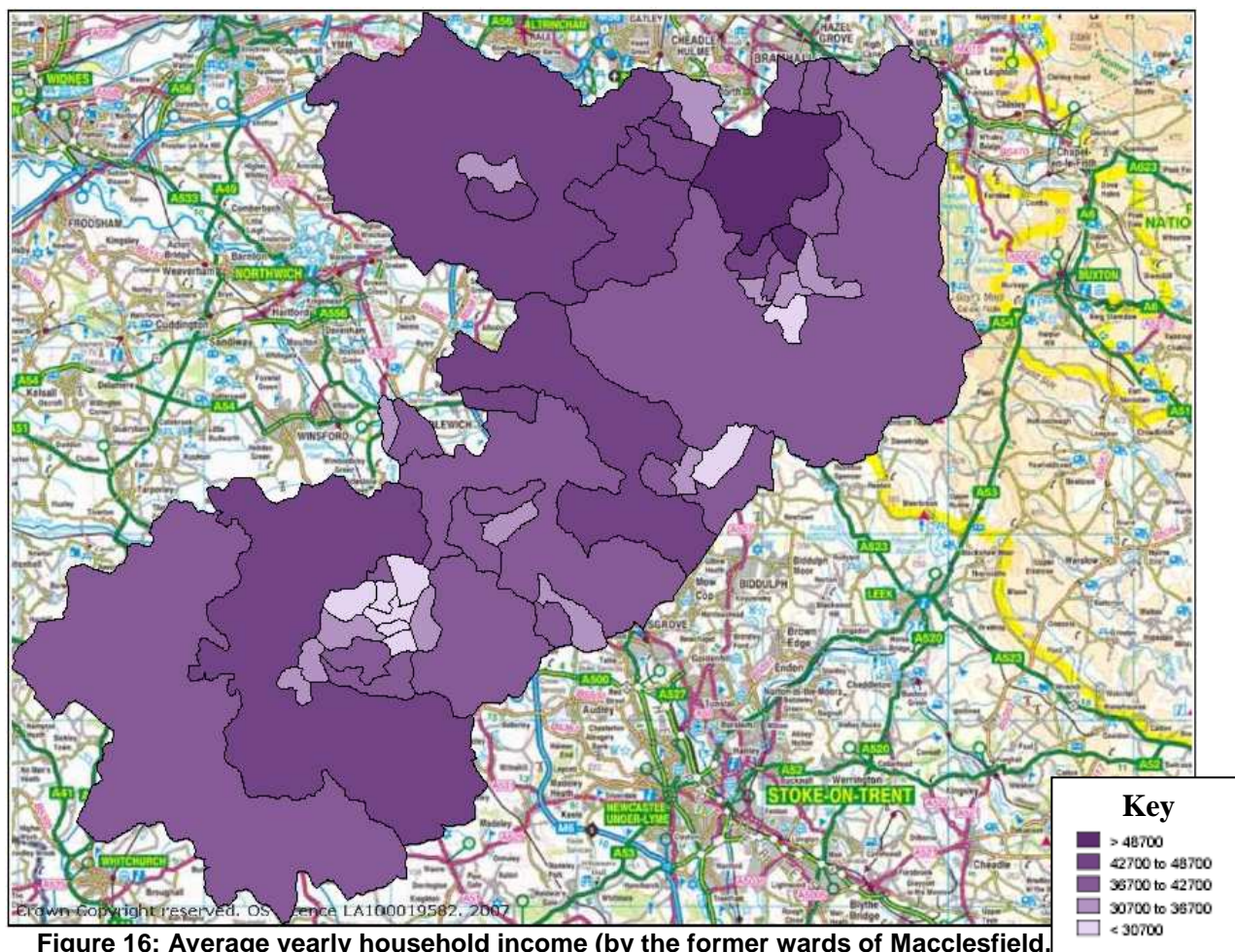
## Economic Development

3.170 The economy of Cheshire East is diverse reflecting the variety of the towns and people within it.

## Employment

3.171 167,700 people were employed within Cheshire East in 2007, the majority of these were employed within the services sector (77.2% although this is below the national average of 83.0%) and manufacturing (16.9%, exceeding the nation average of 10.6%). Unemployment levels within Cheshire East 2.13% of the population were unemployed in 2008 (based on claimant counts).

3.172 The average household income in Cheshire East is £38,100 per year, however there is significant disparity of wages across the borough, this is indicated in **Figure 16**.



3.173 **Figure 16** highlights the areas of Cheshire East with the highest and lowest average yearly incomes. The figure illustrates that the majority of the lower income areas are located within the major towns of Crewe, Nantwich, Congleton and Macclesfield; while the majority of the high income areas are the “less urban areas” (with the highest average earners located in the North of the borough).

3.174 Within Cheshire East the number of VAT registered businesses per 1,000 of the population has continuously increased between 2003 and 2007. This is a positive trend indicating that entrepreneurship within the area is high.

3.175 The LTP has considered the need to balance varied demand for transport in order to allow the continued strengthening and diversification of the economy of an area while ensuring the social and environmental considerations are not neglected.

#### Employment Land and Travel Patterns

3.176 The amount of land currently utilised for employment and available for future employment development has significant implications for the ability of residents to work.

3.177 Job densities per working-age resident are an effective method of indicating the number of jobs available in an area. Within the Cheshire East borough, there are three job densities (one for each of the three former authorities of Congleton, Crewe and Nantwich and Macclesfield replaced by Cheshire East) these are:

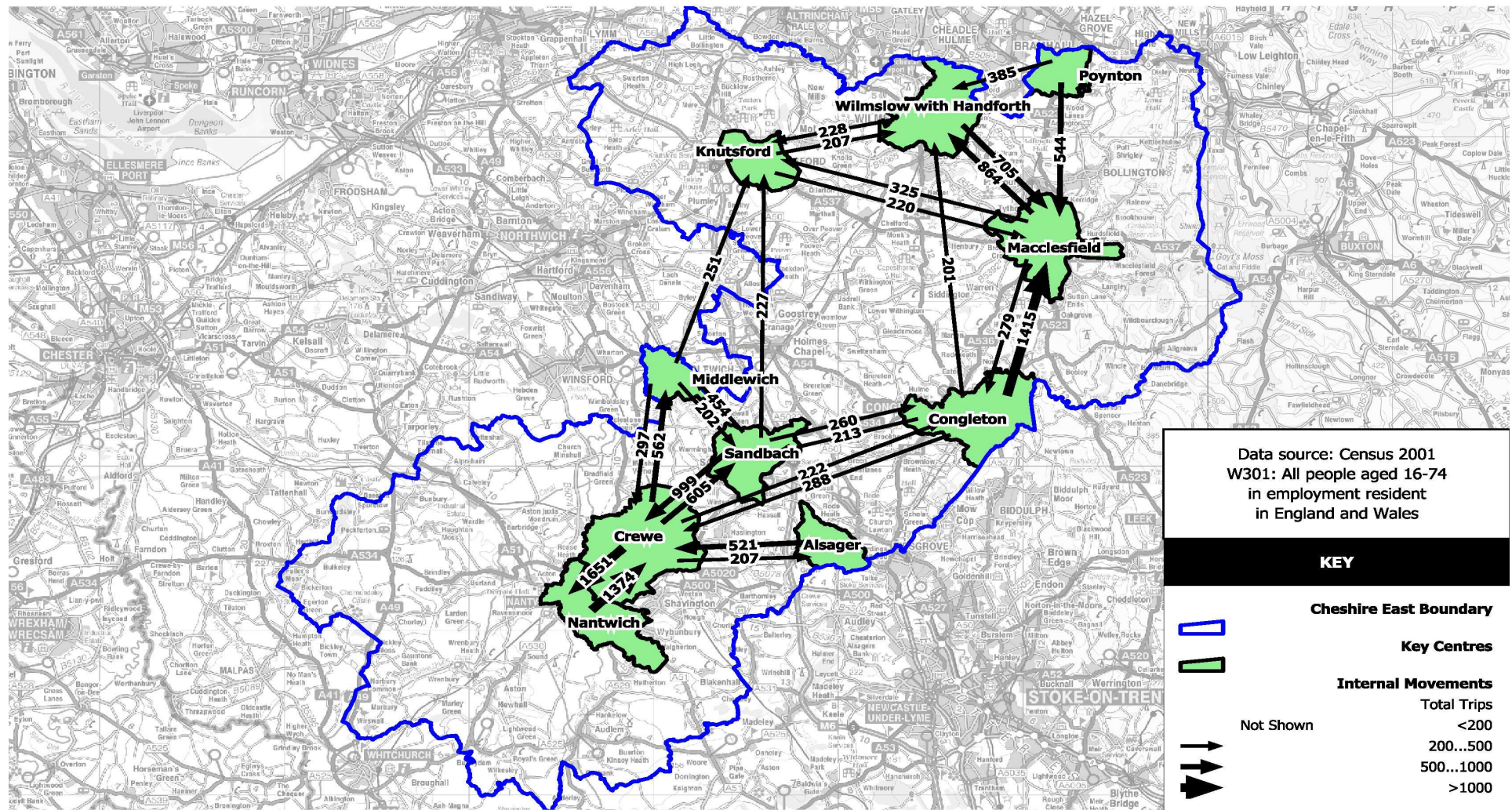
- Congleton Borough: 0.68 jobs per working-age resident
- Crewe and Nantwich Borough: 0.88 jobs per working-age resident
- Macclesfield Borough: 1.07 jobs per working-age resident

3.178 The statistics indicate a significant variance in job densities across the area, with both Macclesfield and Crewe and Nantwich exceeding the regional average of 0.85 jobs per working-age resident, while Congleton is significantly below.

3.179 This data influences the travel patterns seen within Cheshire East, with significant inbound travel to work flows Macclesfield and Crewe from other key centres, with an equivalent outbound flow from Congleton and Sandbach (see **Figure 17**).



## Travel to work patterns: Trips between key centres in Cheshire East



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Figure 17: Travel to work patterns

Map Ref: NW90131-001a



3.180 There is approximately 20 years worth of land available for development (based on current land allocations). However, a large quantity of the land supply identified is constrained and there will be a need to understand the implications for transport (demand and capacity of road, rail, bus and implications for walking and cycling) when identifying appropriate development sites.

3.181 The LTP has considered the approach required to ensure that development occurs in appropriate locations (appropriate being those most suitable from a balanced environmental, social and economic standpoint).

#### Retail

3.182 Cheshire has a diverse retail offer, ranging from the traditional town centres such as Macclesfield, Knutsford, Crewe, Nantwich, Congleton and Sandbach to the out of centre retail parks including Handforth Dean (Handforth), Grand Junction (Crewe) and Barn Road (Congleton).

3.183 In addition to these formal unit based shopping centres, there are a number of thriving markets held throughout Cheshire East which offer a range of independent sellers the opportunity to sell their often unique products.

3.184 The vitality of these shopping centres varies across the borough, the following town centre assessments (**Table 3-16**) identifying the relative vitality are summarised from the Cheshire Town Centre Study 2006 to 2021.

**Table 3-16: Assessment of town centres in Cheshire East**

<b>Assessment of the town centres in Cheshire East (White Young Green, Cheshire Town Centre Study 2006 to 2021)</b>		
<b>Centre</b>	<b>Unit and floorspace</b>	<b>Description</b>
<b>Alsager Town Centre</b>	97 commercial units, which occupy 11,081sq.m of floorspace.	Alsager is a strong convenience retail destination. The vitality and viability assessment demonstrates that the centre is reasonably vital and viable, and that it serves a principally local shopping need.
<b>Congleton Town Centre</b>	241 commercial units, which occupy a total of 36,957sq.m of floorspace.	Within Congleton the proportion of town centre floorspace in convenience retail use is above the national average; conversely the proportion of comparison retail floorspace occupied by convenience retailers is below the national average. The assessments of Congleton undertaken generate mixed messages with regard to its vitality and viability. It is reasonable to conclude, however, that although there is noticeable improvement in rents and yields in recent years, the vacancy rate is indicative of a somewhat fragile centre. The retail and leisure sector has experience limited growth in recent years.
<b>Crewe Town Centre</b>	266 commercial units, which collectively occupy 76,487 sq. m of floorspace.	The proportion of floorspace in the town that is used for the sale of convenience goods is almost 50% greater than the national average. The proportion of retail units and floorspace used for the sale of comparison goods are both above the national average as well. Crewe is strong in its central area, where the larger retail units are, but weaker in more peripheral secondary commercial areas.

		There is a healthy requirement in Crewe for additional retail and leisure floorspace; rental levels in the town have increased continuously in recent years (the current yields achieved suggest that the town is a strong retail centre).
<b>Holmes Chapel Village Centre</b>	44 commercial units, occupying a total of 5,046sq. m of floorspace.	The village has a high proportion of convenience retail floorspace and units. Given its size, it would not be expected that the centre should perform any meaningful comparison retail role; rather it is a convenience retail destination serving almost exclusively local shopping needs. It is a healthy centre, vital and viable and comprising independent units principally.
<b>Knutsford Town Centre</b>	194 commercial units which occupy a quantum of 28,568sq. m retail floorspace.	The proportion of floorspace occupied by convenience retailers is well below the national average. The proportion of floorspace occupied by comparison retailers is marginally below the national average. Conversely, the town has strong retail and leisure service sectors. The recorded yields for the town suggest that it is healthy.
<b>Macclesfield Town Centre</b>	508 commercial units occupying a total of 97,297 sq. m of commercial floorspace.	The proportion of convenience retail floorspace in the town is only 50% of the recorded national average. Conversely, Macclesfield is a strong comparison retail destination and it is also strong in the retail service sector. There is a healthy commercial requirement for representation from 48 retail and leisure operators, expressing collectively a requirement for 25,789 sq. m of new floorspace. The town has a strong independent retail sector and, if anything, requires a catalyst to increase the number and quality of national multiples in the town.
<b>Middlewich Town Centre</b>	83 commercial units, occupying 10,577sq.m of commercial floorspace.	The town centre is a strong convenience retail destination, when compared against the national average. However, the proportion of floorspace occupied by comparison retailers in Middlewich is significantly below the UK average. The vacancy rate in the town is above the national average, both in terms of proportion of floorspace and the proportion of units vacant. Rental levels are poor, but no information in respect of yields is available.
<b>Nantwich Town Centre</b>	286 commercial units occupying 43,637sq.m of floorspace.	The town has a strong convenience retail sector and a strong comparison sector. Nantwich is a historic market town and the town centre thrives on its independent specialist retail offer. The town centre is also strong in the retail, leisure and financial and business service sectors.
<b>Poynton Village Centre</b>	115 commercial units, occupying 13,589sq.m of floorspace.	The centre contains a number of convenience stores but comparison retail provision is below the national average. The town is a healthy centre with a clear orientation towards meeting local needs. There is limited interest from commercial, retail and leisure operators for further representation in Poynton and there are no known commitments or proposals.
<b>Sandbach Town Centre</b>	144 commercial units in, occupying some 22,603sq.m of commercial floorspace.	Sandbach has a strong convenience retail sector and a weak comparison retail sector. The town centre is also strong in the retail, leisure and financial and business service sectors. The vacancy rate is considerably below the national average and there are four requirements currently for 1,140sq.m of additional retail and leisure commercial floorspace. All the indicators suggest that Sandbach is a healthy, vital and viable town centre.
<b>Wilmslow Town Centre</b>	235 commercial units in occupying 40,069sq.m of floorspace.	Wilmslow is a strong convenience retail and comparison retail destination. The vacancy rate, conversely, is low and below the national average. There is a healthy list of requirements for representation in Wilmslow. There are likely to be town centre development proposals

		coming forward in the short term, which will consolidate the town's position in the County and the local retail hierarchy. The office market in Wilmslow is also healthy, which is to be expected given its proximity to Manchester Airport.
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3.185 Maintaining and improving the accessibility of town centres for all modes of transport will be a key element of ensuring the economic, social and environmental vitality and viability of town centres as retail destinations. LTP policy has considered this issue and will enable this to occur.

### **Tourism**

3.186 Within Cheshire and Warrington there were 38.14 million tourists visiting the area (2006), this generated revenue of £532.14 million in Cheshire East. The main attractions for tourists and the number of visitors to each are highlighted in the figure below (pay for entry attractions only – there are many other tourist sites within the borough that do not charge to or monitor entry):

**Table 3-17: Tourist Attractions (Pay for entry attractions only)**

<b>Tourist Attractions</b>	
<b>Attraction</b>	<b>Visitor Numbers (2006)</b>
Tatton Park	770,000
Quarry Bank Mill	102,117
Lyme Park	83,407
Little Moreton Hall	64,524
Jodrell Bank Science Centre	63,969
Macclesfield Silk Museum & Paradise Mill	21,328
Nantwich Museum	16,637

3.187 Benefits of tourism to the economy has been considered in the LTP with the intention of promoting access by all modes of travel and managing the impact of travel to these sites.

### **Conclusion**

3.188 The baseline data collected provides the basis for predicting and monitoring effects and helps to identify sustainability problems and alternative ways of dealing with them.

3.189 The baseline data highlights a number of areas where LTP policies have been developed and adapted to ensure the social, economic and environmental benefits outweigh the negatives.

### **Difficulties in collecting data and limitations of the data**

3.190 Ideally the baseline information should relate to 2009, unfortunately due to a combination of the time it takes to collate data and data availability (particularly for a newly established authority) this has not been possible in many cases. As far as possible the most up to date information has been used for each set of data provided.

3.191 The information tables also contain some omissions because, in some cases, it has not been possible to establish the most appropriate targets, figures or

sources. Some difficulties in collecting data have also been associated with the reliance on external bodies to collect the data. For example, where external bodies have collected data for their own purposes, in the future the data may not be available, or not available in the same format, in order to make reliable comparisons.

### A3 (Part 1): Issues

3.192 Stage A3 involves the identification of key sustainability issues and objectives for the area (social, economic and environmental), which can be addressed through the development of strategies and policies within the LTP.

3.193 Part 1 sets out identified environmental problems and opportunities as key sustainability issues that will need to be considered for the LTP. These issues will be used to help define and refine the Sustainability Objectives.

3.194 The issues identified are indicated in **Table 3-18**.

**Table 3-18: Sustainability issues identified in Cheshire East**

<b>Key Sustainability Issues</b>	
1	The need to provide for the ageing population of the borough.
2	Pockets of persistent social deprivation across the borough both identified and concealed and the need to ensure that accessibility problems do not exacerbate social exclusion.
3	The reliance upon private modes of transport which create congestion; contribute towards the generation of air pollution and increase the risk of traffic related accidents.
4	The need to promote the provision and utilisation of sustainable public transport.
5	The need to ensure access to key services from rural areas, particularly for older people without access to a car.
6	The need to ensure access to healthcare and access to affordable healthy food.
7	The need to provide opportunities to participate in healthy activities through "active travel modes" such as walking and cycling.
8	The need to promote sustainable low carbon transport solutions for all new development.
9	The need to provide access to employment opportunities and improve access to education, training and skills.
10	The vitality and viability of the town centres need to be promoted through effective and efficient transport systems.
11	There is a need to conserve and enhance the biodiversity and geodiversity of the borough - particularly in important wildlife and habitat sites and areas under threat.
12	The need to provide appropriate access to, conserve, and enhance Green Infrastructure in the borough, including open spaces, countryside, woodlands, lakes, private gardens, the countryside and the setting of the Peak District National Park.
13	The need to conserve and enhance the numerous historically important sites and their settings.
14	Managing and mitigating flood risk in the borough.
15	The need to promote energy efficiency, the use of renewable energy sources and to reduce carbon dioxide emissions through technological developments in transport in the public and private sectors.
16	Reducing the fear of crime – particularly in relation transportation facilities (bus stations, car parks, footpaths, cycle parking etc)
17	Managing the significant development pressures on land in the borough to balance the need for development and the impact of development on the transport system in terms of transport capacity and environment.
18	Mitigation and adaptation to climate change and climate change impacts.
19	The need to make the most effective use existing transport infrastructure.

3.195 It should be noted that Soil and Water have been scoped out of the assessment process as it is not considered that the LTP strategy implementation

will have a significant effect upon either. Where there may be an impact upon soils and geology, this will be covered under the Biodiversity, Flora and Fauna topic either as part of the assessment of Sites of Special Scientific Interest (SSSIs) which may be designated for geological or geomorphological reasons or as part of the assessment of habitats which survive on specific soil types. There is limited scope for water based transport in Cheshire East.

3.196 The baseline information collected is relatively comprehensive, and effectively identified a number of the important sustainability issues for the borough that have subsequently been incorporated into LTP policy.

3.197 The baseline data has been assessed and used to identify the issues listed in **Table 3-18**.

3.198 However, despite the comprehensiveness of the baseline data; there will remain gaps (which could potentially mask the presence of additional issues) where, as of yet the information is not available.

3.199 Monitoring and research is ongoing in the council and information is continually received from external sources; when data that addresses a specific gap is identified it will be utilised to update the baseline data and utilised to identify any additional issues for inclusion in future revisions of the LTP.

### **A3 (Part 2): Objectives**

3.200 The identification of objectives in the Sustainability Appraisal is a key element of the process, as Sustainability Appraisal is fundamentally based on an objectives-led approach whereby the potential impacts of a plan are gauged in relation to a series of objectives for sustainable transportation policy.

3.201 The objectives are highlighted in **Table 3-19**.

**Table 3-19: Sustainability Objectives to be supported and achieved through the Cheshire East LTP**

<b>Sustainability Objectives</b>	
<b>Protection and Enhancement of the Environment</b>	
1	To protect and enhance biodiversity, habitats and important geological features including soil and water resources; with particular care to sites designated internationally, nationally, regionally and locally.
2	To prevent inappropriate transport infrastructure on floodplains and guard against increased risk of flooding.
3	To minimise the need to travel by car and facilitate integrated forms of sustainable transport.
4	To protect and enhance the quality, integrity and distinctiveness of the area's heritage, landscapes and townscapes, through high quality transport planning and design.
5	To minimise the level of pollution from transport and reduce the borough's transport contribution to climate change.
<b>Prudent use of Natural Resources</b>	
6	To reduce the consumption of natural resources, protect and optimise utilisation of green infrastructure.

7	To minimise the requirement for energy use, promote energy efficiency, and increase the use of energy from renewable sources in transport.
8	To promote high quality building design that supports transport sustainability.
<b>Sustainable Economic Development</b>	
9	To support and increase the vitality and viability of town and local centres.
10	Achieving the interconnected objectives of establishing a sustainable, competitive local economy and improving access to skills, knowledge and employment both in rural and urban areas.
<b>Social Cohesion and Inclusion</b>	
11	To create a safe environment to live in and reduce fear of crime.
12	To enhance and promote the quality of life, health and social inclusion of <u>all</u> residents in the borough.
13	To maintain and enhance access to formal and informal cultural, leisure and recreational facilities and improve access to the countryside.



## Testing compatibility of Sustainability Appraisal Objectives

3.202 The various objectives identified are to be addressed through policies produced as part of the LTP. However, there is a potential for these objectives to conflict, as they are intending to address differing issues which may require differing conflicting actions. In order to identify if there is any potential for conflict between the objectives, an assessment was performed. The results of this assessment are summarised in the matrix below.

**Table 3-20: Matrix assessing the compatibility of the identified objectives**

1	Protect biodiversity, habitats and geographical features														
2	Flooding	✓													
3	Sustainable transport	?	-												
4	Protect the areas heritage, landscapes and townscapes	?	?	-											
5	Pollution	✓	?	✓	✓										
6	Natural resources	✓	?	-	-	-									
7	Energy	?	-	✓	?	✓	?								
8	Quality of design	✓	✓	-	✓	?	-	✓							
9	Vitality and viability of town and local centres	?	-	✓	?	?	?	-	?						
10	Sustainable economy	?	-	✓	?	✓	?	?	-	✓					
11	Fear of crime	-	-	-	-	-	-	-	✓	✓	✓				
12	Quality of life, health and social inclusion	✓	✓	✓	?	✓	-	?	✓	✓	✓	✓			
13	Cultural, leisure and recreational facilities	?	?	-	?	?	-	-	?	?	-	✓	✓		

Key

✓Compatible

xIncompatible

-No link/insignificant

?Uncertain/dependent on implementation

Protect biodiversity, habitats and geographical features

1

Flooding

2

Sustainable transport

3

Protect the areas heritage, landscapes and townscapes

4

Pollution

5

Natural resources

6

Energy

7

Quality of design

8

Vitality and viability of town and local centres

9

Sustainable economy

10

Fear of crime

11

Quality of life, health and social inclusion

12

Cultural, leisure and recreational facilities

13

3.203 The assessment of potential conflict (required by the Strategic Environmental Assessment Directive) has showed that the majority of issues are either compatible or not linked; however there are several objectives where there is uncertainty as to whether there will be conflict, with this being dependent on the focus and method of implementation of policies.

3.204 This potential incompatibility is mainly between the economic and the more environmental objectives identified; therefore it has been ensured that the policies to address these issues have been developed sympathetically, to promote outcomes in which environmental, economic and social objectives are achieved together over time.

### **Conclusion**

3.205 The Sustainability Appraisal objectives address the key issues in the area, focusing on outcomes (or ends), not on how the outcomes will be achieved (inputs or means). It should be noted that the Sustainability Appraisal objectives are distinct from the LTP objectives though they may in some cases overlap.

## **A4: Sustainability Appraisal Framework**

3.206 The Sustainability Appraisal Framework provides a way in which the social, economic and environmental effects of a plan can be described, analysed and compared with the intention of as delivering sustainable communities. The Framework consists of the sustainability objectives identified, along with suitable indicators to identify and measure the success of the policies developed to address them.

3.207 The Sustainability Appraisal Framework is set out in **Table 3-21** (the potential impact of each of the LTP policies on the sustainability objectives is displayed in **Table 7-2** later in the report).

**Table 3-21: Sustainability Appraisal Framework**

	Objective	Detailed Criteria	Indicator	Source
1	To protect and enhance biodiversity, habitats and important geological features including soil and water resources; with particular care to sites designated internationally, nationally, regionally and locally.	Will policies have a positive/neutral impact on biodiversity? Will policies protect sites of international, national, regional and local importance?	Biodiversity Action Plan Priority Habitats damaged/lost as a result of transport planning decisions Regionally Important Geological and Geomorphological Sites damaged/lost as a result of transport planning decisions Sites of Biological Importance impacted by transport planning decisions positively/negatively	Cheshire Region Biodiversity Partnership Cheshire East: Ecology Cheshire East: Ecology
2	To prevent inappropriate transport infrastructure on floodplains and guard against increased risk of flooding.	Will transport development occur within Flood Risk Zones 2 and 3?	Transport related development within Flood Risk Zone 2 & 3	Cheshire East: Development Management Records
3	To minimise the need to travel by car and facilitate integrated forms of sustainable transport.	Will policies result in the reduction of reliance upon the private motor vehicle? Will policies support the delivery of sustainable forms of transport?	Percentage of population with travel times to key services greater than DfT lower threshold (minutes) Quantity and quality of cycleways and public rights of way Housing built within 30 minutes public transport of key services	Cheshire East: Local Transport Plan Cheshire East: Infrastructure Assessment Annual Monitoring (RSS and LDF)
4	To protect and enhance the quality, integrity and distinctiveness of the area's heritage, landscapes and townscapes, through high quality transport planning and design.	<ul style="list-style-type: none"> <li>■ Will it protect or enhance the borough's natural and built heritage and landscape?</li> <li>■ Will policies ensure high quality transport planning and design at heritage sites, within the urban public realm and within rural landscapes?</li> </ul>	Super Output Areas most deprived in England for Living Environment improved by transport planning initiatives Change in the character of landscape Transport initiatives impacting on heritage listings (listed buildings, SAMs, historic parks and gardens etc) , landscapes and public realm	Cheshire East: LTP Implementation monitoring & CLG, Index of Multiple Deprivation Defra, English Heritage and Natural England Cheshire East: LTP Implementation monitoring & Development Management Records

	Objective	Detailed Criteria	Indicator	Source
5	To minimise the level of noise, water, soil and air pollution from transport and reduce the borough's transport contribution to climate change.	Will policies result in the reduction of pollution emissions? Will policies help the borough to adapt to the effects of climate change? Will policies help the borough mitigate the impacts of climate change?	Annual mean air quality in Air Quality Management Areas Per capita CO2 emissions in the local authority area (% reduction) (NI 186) Planning to adapt to climate change (NI 188)	UK National Air Quality Archive Cheshire East: LAA Cheshire East: LAA
6	To reduce the consumption of natural resources, protect and optimise utilisation of green infrastructure.	Will policies encourage the sustainable use of natural resources? Will policies encourage the use of renewable resources? Will policies reduce the consumption of natural resources? Will policies protect and optimise utilisation of green infrastructure?	Policies to encourage recycled and renewable materials in transport infrastructure and facilities Initiatives that minimise the need to own/use of private vehicles and/or encourage community sharing of transport resources Transport schemes on Greenfield/Brownfield land Transport initiatives that protect and optimise utilisation of green infrastructure.	Cheshire East: Climate Change Action Plan Cheshire East: LTP Implementation Monitoring Cheshire East: LTP Implementation Monitoring & Development Management Records Rights of Way Improvement Plan Monitoring
7	To minimise the requirement for energy use, promote energy efficiency, and increase the use of energy from renewable sources for transport and transport related assets.	Will policies encourage energy efficiency? Will renewable resource use be encouraged? Will policies minimise the requirement for energy use?	Investment in low energy/renewable source street lighting and signing. Fuel efficiency of council and public transport fleet vehicles. Travel plans for new and existing development	Cheshire East: Asset Management Records Cheshire East: Asset Management Records Cheshire East: Development Control Records.
8	To promote high quality building/layout design that supports transport sustainability.	Will policies promote innovative solutions to meet to deliver sustainable transport? Will policies help implement best practice in relation to sustainable transport?	Facilities and quality design for walking, cycling and car share provided. Pedestrian and cycle connectivity and linkages to public transport.	Cheshire East: Development Control Records. Cheshire East: Travel Plan Records
9	To support and increase the vitality and viability of town and local centres.	Will policies result in improvements of the vitality and viability of town and local centres?	Town centre accessibility by public transport Initiatives to improve town centre public transport interchanges.	Cheshire East: Accessibility monitoring Cheshire East: LTP monitoring

	Objective	Detailed Criteria	Indicator	Source
10	Achieving the interconnected objectives of establishing a sustainable, competitive local economy and improving access to skills, knowledge and employment both in rural and urban areas.	Will policies help to establish a competitive, sustainable economy? Will policies encourage the development of a well skilled workforce?	Access to employment and education from areas of deprivation. Access to employment and education in rural areas.	Cheshire East: Accessibility monitoring
11	To create a safe environment to live in and reduce fear of crime.	Will policies reduce the number of people killed and seriously injured in road collisions? Will policies help combat fear of crime in the borough particularly in relation to travel and transport facilities (e.g. stations, car parks, footpaths etc.)?	Number of people killed or seriously injured in road traffic accidents (NI 047) Number of crimes Fear of crime surveys Initiatives that improve safety at travel and transport facilities.	Cheshire East: LAA Home Office Audit Commission Cheshire East: LTP monitoring
12	To enhance and promote the quality of life, health and social inclusion of all residents in the borough.	Will policies have a positive impact on the health and quality of life of residents of the borough? Will policies help to tackle social exclusion?	Obesity in primary school age children in reception and in year 6 (NI 055 and NI 056) Healthy life expectancy at 65 (NI 137) Participation in "active travel" modes Accessibility of GPs and Hospitals Initiatives to improve accessibility to/from areas of deprivation	Cheshire East LAA Cheshire East LAA CE Community Survey Cheshire East: Accessibility monitoring Cheshire East: Accessibility monitoring
13	To maintain and enhance access to formal and informal cultural, leisure and recreational facilities and improve access to the countryside.	Will policies encourage the utilisation of cultural, leisure and recreational facilities? Will policies encourage the maintenance and enhancement of facilities of cultural, leisure and recreational importance? Will policies promote the use and development of green spaces and the countryside?	Accessibility of leisure sites Accessibility of green space Initiatives to improve access to access to formal and informal cultural, leisure and recreational facilities and improve access to the countryside	Cheshire East: Accessibility monitoring Cheshire East: Accessibility monitoring Cheshire East: Rights of Way Improvement Plan Monitoring

## 4. Stage B: Developing and refining options

### **B1: Appraising issues and options**

### **B2: Consulting on the Sustainability Appraisal of emerging proposals**

- 4.1 The mechanism for appraising issues and options and consulting on emerging proposals was run in tandem with LTP stakeholder and member discussion workshops. In total three workshops were held where participants discussed the policy options and initiatives that would be needed to deliver the aims of the Sustainable Community Strategy.

#### Workshop 1

- 4.2 The first workshop was held in May 2010 to which a wide range of key stakeholders were invited, in order to have input into the LTP/SA process. Stakeholders covered a wide range of interests from representatives of neighbouring authorities, public transport operators, vulnerable user groups and major employers.
- 4.3 Four different workshop groups were available and stakeholders were invited to join the one which was of most relevance to them. The workshops were as follows:
- Public Transport
  - Better Use of the Network
  - Regional and Sub-regional Connectivity
  - Encouraging Low Carbon Travel
- 4.4 The groups were then asked to participate in the following four exercises pertinent to the Sustainability Appraisal:

#### Exercise 1 - Problems and Challenges

- 4.5 Each group was presented with a sheet containing key areas which Cheshire East Council had identified for potential inclusion in the LTP to provoke debate. The stakeholders were asked to consider the sheet containing potential issues – including potential environmental concerns – in Cheshire East and invited to start a debate regarding any strengths and subsequently weaknesses the borough currently possesses.
- 4.6 The following issues relevant to the Sustainability Appraisal were highlighted by the groups:
- Transport's contribution to climate change, through high car use.
  - Low carbon travel modes not widely used.
  - Concern about meeting the needs of people in rural areas in a sustainable way.
  - Technology currently limited (e.g. design buses to ensure no fuel waste and to reduce emissions)



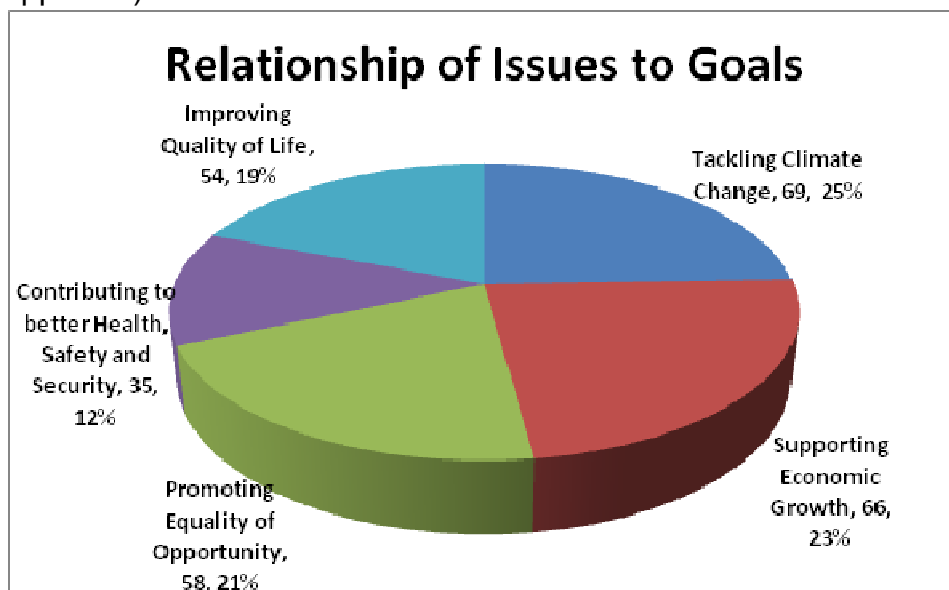
- Ensuring new development does not suffer from or create new air quality or noise problems.
- Barriers to public transport use (Fares/Ticketing, Integration & Facilities, Service Levels & Reliability, Information/Publicity)
- Spatial planning exacerbates problems of high car use.
- Travel Behaviour Change currently limited.
- Importance of Cycling/Pedestrian/Equestrian/ROW, yet low levels of use of these modes.
- Processes of Cheshire East Council – need to set an example.
- Impact of transport on the environment e.g. loss of green belt.
- Access to airports – needed for economic development, yet potentially environmentally damaging.
- Access to services, particularly for disadvantaged groups.
- Economic growth needed to meet the needs of communities, yet balance required to enable sustainable development and economic growth.
- Demographics – older population require greater assistance with transport for health and wellbeing.
- Need to make most of existing highway infrastructure and ensure maintenance to avoid unnecessary use of resources in road building.
- Safety on roads.

#### Exercise 2 - Relationship to Goals

4.7 The group was then asked to consider the following potential goals:

- Improving quality of life
- Tackling climate change
- Supporting economic growth
- Promoting equality of opportunity
- Contributing to better health, safety and security

4.8 The number of times each goal was identified as being relevant to the issues raised in the previous section is illustrated in the chart below (please note, this assessment was for all issues not just those specific to the Sustainability Appraisal):



- 4.9 Tackling climate change and supporting economic growth are the two goals which are most aligned with the issues that were identified; it was felt that the LTP could impact on these areas most profoundly. In particular, tackling climate change was seen as potentially beneficial for economic growth. The chart reflects the detail of the discussion and potential for actions in one area to impact on other themes.

### Exercise 3 - Relationship to Specific Locations

- 4.10 Once a comprehensive list of issues had been produced for each workshop and alignment with goals established, stakeholders were given record cards and invited to indicate any specific locations within Cheshire East where the issues listed were most pronounced and where LTP policy might have particular impact.
- 4.11 The specific locations and issues most relevant to the Sustainability Appraisal included:
- Access to Manchester City Region including Stockport – Poor public transport, congested roads, unfriendly cycle environment.
  - Bollington – Community groups need modest support to deliver outstanding low carbon solutions.
  - Congleton – Creation and promotion of leisure routes along towpath for locals and visitors.
  - Congleton – Bus linkages from stations to major employers.
  - Crewe – Bus routes still using old inaccessible buses.
  - Crewe & Macclesfield – Poor public transport not credible alternative to car.
  - Crewe & Macclesfield – Pockets of deprivation, complicated and difficult to tackle, access to services, impact on health, opportunities, problem of hard to reach groups.
  - Crewe, Macclesfield & towns – Encouraging walking/cycling by reducing road danger.
  - Crewe, Macclesfield & towns – Congestion and poor public transport links.
  - Leighton Hospital – Poor cycle/walkways.
  - Nantwich – Housing development in green spaces causing loss of green space.
  - Peak District National Park – No alternative to using the car, difficult to use another option.
  - Rural areas – Poor access to key services by public transport.
- 4.12 No specific locations were raised in relation to potential environmental vulnerability associated with LTP policy (for example, no direct concerns were raised about the potential impact of transport policy on areas of SSSI or biodiversity).
- 4.13 The issues focused on encouraging sustainable modes for environmental and social reasons. Information obtained in the first workshop was fed into the Sustainability Appraisal Scoping Report at a strategic level and also influenced eventual draft LTP policy.

#### Exercise 4 - Stakeholder Priorities

4.14 Stakeholders were requested to vote for the issues which they felt were most important for the LTP and Sustainability Appraisal. The issues that received the most votes are divided across the themes of the Sustainable Communities Strategy and listed below:

##### 4.15 Sustainability

- Fares and the fare structure in CE are high and provide a disincentive to use public transport.
- Integrated ticketing across bus and rail (cross-border and multi operator).
- Need for more communication between CE, users and providers to provide more co-ordinated services. CE needs to be more of a go-between.
- Planning policy and guidelines need to take account of public transport rather than cars.
- Not addressing climate change is a major priority – prioritise funding for low carbon travel.
- Lack of information on public transport and connectivity – integrated approach to branded information so journey can be planned from start to finish. Raise awareness via a campaign and address skills gap in accessing information.
- Need better access to more information in a range of formats (for partially sighted, disabled people for example).

##### 4.16 Business

- Look at flexible and home-working to 'spread the peak'. Possible financial incentives.
- Local rail links are weak – there are opportunities to reinstate old railway lines.
- Well connected major airports close by. The Northern Hub will improve access to Manchester Airport.
- Increased support for travel planning, making them work harder and ensure objectives are realistic. Look at PTP.

##### 4.17 Communities

- Access to rural areas by transport in general. Rural population have to travel increasing distances to access services.

#### Conclusions from workshop 1

4.18 The evidence collected within the stakeholder workshop highlighted the importance of balancing objectives for economic development with objectives for sustainability in local transport policy. The focus was on provision and improvement of sustainable transport for social and broad environmental reasons.

4.19 All the issues raised in the stakeholder workshop were subject to further refinement and were subsequently used to form the discussion points in Workshop 2.

## Workshop 2

- 4.20 The second workshop, held in June 2010, consisted of four discussion groups of council Members and officers. Each group had the opportunity to discuss potential policy and initiatives relevant to deliver the aims of the Sustainable Community Strategy (SCS) priorities, namely:
- Create Conditions for Business Growth
  - Unlock the Potential of Our Towns
  - Nurture Strong Communities
  - Drive out the Sources of Poor Health
  - Prepare for an Increasingly Ageing Population
  - Support Our Young People
  - Plan for Sustainability and Future Needs
- 4.21 The outputs from this workshop were combined with baseline information and survey data from a Local Area Partnerships questionnaire to develop a draft set of policies and a series of LTP objectives.
- 4.22 **Table 4-1** sets out the recommendations for high level objectives or policy areas for the LTP – these were developed through the workshop process to address the sustainability issues of concern. The table also includes a column indicating how/where the sustainability appraisal recommendations were incorporated into the LTP.

**Table 4-1: Sustainability Appraisal Recommendations for the LTP Objectives and Policies**

	Objective	Recommendation for LTP	Objectives / Policies Included
1	To protect and enhance biodiversity, habitats and important geological features including soil and water resources; with particular care to sites designated internationally, nationally, regionally and locally.	Include an LTP objective to protect and enhance the local and global natural environment.  Ensure a checking process of LTP implementation is undertaken through EIA of proposed infrastructure schemes.	Objective 6 (Environment): Protect and enhance the local and global natural environment (including environmental assets such as biodiversity, geodiversity, soils and protected landscapes).  Checking process to be included in monitoring framework.
2	To prevent inappropriate transport infrastructure on floodplains and guard against increased risk of flooding.	Ensure a checking process of LTP implementation is undertaken through EIA of proposed major infrastructure schemes.	Checking process to be included in monitoring framework.
3	To minimise the need to travel by car and facilitate integrated forms of sustainable transport.	Include a high-level LTP objective to improve accessibility to key services and reduce the need to travel.  Include policy on spatial planning.  Include policy to improve and promote public transport.  Include policy to enhance conditions for walking and cycling.	Objective 2 (Accessibility): Improve accessibility to key services (employment, education, health, shopping and leisure) and reduce the need to travel.  Policy S1: Spatial Planning  Policy S3: Public Transport (Integration & Facilities)  Policy S4: Public Transport (Service Levels & Reliability)  Policy S5: Public Transport (Information & Marketing)  Policy S6: Public Transport (Fares & Ticketing)  Policy S7: Walking  Policy S8: Cycling
4	To protect and enhance the quality, integrity and distinctiveness of the area's heritage, landscapes and townscapes, through high quality transport planning and design.	Ensure a checking process of LTP implementation is undertaken with conservation officers and English Heritage.  Ensure a checking process of landscape impact of LTP implementation is undertaken through EIA of proposed major infrastructure schemes.	Checking processes to be included in monitoring framework.

	Objective	Recommendation for LTP	Objectives / Policies Included
5	To minimise the level of noise, water, soil and air pollution from transport and reduce the borough's transport contribution to climate change.	See objective 3 recommendations. Include policy on climate change and mitigation. Include policy on technology and energy efficiency. Include policy to help tackle air quality and noise.	See objective 3 adopted policies Policy S2: Climate Change – Mitigation & Adaptation Policy S9: Technology & Energy Efficiency Policy H4: Air Quality Policy H5: Noise
6	To reduce the consumption of natural resources, protect and optimise utilisation of green infrastructure.	Ensure environmentally sensitive procurement criteria in highways term contracts. Improve quality of green infrastructure through sensitive maintenance regime. Include policy to protect and enhance public rights of way.	Procurement theme to be included in monitoring framework. Policy B8: Maintenance Policy H3: Public Rights of Way and Green Infrastructure
7	To minimise the requirement for energy use, promote energy efficiency, and increase the use of energy from renewable sources for transport and transport related assets.	See objective 3 recommendations. Include policy on technology and energy efficiency.	See objective 3 adopted policies Policy S9: Technology & Energy Efficiency
8	To promote high quality building/layout design that supports transport sustainability.	Include policy to encourage travel plans for new and existing development. Coordinated approach to LTP implementation in the public realm.	Policy B7: Business Innovation Coordination approach to be included in monitoring.
9	To support and increase the vitality and viability of town and local centres.	Include high-level LTP objective to minimise congestion. Develop locally specify policy implementation for individual towns. See objective 3 policies. Include policy to ensure appropriate sustainable approach to parking.	Objective 1 (Congestion): Minimise congestion and improve the overall efficiency of the highway network. Policy T1: Towns See objective 3 adopted policies Policy B6: Parking



	Objective	Recommendation for LTP	Objectives / Policies Included
10	Achieving the interconnected objectives of establishing a sustainable, competitive local economy and improving access to skills, knowledge and employment both in rural and urban areas.	<p>Include a high-level LTP objective to improve accessibility to key services (employment, education) and reduce the need to travel.</p> <p>Include policy on accessibility of services, particularly for rural communities.</p>	<p>Objective 2 (Accessibility): Improve accessibility to key services (employment, education, health, shopping and leisure) and reduce the need to travel.</p> <p>Policy C2: Accessibility of Services</p>
11	To create a safe environment to live in and reduce fear of crime.	<p>Include a high-level objective to improve road safety and increase personal and community safety.</p> <p>Include policy to improve road safety.</p> <p>Include policy to help tackle crime on the transport network.</p>	<p>Objective 7 (Safety): Improve road safety for all users and increase personal and community safety.</p> <p>Policy H6: Road Safety (Education)</p> <p>Policy H7: Road Safety (Enforcement)</p> <p>Policy H8: Road Safety (Engineering)</p> <p>Policy C4: Crime &amp; Terrorism</p>
12	To enhance and promote the quality of life, health and social inclusion of all residents in the borough.	<p>Include a high-level LTP objective to improve accessibility to key services and reduce the need to travel.</p> <p>Include high-level LTP objective to support active and healthy lifestyles.</p> <p>Include policy to promote active travel modes.</p> <p>Include policy to encourage community involvement in transport planning and provision.</p> <p>Include policy on accessibility of services, particularly for disadvantaged groups and those without access to a car.</p> <p>Include policy to ensure access for people with disabilities or other impediments to travel.</p>	<p>Objective 2 (Accessibility): Improve accessibility to key services (employment, education, health, shopping and leisure) and reduce the need to travel.</p> <p>Objective 5 (Health): Support active and healthy lifestyles.</p> <p>Policy H2: Promotion of Active Travel and Healthy Activities</p> <p>Policy C1: Community</p> <p>Policy C2: Accessibility of Services</p> <p>Policy C3: Access for All</p>
13	To maintain and enhance access to formal and informal cultural, leisure and recreational facilities and improve access to the countryside.	<p>Include a high-level LTP objective to improve accessibility to key services including leisure services and open space.</p> <p>Include policy to protect and enhance public rights of way.</p>	<p>Objective 2 (Accessibility): Improve accessibility to key services (employment, education, health, shopping and leisure) and reduce the need to travel.</p> <p>Policy H3: Public Rights of Way &amp; Green Infrastructure</p>

- 4.23 LTP policy proposals emerging from the second workshop were discussed and prioritised, in the context of the Sustainability Appraisal, in the third workshop.

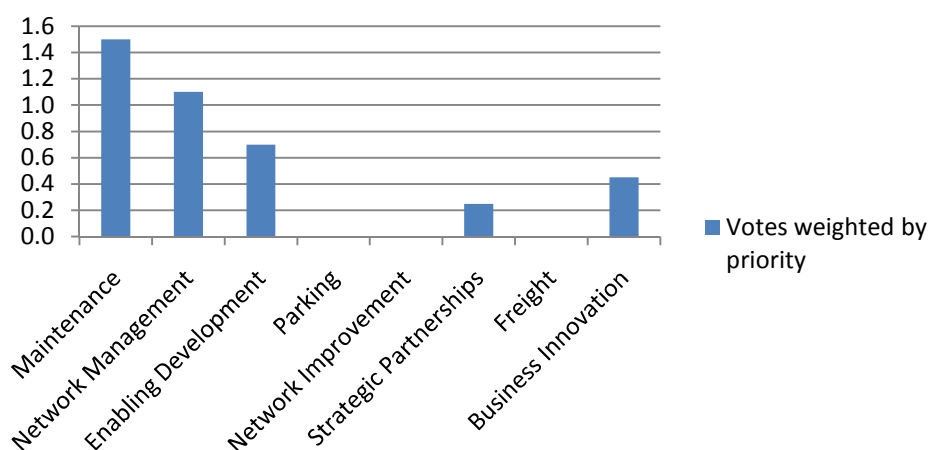
### Workshop 3

- 4.24 The final workshop was conducted with Council Members in September 2010. The purpose of the workshop was to discuss each of the Sustainable Communities Strategy thematic areas, to discuss options for prioritising implementation, and address issues raised through the Sustainability Appraisal process.

### Exercise 1 – Thematic Priorities

- 4.25 During the initial discussion of each thematic area, each group of Members were required to select and agree the three most valuable policy areas for the council to be addressing in the LTP. The potential environmental implications of the policy options being discussed were raised with participants to ensure that their deliberations reflected the issues raised in the Sustainability Appraisal Scoping Report.
- 4.26 Participants then identified the priority policy areas within each theme by voting for their first, second, and third preferences. These group preferences were tallied and weighted with a 50% weighting to first choice, 30% weighting to second choice and 20% weighting to third choice votes.
- 4.27 The outcome of the group voting within each theme is illustrated in the graphs below:

### Business Theme Results

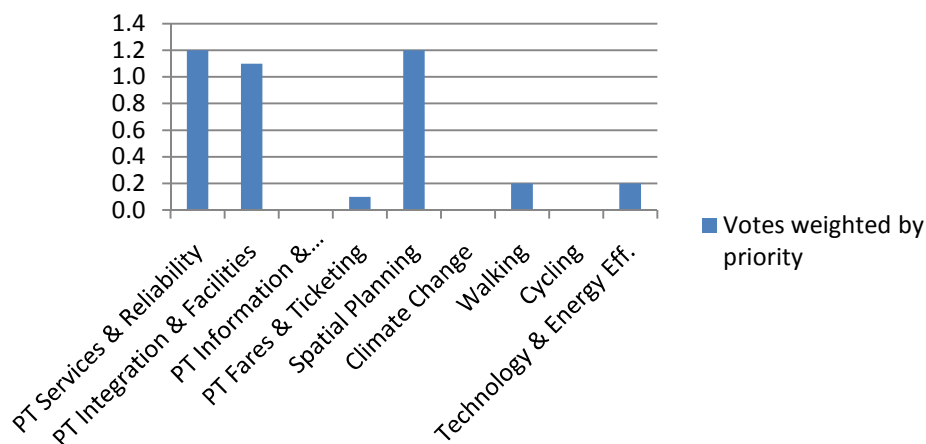


- 4.28 The Sustainability Appraisal discussion for the business theme centred on the need to ensure high quality maintenance and avoid the need for major repairs which would be more expensive and more resource intensive. The second key theme was the need to make the most out of the existing network – again the environmental focus was on avoiding unnecessary use of natural resources,

but avoiding the need to build additional infrastructure was also a motivation for this policy being a priority.

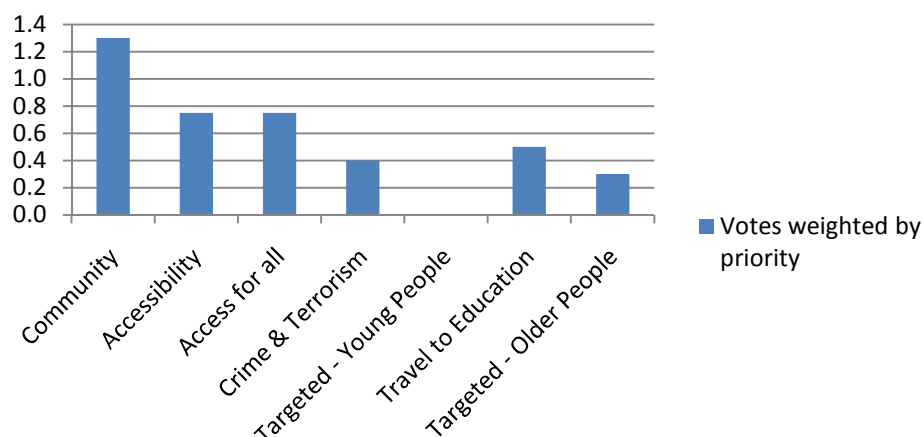
- 4.29 The “Enabling Development” policy arose as a priority to meet the needs of communities for suitable housing and employment and to provide such development in the most sustainable way.
- 4.30 The initiatives that were included within the “Network Improvement” policy centred on the provision of new infrastructure and road widening to deliver greater road capacity. Although the discussion recognised that in some circumstances this can be important, the groups generally felt that this should not be a priority when funding opportunities were very limited, and that the environmental implications of the policy would need to be addressed in the early stages of scheme development.

### Sustainability Theme Results



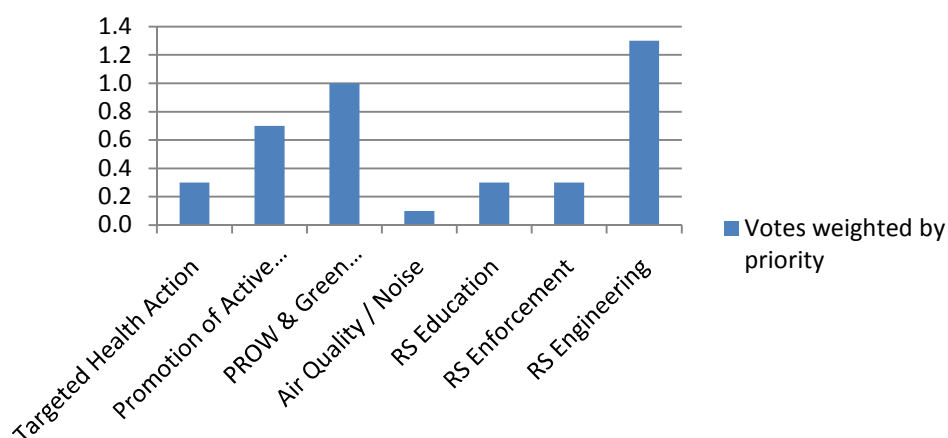
- 4.31 The Sustainability Appraisal discussion for the sustainability theme focused on the potential environmental and social benefits of improvements to public transport in reducing car use, reducing emissions, improving accessibility and promoting equality of opportunity.
- 4.32 “Spatial Planning” policy was seen as a vital, long-term mechanism for improving sustainability by enabling greater uses of cycling and walking and encouraging vibrant communities.
- 4.33 All aspects of the sustainability theme were also thought to help create the conditions for business growth and, as such, the theme as a whole was noted to be particularly important.

## Community Theme Results



- 4.34 The Sustainability Appraisal discussion for the community theme centred on the role that community engagement plays in delivering sustainable solutions. The policy areas supporting “Accessibility to Key Services” and “Access for All” were seen to be particularly important to support disadvantaged groups in society.

## Health Theme Results



- 4.35 The Sustainability Appraisal discussion for the health theme valued the role of the rights of way network to society, and recognised it as an important environmental asset to be protected and enhanced. Promoting access to this valued network was deemed to be a good way of promoting healthy activity alongside more direct action to promote walking and cycling among the population. In addition, it was felt that if more people were encouraged to use the network, it would be more highly valued by future generations.
- 4.36 Air quality and noise issues were discussed in some detail and the groups concluded that although these were particular problems in certain locations,

the most effective solutions would actually come from other policies. For example, technological advances and policy set out within the theme to “ensure a sustainable future” would have a greater impact. As such, air quality and noise were not prioritised policies, despite recognition of their localised environmental impact.

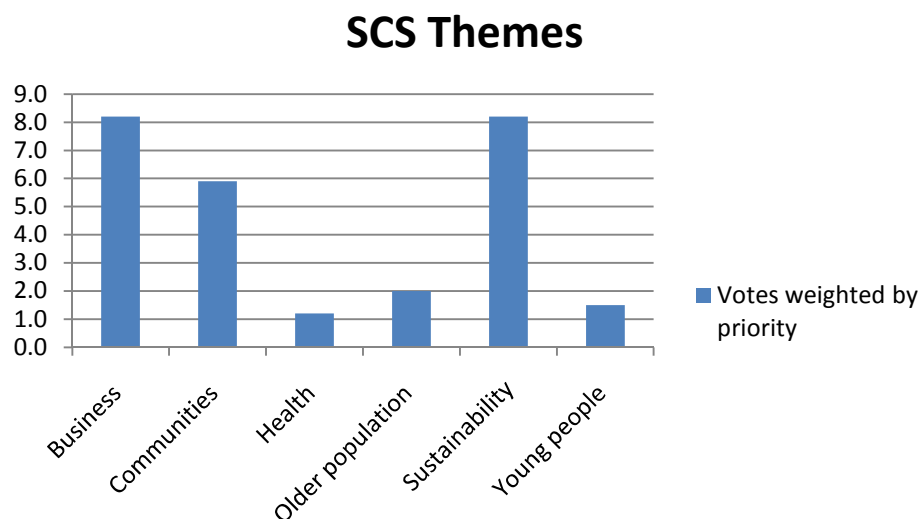
- 4.37 The issue of road safety was one that the discussion groups also debated intensely although no specific issues of sustainability aside from community improving safety were raised.

### Exercise 2 - Overall Priorities

- 4.38 Members discussed each of the SCS thematic areas – business, communities, health, older population, sustainability, and young people. The discussion was framed by an understanding of all the sustainability appraisal issues raised in the first exercise.

- 4.39 Participants then identified their priority themes for implementation by voting for their first, second, and third preferences. These preferences were tallied and weighted with a 50% weighting to first choice, 30% weighting to second choice and 20% weighting to third choice votes.

- 4.40 The outcome of the voting is illustrated below:



- 4.41 The discussion around priorities had a very strong emphasis on the need to balance the policies that supported business growth with equivalent policies to deliver a sustainable future. The understanding that the initiatives within the sustainability theme were often also beneficial to business was a major influence in the debate.

- 4.42 The communities theme was also highly valued following discussion on the role of community in defining its own requirements locally. In terms of the Sustainability Appraisal the policies of this section were felt to be important in delivering social objectives, however, the combination of sustainability and business would be the most beneficial overall.



### Conclusions from the Workshop 3

- 4.43 Workshop 3 reinforced the need to implement a balanced policy approach that both supports economic development and sustainability through local transport policy.
- 4.44 All the policy priorities put forward in the workshop were subsequently incorporated into the draft LTP and Sustainability Appraisal for public consultation.

**Table 4-2: Sustainability Appraisal Recommendations for the LTP Priorities**

	Recommendation for LTP Priorities
1	Priority themes should include “ensure a sustainable future” alongside “create conditions for business growth”.
2	<p>Sustainability “core” priorities should include:</p> <ul style="list-style-type: none"> <li>• Public Transport (Service Levels &amp; Reliability)</li> <li>• Public Transport (Integration &amp; Facilities)</li> <li>• Spatial Planning</li> </ul>
3	<p>Business growth “core” priorities should include:</p> <ul style="list-style-type: none"> <li>• Maintenance</li> <li>• Network Management</li> <li>• Enabling Development</li> </ul>
4	<p>Health “complementary” priorities should include:</p> <ul style="list-style-type: none"> <li>• Promotion of Active Travel and Healthy Activities</li> <li>• Public Rights of Way and Green Infrastructure</li> <li>• Road Safety (Engineering)</li> </ul>
5	<p>Communities “complementary” priorities should include:</p> <ul style="list-style-type: none"> <li>• Community</li> <li>• Accessibility of Services</li> <li>• Access for All</li> </ul> <p>These are combined priorities for the themes to nurture strong communities, support our children and young people, and prepare for an increasingly older population.</p>

## 5. Stage C: Appraising the effects of the LTP

### **C1: Predicting the effects of the options/proposals**

### **C2: Assessing the effects of the options/proposals**

- 5.1 The SEA Directive requires that the likely significant effects should be identified. As such, the assessment has, where information was available, sought to consider the following:
- The probability, duration, frequency and reversibility of the effects
  - The cumulative nature of the effects
  - The transboundary nature of the effects
  - The risks to human health or the environment
  - The magnitude and spatial extent of the effects
  - The value and vulnerability of the area likely to be affected
- 5.2 The tables below sets out the results of the appraisal process on each of the LTP policies and SCS themes on the sustainability objectives. Consideration has been given to existing and future issues, baseline conditions and trends where possible and the extent to which the LTP may be able to affect these is indicated. Where effects were uncertain, this has also been recorded.
- 5.3 Secondary or indirect effects comprise effects which do not occur as a direct result of the proposed activities, but as a result of complex causal pathway (which may not be predictable).
- 5.4 Cumulative effects arise from a combination of two or more effects, for instance, where several proposals each have insignificant effects but together have a significant effect; or where several individual effects of the plan or programme have a combined effect.
- 5.5 Synergistic effects occurs where the joint effect of two or more processes is greater than the sum of individual effects.

**Table 5-1: LTP “Sustainable Future” Policies Tested against the Sustainability Objectives**

Policy			Sustainability Objective												
<b>Key</b>			1 Biodiversity, habitats, geology...	2 Flooding...	3 Minimise need to travel & sustainable modes...	4 Heritage & landscape...	5 Pollution & climate change...	6 Resources & green infrastructure...	7 Energy...	8 Design...	9 Towns & local centres...	10 Economy & access to employment skills...	11 Safety...	12 Quality of life...	13 Access to leisure countryside...
-	Negative impact	+++ High impact ++ Medium impact + Small impact													
+	Positive impact														
	Neutral impact														
u	Uncertain impact														
Time period		Long, medium, short-term													
Geographical scale		CE and/or local (L)													
Effects		Cumulative (Cu) or synergistic (Sy)													
Sustainability															
Policy S1 Spatial Planning: Seek to minimise the future need to travel through a strategy in the Local Development Framework that focuses most new developments in locations where there is a good range of housing, jobs, shops and services already accessible by public transport, cycling and walking.			u		+++ Long CE Cu Sy	u	+++ Long CE Cu Sy	++ Long CE Cu Sy			++ Short-& long L Cu Sy	++ Long CE & L Cu Sy			++ Long CE Cu Sy
Policy S2 Climate Change – Mitigation & Adaptation: Ensure that transport policies support wider climate change objectives and adaptation needs.			++ Long CE Sy	++ Long Local	+++ Long CE		++ Long CE	++ Long CE Sy	++ Long CE Sy						++ Long CE Cu Sy
Policy S3 Public Transport (Integration & Facilities): Work with passenger transport providers (bus, rail and community transport) to improve public transport integration and facilities.					++ Med/ Long CE & L Cu Sy		++ Long CE Sy	++ Long CE Sy			++ Med/ Long CE Sy	++ Med/ Long CE & L Cu Sy			++ Long CE Cu Sy

Policy			Sustainability Objective																																	
<b>Key</b> <table><tr><td>-</td><td>Negative impact</td><td>+++ High impact ++ Medium impact + Small impact</td></tr><tr><td>+</td><td>Positive impact</td><td></td></tr><tr><td></td><td>Neutral impact</td><td></td></tr><tr><td>u</td><td>Uncertain impact</td><td></td></tr><tr><td colspan="2">Time period</td><td>Long, medium, short-term</td></tr><tr><td colspan="2">Geographical scale</td><td>CE and/or local (L)</td></tr><tr><td colspan="2">Effects</td><td>Cumulative (Cu) or synergistic (Sy)</td></tr></table>			-	Negative impact	+++ High impact ++ Medium impact + Small impact	+	Positive impact			Neutral impact		u	Uncertain impact		Time period		Long, medium, short-term	Geographical scale		CE and/or local (L)	Effects		Cumulative (Cu) or synergistic (Sy)	1 Biodiversity, habitats, geology...	2 Flooding...	3 Minimise need to travel & sustainable modes...	4 Heritage & landscape...	5 Pollution & climate change...	6 Resources & green infrastructure...	7 Energy...	8 Design...	9 Towns & local centres...	10 Economy & access to employment skills...	11 Safety...	12 Quality of life...	13 Access to leisure countryside...
			-	Negative impact	+++ High impact ++ Medium impact + Small impact																															
			+	Positive impact																																
				Neutral impact																																
			u	Uncertain impact																																
			Time period		Long, medium, short-term																															
			Geographical scale		CE and/or local (L)																															
Effects		Cumulative (Cu) or synergistic (Sy)																																		
<b>Policy S4 Public Transport (Service Levels &amp; Reliability):</b> Work with passenger transport operators (bus, rail, community transport & taxis) to explore improvements to service levels and reliability.					++ Short-& long CE & L Cu Sy		+	Long CE Sy	+	Long CE Sy			+	Med/ Long CE Sy	++ Med/ Long CE& L Cu Sy			+	Long CE Sy																	
<b>Policy S5 Public Transport (Information &amp; Marketing):</b> Work with passenger transport operators to promote the use of public transport through improved information and publicity.					++ Short-& long CE & L Sy		+	Long CE Sy	+	Long CE Sy			+	Med/ Long CE Sy	+	Med/ Long CE Sy			+	Long CE Sy																
<b>Policy S6 Public Transport (Fares &amp; Ticketing):</b> Work with passenger transport operators to develop fare initiatives and simpler ticketing solutions.					++ Short-& long CE & L Sy		+	Long CE Sy	+	Long CE Sy			+	Med/ Long CE Sy	+	Med/ Long CE Sy			+	Long CE Sy																
<b>Policy S7 Walking:</b> Work with stakeholders to improve facilities for walking so that it is attractive for shorter journeys.			u		++ Med/ long CE & L Cu Sy	u	+	Long CE Sy	+	Long CE Sy	+	Long CE Sy		+	Long CE Sy	+	Med/ Long CE Sy	+	Med/ Long CE Sy	+	Long CE Sy															

Policy			Sustainability Objective																																	
<b>Key</b> <table><tr><td>-</td><td>Negative impact</td><td>+++ High impact ++ Medium impact + Small impact</td></tr><tr><td>+</td><td>Positive impact</td><td></td></tr><tr><td></td><td>Neutral impact</td><td></td></tr><tr><td>u</td><td>Uncertain impact</td><td></td></tr><tr><td colspan="2">Time period</td><td>Long, medium, short-term</td></tr><tr><td colspan="2">Geographical scale</td><td>CE and/or local (L)</td></tr><tr><td colspan="2">Effects</td><td>Cumulative (Cu) or synergistic (Sy)</td></tr></table>			-	Negative impact	+++ High impact ++ Medium impact + Small impact	+	Positive impact			Neutral impact		u	Uncertain impact		Time period		Long, medium, short-term	Geographical scale		CE and/or local (L)	Effects		Cumulative (Cu) or synergistic (Sy)	1 Biodiversity, habitats, geology...	2 Flooding...	3 Minimise need to travel & sustainable modes...	4 Heritage & landscape...	5 Pollution & climate change...	6 Resources & green infrastructure...	7 Energy...	8 Design...	9 Towns & local centres...	10 Economy & access to employment skills...	11 Safety...	12 Quality of life...	13 Access to leisure countryside...
			-	Negative impact	+++ High impact ++ Medium impact + Small impact																															
			+	Positive impact																																
				Neutral impact																																
			u	Uncertain impact																																
			Time period		Long, medium, short-term																															
			Geographical scale		CE and/or local (L)																															
Effects		Cumulative (Cu) or synergistic (Sy)																																		
Policy S8 Cycling: Work with stakeholders to improve facilities for cycling so that it is attractive for shorter journeys.			u		++ Med/ long CE & L Cu Sy	u	+	+	+			+	+	+	+																					
Policy S9 Technology & Energy Efficiency: Encourage technological development in transport services in partnership with operators and will improve energy efficiency of transport infrastructure.			+				++ Long CE Cu Sy	+	++ Long CE Sy																											

Sustainability Policies - Summary of appraisal table
<p>The Sustainability Appraisal of policies for a sustainable future found beneficial effects across the majority of sustainability objectives. At least four positive effects were predicted for each individual policy across the full range of sustainability objectives. Policies on walking and cycling showed benefits in eight of the sustainability objectives. This contributed to the evidence that made cycling a priority policy following public consultation.</p> <p>The only sustainability objective that was not linked to a beneficial effects from sustainability policy was "4 Heritage &amp; landscape". Uncertain effects were identified for this objective in relation to policies on spatial planning, walking and cycling. The effect (such as detrimental increases in visitor numbers) on this objective would need to be determined at scheme design level; however, it is considered that any impacts could be mitigated through careful management. In conclusion, the Sustainability Appraisal of the policies was overwhelmingly beneficial.</p>



**Table 5-2: LTP “Business Growth” Policies Tested against the Sustainability Objectives**

Policy			Sustainability Objective																																	
<b>Key</b> <table><tr><td>-</td><td>Negative impact</td><td>+++ High impact ++ Medium impact + Small impact</td></tr><tr><td>+</td><td>Positive impact</td><td></td></tr><tr><td></td><td>Neutral impact</td><td></td></tr><tr><td>u</td><td>Uncertain impact</td><td></td></tr><tr><td colspan="2">Time period</td><td>Long, medium, short-term</td></tr><tr><td colspan="2">Geographical scale</td><td>CE and/or local</td></tr><tr><td colspan="2">Effects</td><td>Cumulative (Cu) or synergistic (Sy)</td></tr></table>			-	Negative impact	+++ High impact ++ Medium impact + Small impact	+	Positive impact			Neutral impact		u	Uncertain impact		Time period		Long, medium, short-term	Geographical scale		CE and/or local	Effects		Cumulative (Cu) or synergistic (Sy)	1 Biodiversity, habitats, geology ...	2 Flooding...	3 Minimise need to travel & sustainable modes...	4 Heritage & landscape...	5 Pollution & climate change...	6 Resources & green infrastructure...	7 Energy...	8 Design...	9 Towns & local centres...	10 Economy & access to employment skills...	11 Safety...	12 Quality of life...	13 Access to leisure countryside...
			-	Negative impact	+++ High impact ++ Medium impact + Small impact																															
			+	Positive impact																																
				Neutral impact																																
			u	Uncertain impact																																
			Time period		Long, medium, short-term																															
			Geographical scale		CE and/or local																															
Effects		Cumulative (Cu) or synergistic (Sy)																																		
Business																																				
Policy B1 Strategic Partnerships for Economic Growth: Work with neighbouring authorities, appropriate regional/sub-regional organisations, public transport operators and providers to enhance cross-boundary and strategic investment opportunities in transport.			u		u	u						+ Long CE Sy																								
Policy B2 Enabling development: Seek to enable appropriate new development by supporting transport infrastructure, regeneration and/or behaviour change initiatives that will mitigate the potential impact of new development.			u	u	+++ Short-& long CE & L Cu Sy	u	++ Long CE Cu Sy	+ Long CE		+ Long CE		+++ Long CE Cu Sy				+ Long CE																				
Policy B3 Network Management: Effectively manage the highway network to reduce the level of delay and provide for the needs of all road users including pedestrians, cyclists and motorists.			u		++ long CE & L Sy	u	++ Long CE Cu Sy	++ Long CE Cu Sy			+ Long CE Sy	++ Long CE Sy	+ Long CE Sy			+ Long CE																				
Policy B4 Network Improvement: Work to improve the operation of the highway network for all users through provision of new and enhanced infrastructure.			u	u	u	u		+ Long CE Cu Sy			+ Long CE Sy	++ Long CE Sy																								

Policy			Sustainability Objective																																	
<b>Key</b> <table><tr><td>-</td><td>Negative impact</td><td>+++ High impact ++ Medium impact + Small impact</td></tr><tr><td>+</td><td>Positive impact</td><td></td></tr><tr><td></td><td>Neutral impact</td><td></td></tr><tr><td>u</td><td>Uncertain impact</td><td></td></tr><tr><td colspan="2">Time period</td><td>Long, medium, short-term</td></tr><tr><td colspan="2">Geographical scale</td><td>CE and/or local</td></tr><tr><td colspan="2">Effects</td><td>Cumulative (Cu) or synergistic (Sy)</td></tr></table>			-	Negative impact	+++ High impact ++ Medium impact + Small impact	+	Positive impact			Neutral impact		u	Uncertain impact		Time period		Long, medium, short-term	Geographical scale		CE and/or local	Effects		Cumulative (Cu) or synergistic (Sy)	1 Biodiversity, habitats, geology...	2 Flooding...	3 Minimise need to travel & sustainable modes...	4 Heritage & landscape...	5 Pollution & climate change...	6 Resources & green infrastructure...	7 Energy...	8 Design...	9 Towns & local centres...	10 Economy & access to employment skills...	11 Safety...	12 Quality of life...	13 Access to leisure countryside...
			-	Negative impact	+++ High impact ++ Medium impact + Small impact																															
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			u	Uncertain impact																																
			Time period		Long, medium, short-term																															
			Geographical scale		CE and/or local																															
Effects		Cumulative (Cu) or synergistic (Sy)																																		
<b>Policy B5 Freight:</b> Work with freight operators and organisations to establish appropriate freight routes, delivery routines and driver practices to minimise congestion and pollution.			u			u	++ Long CE Cu Sy	+	Long CE Cu Sy	+	Long CE Sy		+	Med/ Long CE Sy		+	Med/ Long CE Sy																			
<b>Policy B6 Parking:</b> Adopt a consistent and structured approach to parking supply, management and tariffs, seeking to balance the issues of sustainability, quality of life and economic vitality.												+	Long CE Sy	+	Med/ Long CE Sy		+	Long CE Sy																		
<b>Policy B7 Business Innovation:</b> Support businesses to reduce carbon emissions from transport and minimise car use.					+++ Long CE Sy		++ Long CE Cu Sy	+	Long CE Cu Sy																											
<b>Policy B8 Maintenance:</b> Adopt a robust and efficient approach to maintenance to minimise deterioration in the highway network and associated infrastructure assets (lighting, street furniture etc.)			+	Short- & Long CE																																

### Business Growth Policies - Summary of appraisal table

Policies and initiatives for business growth will very often help ensure a sustainable future by encouraging more efficient use of the highway networks for public transport and encouraging business innovation. Equally the policies from the sustainability chapter will often help deliver business growth. However, there are some policy areas that will need detailed consideration of environmental impacts at the implementation stage to ensure that LTP Objective 6 (Environment) to "protect and enhance the local and global natural environment (including environmental assets such as biodiversity, geodiversity, soils and protected landscapes)" is fully addressed.

The Sustainability Appraisal of policies within this chapter found beneficial effects across a number of sustainability objectives. At least one positive effect was predicted for each individual policy across the sustainability objectives. Two sustainability objectives were not associated with any beneficial policy effects.

Although there were no negative effects identified, there was more uncertainty regarding the effects of business growth policies on sustainability objectives compared to other SCS themes (sustainability, health, communities etc). The effect of many of the policies in this chapter will be dependent on the means of implementation. For example, where policy seeks to enable new development through infrastructure improvements, the impact on the environment will be dependent on the scale and location of infrastructure proposals. This means that the environmental effects of proposals will need to be assessed fully when the scheme details are known and options for alternatives, mitigation or compensation investigated where appropriate.

The Sustainability Appraisal particularly flagged the need to duly consider the approach to implementation of the following policies as these had more uncertain effects identified:

- B1 Strategic Partnerships for Economic Growth
- B2 Enabling Development
- B4 Network Improvement

The sustainability appraisal process helped ensure that both key themes for business growth and sustainability were given equal priority for the LTP.

**Table 5-3: LTP “Health” Policies Tested against the Sustainability Objectives**

Policy			Sustainability Objective												
<b>Key</b>			1 Biodiversity, habitats, geology...	2 Flooding...	3 Minimise need to travel & sustainable modes...	4 Heritage & landscape...	5 Pollution & climate change...	6 Resources & green infrastructure...	7 Energy...	8 Design...	9 Towns & local centres...	10 Economy & access to employment skills...	11 Safety...	12 Quality of life...	13 Access to leisure countryside...
-	Negative impact	+++ High impact ++ Medium impact + Small impact													
+	Positive impact														
	Neutral impact														
u	Uncertain impact														
Time period		Long, medium, short-term													
Geographical scale		CE and/or local													
Effects		Cumulative (Cu) or synergistic (Sy)													
Health															
Policy H1 Targeted Health Action: Work with stakeholders to identify communities, groups or areas in most need; and seek to identify targeted solutions that lower obesity rates and increase physical activity.					+			+						+	+
					Med/Long CE Cu Sy			Med/Long CE Cu Sy						Med/Long CE Sy	Long CE Cu Sy
Policy H2 Promotion of Active Travel and Healthy Activities: Work in partnership to promote walking, cycling and horse riding as active travel options and healthy activities.			u		++	u		++						++	+
					Med/Long CE Cu Sy			Med/Long CE Cu Sy						Long CE Sy	Long CE Sy
Policy H3 Public Rights of Way & Green Infrastructure: Protect and enhance our public rights of way and transport related green infrastructure and endeavour to create new links where beneficial for health or access to green spaces.			+		+			+						++	+++
			Med/Long CE Sy		Long CE Cu Sy			Long CE Cu Sy						Long CE Sy	Med/Long CE Cu Sy
Policy H4 Air Quality: Work to improve the quality of our air in Cheshire East.			+				+	+	+					+	
			Long CE Sy				Long CE Cu Sy	Long CE Sy	Long CE Sy					Long CE Sy	

Policy			Sustainability Objective																																	
<b>Key</b> <table><tr><td>-</td><td>Negative impact</td><td>+++ High impact ++ Medium impact + Small impact</td></tr><tr><td>+</td><td>Positive impact</td><td></td></tr><tr><td></td><td>Neutral impact</td><td></td></tr><tr><td>u</td><td>Uncertain impact</td><td></td></tr><tr><td colspan="2">Time period</td><td>Long, medium, short-term</td></tr><tr><td colspan="2">Geographical scale</td><td>CE and/or local</td></tr><tr><td colspan="2">Effects</td><td>Cumulative (Cu) or synergistic (Sy)</td></tr></table>			-	Negative impact	+++ High impact ++ Medium impact + Small impact	+	Positive impact			Neutral impact		u	Uncertain impact		Time period		Long, medium, short-term	Geographical scale		CE and/or local	Effects		Cumulative (Cu) or synergistic (Sy)	1 Biodiversity, habitats, geology...	2 Flooding...	3 Minimise need to travel & sustainable modes...	4 Heritage & landscape...	5 Pollution & climate change...	6 Resources & green infrastructure...	7 Energy ...	8 Design...	9 Towns & local centres...	10 Economy & access to employment skills...	11 Safety ...	12 Quality of life...	13 Access to leisure countryside...
			-	Negative impact	+++ High impact ++ Medium impact + Small impact																															
			+	Positive impact																																
				Neutral impact																																
			u	Uncertain impact																																
			Time period		Long, medium, short-term																															
			Geographical scale		CE and/or local																															
Effects		Cumulative (Cu) or synergistic (Sy)																																		
<b>Policy H5 Noise:</b> The Council will seek to reduce the impact of noise pollution from transport.			+ Med/ Long CE & Local Sy					+ Med/ Long CE Sy	+ Med/ Long CE Sy					+ Med/ Long CE Sy	+ Med/ Long CE Sy																					
<b>Policy H6 Road Safety (Education):</b> Work with partners to improve road safety through targeted education campaigns.														++ Med/ Long CE Sy	+ Long CE Sy																					
<b>Policy H7 Road Safety (Enforcement):</b> Work with partners to improve road safety through targeted enforcement in high risk areas.														+++ Med/ Long CE Sy	+ Long CE Sy																					
<b>Policy H8 Road Safety (Engineering):</b> Improve road safety through highway design improvements at collision blackspots.														+++ Med/ Long CE Sy	+ Long CE Sy																					



## Health Policies - Summary of appraisal table

The Sustainability Appraisal of policies for health found beneficial effects across a number of sustainability objectives. At least two positive effects were predicted for each individual policy across the sustainability objectives. Five sustainability objectives were not associated with any beneficial policy effects. These objectives were largely associated with neutral effects from health policies of this chapter. No negative effects were identified.

In conclusion, the Sustainability Appraisal of the policies within this chapter highlighted either beneficial or neutral effects.

**Table 5-4: LTP “Communities” Policies Tested against the Sustainability Objectives**

Policy			Sustainability Objective													
<b>Key</b>			1 Biodiversity, habitats, geology ...	2 Flooding...	3 Minimise need to travel & sustainable modes...	4 Heritage & landscape...	5 Pollution & climate change...	6 Resources & green infrastructure...	7 Energy...	8 Design...	9 Towns & local centres...	10 Economy & access to employment skills...	11 Safety...	12 Quality of life...	13 Access to leisure countryside...	
-	Negative impact	+++ High impact ++ Medium impact + Small impact														
+	Positive impact															
	Neutral impact															
u	Uncertain impact															
Time period		Long, medium, short-term														
Geographical scale		CE and/or local														
Effects		Cumulative (Cu) or synergistic (Sy)														
Communities																
Policy C1 Community: Work in partnership with local communities to support community-led solutions that improve accessibility to key services (employment, education, health, shopping and leisure).												++ Long CE Sy		+	Long CE Sy	++ Long CE Sy
Policy C2 Accessibility of Services: Work with partner organisations and local communities to make key services easier to access with a particular focus on disadvantaged groups and areas, including people living in rural areas, older people, young people and those without access to a car.					+		+					++ Med/ Long CE Sy				+++ Long CE Sy
Policy C3 Access for all: Consider the diverse range of needs concerning disabled people and other groups who experience difficulties using the transport system.					+						+	+		+	+	

Policy			Sustainability Objective																																	
<b>Key</b> <table><tr><td>-</td><td>Negative impact</td><td>+++ High impact ++ Medium impact + Small impact</td></tr><tr><td>+</td><td>Positive impact</td><td></td></tr><tr><td></td><td>Neutral impact</td><td></td></tr><tr><td>u</td><td>Uncertain impact</td><td></td></tr><tr><td colspan="2">Time period</td><td>Long, medium, short-term</td></tr><tr><td colspan="2">Geographical scale</td><td>CE and/or local</td></tr><tr><td colspan="2">Effects</td><td>Cumulative (Cu) or synergistic (Sy)</td></tr></table>			-	Negative impact	+++ High impact ++ Medium impact + Small impact	+	Positive impact			Neutral impact		u	Uncertain impact		Time period		Long, medium, short-term	Geographical scale		CE and/or local	Effects		Cumulative (Cu) or synergistic (Sy)	1 Biodiversity, habitats, geology...	2 Flooding...	3 Minimise need to travel & sustainable modes...	4 Heritage & landscape...	5 Pollution & climate change...	6 Resources & green infrastructure...	7 Energy...	8 Design...	9 Towns & local centres...	10 Economy & access to employment skills...	11 Safety...	12 Quality of life...	13 Access to leisure countryside...
			-	Negative impact	+++ High impact ++ Medium impact + Small impact																															
			+	Positive impact																																
				Neutral impact																																
			u	Uncertain impact																																
			Time period		Long, medium, short-term																															
			Geographical scale		CE and/or local																															
Effects		Cumulative (Cu) or synergistic (Sy)																																		

#### Communities - Summary of appraisal table

The Sustainability Appraisal of policies for communities found beneficial effects across a number of sustainability objectives. At least three positive effects were predicted for each individual policy across the sustainability objectives. Six sustainability objectives were not associated with any beneficial policy effects from this chapter.

These objectives were all associated with neutral effects from communities policies of this chapter. No negative effects were identified. In conclusion, the Sustainability Appraisal of the policies within this chapter highlighted either beneficial or neutral effects.

#### Children & Young People Policies - Summary of appraisal table

The Sustainability Appraisal of policies for children and young people found beneficial effects across a number of sustainability objectives. At least four positive effects were predicted for each individual policy across the sustainability objectives. Seven sustainability objectives were not associated with any beneficial policy effects from this chapter. These objectives were all associated with neutral effects from policies of this chapter.

No negative effects were identified. It should be noted that beneficial effects were measured against the policies specifically, not for children and young people generally. As such, a number of benefits were registered within other chapters that would be relevant to children and young people (e.g. safety policies of the health chapter).

In conclusion, the Sustainability Appraisal of the policies within this chapter highlighted either beneficial or neutral effects.

#### Older Population Policies - Summary of appraisal table

This theme to prepare for an increasingly older population only contains one policy which was found in the Sustainability Appraisal to have beneficial effects across the sustainability objectives. The policy was found to have a neutral effect on nine sustainability objectives.

No negative effects were identified. As with the policies within the children and young peoples' chapter, a number of benefits were registered within other chapters that would be relevant to supporting our ageing population (e.g. public transport policies in the sustainability chapter).

In conclusion, the Sustainability Appraisal of the policies within this chapter highlighted either beneficial or neutral effects.

### C3: Mitigating adverse effects and maximise beneficial effects

5.6 A key element of the assessment process is the need to mitigate and maximise beneficial effects identified. Opportunities have therefore been sought through the policy development and prioritisation stages of LTP development to improve or enhance the LTP to benefit environmental and sustainability objectives. This process has been encompassed within the earlier stages and has principally led to the development of priorities that balance the themes of business growth with that of a sustainable future.

5.7 In addition, **Table 5-5** highlights the most important areas of uncertainty arising from the assessment.

**Table 5-5: Uncertain impacts of Sustainability Assessment**

Policy	Sustainability Objective		Sustainability Objective Assessment	Comments
<b>Policy S1: Spatial Planning:</b> Seek to minimise the future need to travel through a strategy in the Local Development Framework that focuses most new developments in locations where there is a good range of housing, jobs, shops and services already accessible by public transport, cycling and walking.	1	To protect and enhance biodiversity, habitats and important geological features including soil and water resources; with particular care to sites designated internationally nationally, regionally and locally.	Uncertain	LDF process will lead investigations into land allocations and requirements for supporting transport infrastructure to ensure no negative impact on biodiversity, habitats, geology, heritage or landscape as a result of the new development. LTP policy will seek to mitigate the impact of new development through improving existing infrastructure where possible. Any new infrastructure that may have an impact will be subject to detailed environmental impact assessment.  Improving transport networks may also encourage travel rather than minimising the need to travel, however, encouraging sustainable modes will help mitigate potential growth in unsustainable modes.
	4	To protect and enhance the quality, integrity and distinctiveness of the area's heritage, landscapes and townscapes, through high quality transport planning and design.		
<b>Policy S7 Walking:</b> Work with stakeholders to improve facilities for walking so that it is attractive for shorter journeys	1	To protect and enhance biodiversity, habitats and important geological features including soil and water resources; with particular care to sites designated internationally nationally,	Uncertain	Increases in the level of walking may have direct impacts upon the landscape and biodiversity, flora and fauna. However these may be positive or negative in nature and will be location specific. Where a significant

Policy	Sustainability Objective		Sustainability Objective Assessment	Comments
	4	regionally and locally.  To protect and enhance the quality, integrity and distinctiveness of the area's heritage, landscapes and townscapes, through high quality transport planning and design.		negative impact is predicted, a full Environmental Assessment of the proposal will be undertaken.
<b>Policy S8 Cycling:</b> Work with stakeholders to improve facilities for cycling so that it is attractive for shorter journeys	1	To protect and enhance biodiversity, habitats and important geological features including soil and water resources; with particular care to sites designated internationally nationally, regionally and locally.	Uncertain	Increases in the level of cycling may have direct impacts upon the landscape and biodiversity, flora and fauna. However these may be positive or negative in nature and will be location specific. Where a significant negative impact is predicted, a full Environmental Assessment of the proposal will be undertaken.
	4	To protect and enhance the quality, integrity and distinctiveness of the area's heritage, landscapes and townscapes, through high quality transport planning and design.		
<b>Policy B1 Strategic Partnerships for Economic Growth:</b> Work with neighbouring authorities, appropriate regional/sub-regional organisations, public transport operators and providers to enhance cross-boundary and strategic investment opportunities in transport.	1	To protect and enhance biodiversity, habitats and important geological features including soil and water resources; with particular care to sites designated internationally nationally, regionally and locally.	Uncertain	Promoting economic growth may increase the need to travel, however, the partnership approach of the LTP will help develop appropriate public transport alternatives to help mitigate any growth in demand.  Proposals may impact on biodiversity, habitats, landscape, flora and fauna. However, these may be positive or negative in nature and will be location specific. Where a significant negative impact is predicted, a full Environmental Assessment of the proposal will be undertaken.
	3	To minimise the need to travel by car and facilitate integrated forms of sustainable transport.		
	4	To protect and enhance the quality, integrity and distinctiveness of the area's heritage, landscapes and townscapes, through high quality transport planning and design.		

Policy	Sustainability Objective		Sustainability Objective Assessment	Comments
<b>Policy B2 Enabling development:</b> Seek to enable appropriate new development by supporting transport infrastructure, regeneration and/or behaviour change initiatives that will mitigate the potential impact of new development.	1	To protect and enhance biodiversity, habitats and important geological features including soil and water resources; with particular care to sites designated internationally nationally, regionally and locally.	Uncertain	Proposals may impact on biodiversity, habitats, landscape, flora and fauna. However, these may be positive or negative in nature and will be location specific. Where a significant negative impact is predicted, a full Environmental Assessment of the proposal will be undertaken.  LDF process will lead investigations into land allocations and requirements for supporting transport infrastructure. LTP policy will seek to mitigate the impact of new development by developing appropriate public transport and non-car options and ensuring development occurs in locations that are accessible.
	2	To prevent inappropriate transport infrastructure on floodplains and guard against increased risk of flooding.		
	4	To protect and enhance the quality, integrity and distinctiveness of the area's heritage, landscapes and townscapes, through high quality transport planning and design.		
<b>Policy B3 Network Management:</b> Effectively manage the highway network to reduce the level of delay and provide for the needs of all road users including pedestrians, cyclists and motorists.	1	To protect and enhance biodiversity, habitats and important geological features including soil and water resources; with particular care to sites designated internationally nationally, regionally and locally.	Uncertain	Proposals may impact on biodiversity, habitats, landscape, flora and fauna. However, these may be positive or negative in nature and will be location specific. Where a significant negative impact is predicted, a full Environmental Assessment of the proposal will be undertaken.
	4	To protect and enhance the quality, integrity and distinctiveness of the area's heritage, landscapes and townscapes, through high quality transport planning and design.		



Policy	Sustainability Objective		Sustainability Objective Assessment	Comments
<b>Policy B4 Network Improvement:</b> Work to improve the operation of the highway network for all users through provision of new and enhanced infrastructure.	1	To protect and enhance biodiversity, habitats and important geological features including soil and water resources; with particular care to sites designated internationally nationally, regionally and locally.	Uncertain	Proposals may impact on biodiversity, habitats, landscape, flora and fauna. However, these may be positive or negative in nature and will be location specific. Where a significant negative impact is predicted, a full Environmental Assessment of the proposal will be undertaken.
	2	To prevent inappropriate transport infrastructure on floodplains and guard against increased risk of flooding.		LDF process will lead investigations into land allocations and requirements for supporting transport infrastructure. LTP policy will seek to mitigate the impact of new development through improving existing infrastructure where possible. Any new infrastructure that may have an impact will be subject to detailed environmental impact assessment.
	3	To minimise the need to travel by car and facilitate integrated forms of sustainable transport.		
	4	To protect and enhance the quality, integrity and distinctiveness of the area's heritage, landscapes and townscapes, through high quality transport planning and design.		Improving transport networks may also encourage travel rather than minimising the need to travel, however, encouraging sustainable modes will help mitigate potential growth in unsustainable modes.
<b>Policy B5 Freight:</b> Work with freight operators and organisations to establish appropriate freight routes, delivery routines and driver practices to minimise congestion and pollution.	1	To protect and enhance biodiversity, habitats and important geological features including soil and water resources; with particular care to sites designated internationally nationally, regionally and locally.	Uncertain	Changes to freight routes may have a positive impact in terms of biodiversity, habitats, landscape, flora and fauna upon existing routes, however negative impacts may simply be moved to another location. Where a significant negative impact is predicted, a full Environmental Assessment of the proposal will be undertaken.
	4	To protect and enhance the quality, integrity and distinctiveness of the area's heritage, landscapes and townscapes, through high quality transport planning		

Policy	Sustainability Objective		Sustainability Objective Assessment	Comments
		and design		
<b>Policy H2 Promotion of Active Travel and Healthy Activities:</b> Work in partnership to promote walking, cycling and horse riding as active travel options and healthy activities.	1	To protect and enhance biodiversity, habitats and important geological features including soil and water resources; with particular care to sites designated internationally nationally, regionally and locally.	Uncertain	Increases in the level of active travel may have direct impacts upon the landscape and biodiversity, flora and fauna. However these may be positive or negative in nature and will be location specific. Where a significant negative impact is predicted, a full Environmental Assessment of the proposal will be undertaken.
	4	To protect and enhance the quality, integrity and distinctiveness of the area's heritage, landscapes and townscapes, through high quality transport planning and design.		

## C4: Proposals for monitoring

### Approach

- 5.8 Monitoring of the impact of the LTP on the sustainability objectives will be an ongoing process undertaken as far as possible in conjunction with the monitoring of the LTP itself and the LDF Core Strategy.
- 5.9 The information gathered as a result of monitoring will enable Cheshire East to:
- Track the environmental effects of the LTP
  - Gauge the effectiveness of any mitigation measures employed
  - Identify unforeseen effects
  - Manage any uncertainty encountered in the assessment process
- 5.10 Creating a methodology for monitoring that works alongside the LTP and LDF monitoring will ensure:
- The combined effects of the LTP and LDF are understood
  - Efficient shared use of limited monitoring resources

### Sustainability Appraisal Monitoring Framework

- 5.11 **Table 5-6** sets out the framework for monitoring the predicted environmental effects of the LTP. The framework is based on the Sustainability Appraisal Objectives. [NB: The predicted effects of LTP policies are set out in **Table 5-1**.
- 5.12 The effects on the sustainability objectives were largely beneficial, with some areas of uncertainty.]
- 5.13 The Sustainability Appraisal monitoring framework will be supplemented by monitoring of the LTP itself (LTP monitoring indicators are shown in **Table 5-7**. Monitoring will seek to indicate the success, or otherwise, of priority policies in delivering the priority areas of the Sustainable Communities Strategy. The evidence collected will help determine whether the approach taken is appropriate or whether policy review is needed.
- 5.14 Irrespective of the outcomes of monitoring, it is likely that the policy priorities and approach will be reviewed tri-annually in parallel with production of implementation plans.
- 5.15 It is intended that the monitoring framework will be broadly consistent throughout all sustainability appraisals that the Council undertakes, as these are the issues identified within the Borough to be addressed through all policy documents.
- 5.16 As the Sustainability Appraisal Framework evolves there may be situations that require the monitoring framework to be reviewed. These situations could include:
- New baseline information emerging that better reflects the current objectives in the sustainability framework,
  - Changes to the objectives in the sustainability framework, and

- Direction from a consultation body that information within the framework needs amending, such as through consultation on scoping reports.
- 5.17 The indicators to be used to monitor the LTP may also be influenced by forthcoming statements from the Government regarding the number of indicators that are to be monitored either centrally or at local authority level.
- 5.18 The Sustainability Appraisal has identified a number of potential beneficial effects of the LTP and some areas of uncertainty. Only the significant effects will be monitored. The subtle effects of policy are more likely to be influenced by other contributory factors and are difficult to identify without intensive (and potentially expensive) monitoring research approaches. Even for significant effects other factors that could potentially be contributing to a particular trend also need to be identified for a full understanding of policy outcomes.
- 5.19 In addition, to integrating the Sustainability Appraisal, LTP and LDF monitoring, it is preferable to use existing data sources wherever possible. For example, the continued use of the National Indicators.

**Table 5-6: Sustainability Appraisal Monitoring Framework**

	Objective	Effect to be Monitored	Indicator	Targets	Source
1	To protect and enhance biodiversity, habitats and important geological features including soil and water resources; with particular care to sites designated internationally, nationally, regionally and locally.	Effect of the LTP (and new transport schemes) on biodiversity, habitats and important geological features (uncertainty in the assessment means checks required on detailed implementation of schemes).	Biodiversity Action Plan Priority Habitats; Regionally Important Geological and Geomorphological Sites; or Sites of Biological Importance damaged/lost as a result of transport planning decisions.	No new transport infrastructure causing damage or loss of sites.	<b>LDF monitoring:</b> Cheshire Region Biodiversity Partnership Cheshire East: Ecology Cheshire East: Ecology  <b>LTP implementation check:</b> EIA of proposed infrastructure schemes required.
2	To prevent inappropriate transport infrastructure on floodplains and guard against increased risk of flooding.	The effect of new transport scheme proposals on flood risk (uncertainty in the assessment means checks required on detailed implementation of schemes).	Increase in flood risk as a result of new transport infrastructure.	No new transport infrastructure to increase flood risk.	<b>LTP &amp; LDF monitoring:</b> Development Management Records  <b>LTP implementation check:</b> EIA of proposed infrastructure schemes required.
3	To minimise the need to travel by car and facilitate integrated forms of sustainable transport.	Effect of LTP on changing travel patterns and habits (e.g. modal shift from car to bus or cycling).	Mode of travel for journey to school – Children travelling to school, mode of travel used (former NI 198)	Targets to be established following approval of LTP implementation plan.	<b>LTP monitoring:</b> School travel survey
			Accessibility level – Housing built within 30 minutes public transport of key services	Targets to be established alongside the LDF Core Strategy.	<b>LDF monitoring:</b> Infrastructure Assessment Annual Monitoring
			Cycle routes and facilities – Public overall satisfaction with cycle routes and facilities.	Targets to be established following approval of LTP implementation plan.	<b>LTP monitoring:</b> Public satisfaction survey.

	Objective	Effect to be Monitored	Indicator	Targets	Source
			Commercial viability of bus services – % of supported bus services that become commercially viable.	Targets to be established following approval of LTP implementation plan.	<b>LTP monitoring:</b> Public transport subsidy records.
4	To protect and enhance the quality, integrity and distinctiveness of the area's heritage, landscapes and townscapes, through high quality transport planning and design.	The effect of new transport schemes on natural and built heritage and landscape (uncertainty in the assessment means checks required on detailed implementation of schemes).	Transport initiatives impacting on heritage listings (listed buildings, SAMs, historic parks and gardens etc), landscapes and public realm.	Cautionary approach to implementation and mitigation rather than targets.	<b>LDF monitoring:</b> Development Management Records  <b>LTP implementation check:</b> Check proposals for infrastructure schemes with conservation officer and English Heritage. EIA of major infrastructure schemes required for landscape impact.
5	To minimise the level of noise, water, soil and air pollution from transport and reduce the borough's transport contribution to climate change.	Effect of the LTP on CO2 emissions, air quality, noise and other pollutants.	Annual mean air quality in Air Quality Management Areas	Targets to be established alongside the Air Quality Strategy	<b>Air Quality Strategy monitoring:</b> UK National Air Quality Archive Local monitoring.
			Per capita CO2 emissions in the local authority area (% reduction) (NI 186) Planning to adapt to climate change (NI 188)	Targets to be established alongside ambitions to tackle climate change established at a strategic level through the Cheshire & Warrington Local Economic Partnership or Local Strategic Partnership.	<b>LSP/LEP monitoring:</b> Climate Change Action Plan
6	To reduce the consumption of natural resources, protect and optimise utilisation of green infrastructure.	LTP effect on the use of natural resources and use of renewable in highway network management and maintenance.	Policies to encourage recycled and renewable materials in transport infrastructure and facilities Initiatives that minimise the need to own/use of private vehicles and/or encourage	Realistic targets to be established following approval of LTP implementation plan in conjunction new highways service provider	<b>Highways Service Provider monitoring:</b> Cheshire East: Climate Change Action Plan Cheshire East: network management plan objectives.



	Objective	Effect to be Monitored	Indicator	Targets	Source
			community sharing of transport resources		
		Effect on utilisation of green infrastructure and rights of way.	Transport initiatives that protect and optimise utilisation of green infrastructure.	Targets to reflect implementation of the rights of way improvement plan.	<b>Rights of way monitoring:</b> Rights of Way Improvement Plan
7	To minimise the requirement for energy use, promote energy efficiency, and increase the use of energy from renewable sources for transport and transport related assets.	LTP effect on energy consumption due to network management and maintenance regimes and through fuel consumption of fleet and domestic vehicles.	Investment in low energy/renewable source street lighting and signing.	Realistic targets to be established following approval of LTP implementation plan in conjunction with in conjunction new highways service provider.	<b>Highways Service Provider monitoring:</b> Network management regimes Asset Management Records
			Fuel efficiency of council and public transport fleet vehicles.	Targets to be established in conjunction with the Carbon Management Plan. An aspirational target to reduce baseline emissions of carbon by 30% over 5 years has already been set, however, the contribution of transport is still to be determined.	<b>Climate change team monitoring:</b> Carbon Management Plan
			Travel plans for new and existing development	All large new development should be accompanied by an effective travel plan. Targets for existing development will be established following approval of new staff structure.	<b>LDF monitoring:</b> Development Control / Travel Plan Records.
8	To promote high quality building/layout design that supports transport sustainability.	The effect of new transport schemes on public realm improvements and sustainability (e.g. bus	Facilities and quality design for walking, cycling and car share provided. Pedestrian and cycle	High quality design standards and coordination with economic development and urban	<b>LDF monitoring:</b> Development Control / Travel Plan Records.

	Objective	Effect to be Monitored	Indicator	Targets	Source
		station improvements or walking and cycling facilities in new development).	connectivity and linkages to public transport.	realm project teams rather than targets.	<b>Economic Development implementation check:</b> Coordinated approach to implementation in the public realm.
9	To support and increase the vitality and viability of town and local centres.	Effect of policies on the accessibility and attractiveness of town centres for all modes of transport.	Bus service satisfaction – public overall satisfaction with local bus services.	Targets to be established following approval of LTP implementation plan.	<b>LTP monitoring:</b> Public satisfaction survey
			Rail patronage – footfall at railway stations.		<b>LTP monitoring:</b> TOC Railway station footfall data
			Ease of access to key services (all people)		<b>LTP monitoring:</b> Annual public opinion survey
10	Achieving the interconnected objectives of establishing a sustainable, competitive local economy and improving access to skills, knowledge and employment both in rural and urban areas.	Effect of LTP on establishing a competitive, sustainable economy and good access to employment and markets.	Access to key services (employment).	Targets to be established in conjunction with the development of Transport Frameworks for Towns.	<b>LTP monitoring:</b> Accessibility mapping of towns and the borough as a whole.
			Impact of bus support criteria in relation to access to employment.	Targets to be established in conjunction with the review of bus support criteria.	<b>LTP monitoring:</b> Bus support monitoring
11	To create a safe environment to live in and reduce fear of crime.	Effect of the LTP on the number of people killed and seriously injured in road collisions.	Number of people killed or seriously injured in road traffic accidents (former NI 047)	Targets to be established through the road safety strategy daughter document.	<b>Home Office monitoring:</b> Home Office accident data
		Effect of the LTP on fear of crime in the borough particularly in relation to travel and transport facilities (e.g. stations, car parks, footpaths etc.).	Feelings of safety and security on public transport.	No deterioration in perception of safety and security.	<b>LTP monitoring:</b> National Highways & Transportation Survey
12	To enhance and promote the quality of life, health and social inclusion of all residents in the borough.	Effect of the LTP on the health and quality of life of residents and on social exclusion.	Healthy life expectancy at 65 (former NI 137)	Targets will be established following the restructuring of the councils responsibilities in relation	Cheshire East LAA
			Participation in “active travel” modes		<b>LTP monitoring:</b> CE Community Survey

	Objective	Effect to be Monitored	Indicator	Targets	Source
			Access to key services (healthcare).	to health improvement and the coordination of health and social care resulting from the recent White Paper "Equity and Excellence: Liberating the NHS",	<b>LTP monitoring:</b> Accessibility mapping of healthcare services.
13	To maintain and enhance access to formal and informal cultural, leisure and recreational facilities and improve access to the countryside.	Effect of the LTP on utilisation of cultural, leisure and recreational facilities green spaces and the countryside.	Initiatives to improve access to access to formal and informal cultural, leisure and recreational facilities and improve access to the countryside	Targets to reflect implementation of the rights of way improvement plan.	<b>Rights of way monitoring:</b> Rights of Way Improvement Plan

### LTP Performance Indicators

5.20 In addition to the Sustainability Appraisal monitoring framework the following performance measures will be adopted to monitor the delivery and impact of the LTP implementation plan. Separate local indicators will be considered as part of the process of developing transport frameworks for towns. Additional indicators will include those developed for the new highway service provider. Reporting will be either quarterly or annually in April each year.

**Table 5-7: LTP Performance Monitoring**

#### Ensure a Sustainable Future

Proposed Indicator	Measure of Performance	Policy Link
Accessibility Level	Proportion of housing built within 30 minutes public transport travel time of key services	S1 Spatial Planning
Bus Service – Public Satisfaction	Public overall satisfaction with local bus services	S3 Public Transport (Integration & Facilities) S4 Public Transport (Service Levels & Reliability)
Rail Patronage	Footfall at railway stations in Cheshire East	S3 Public Transport (Integration & Facilities)
Commercial Viability of Bus Services	% of supported bus services that become commercially viable	S4 Public Transport (Service Levels & Reliability)
Number of trips made on Demand Responsive Transport	Number of journeys made on Council supported demand responsive services	S4 Public Transport (Service Levels & Reliability)
Community Transport Satisfaction	Public overall satisfaction with Community Transport (e.g. Dial-a-Ride).	S4 Public Transport (Service Levels & Reliability)
Cycle Routes and Facilities	Public overall satisfaction with cycle routes and facilities	S8 Cycling

#### Create the Conditions for Business Growth

Proposed Indicator	Measure of Performance	Policy Link
Public Satisfaction with Roadwork Management	Public Satisfaction with Roadwork Management	B3 Network Management

Traffic Levels in Key Urban Areas	Aggregate monitoring data to measure traffic levels, particularly in Crewe and Macclesfield	B3 Network Management
Road Condition – Principal Roads	Provides an indication of the proportion of principal road carriageway where structural maintenance should be considered over the next 12 months. This is a significant indicator of the state of the highways asset (former National Indicator 168)	B8 Maintenance
Road Condition – Class B & C.	Provides an indication of the proportion of B and C class road carriageways where structural maintenance should be considered over the next 12 months. This is a significant indicator of the state of the highways asset (former National Indicator 169)	B8 Maintenance
Quality of Footways	Measures the condition of primary and secondary footways in Cheshire East where structural maintenance should be considered over the next 12 months. (New national footway network survey)	B8 Maintenance
Road Condition - Unclassified Road Network	% of unclassified road where structural maintenance should be considered	B8 Maintenance
Public Perception of Highway Condition	Public satisfaction with highway maintenance	B8 Maintenance

### Nurture Strong Communities

Proposed Indicator	Measure of Performance	Policy Link
Delivery of Local Infrastructure Schemes	% spend of allocated budget in each financial year	C1 Community
Availability of Community Transport	Public perception of the availability of community transport	C1 Community
Availability of Community Car Schemes	Number of community car schemes in operation throughout Cheshire East	C1 Community

Ease of Access to Key Services (All People)	Annual public opinion survey	C2 Accessibility of Services
Ease of Access to Key Services (People with Disabilities)	Annual public opinion survey	C3 Access for All

### Other Key Indicators

Proposed Indicator	Measure of Performance	Policy Link
Mode of travel for journey to school	Children travelling to school – mode of travel usually used (former National Indicator 198)	Y1 Travel to Education
Number of people killed or seriously injured	Continue to collect data subject to new guidance from the Department for Transport (former National Indicator 47)	H6, H7, H8 Road Safety

## C5: Preparing the Sustainability Appraisal Report

5.21 The Sustainability Appraisal Report was prepared for consultation alongside the draft LTP. Changes to the report were made to reflect consultation responses and create this revised version.



## 6. Stage D: Consultation on the LTP and Sustainability Report

### D1: Consulting on the Sustainability Appraisal report and LTP

- 6.1 The draft LTP preparation was subject to wide ranging community engagement, including integrated public consultation with the SCS, a stakeholder workshop, a Local Area Partnership (LAP) questionnaire and analysis of existing town and parish plans.
- 6.2 In addition, public consultation on both the draft LTP and the Sustainability Appraisal Report ran for six weeks, from the 19th October through to 28th November 2010. The consultation was promoted in the press and on the Cheshire East Council website, and distributed to libraries and information centres in hard-copy. Known potential respondents were also contacted by email. Reminder emails and a second press notification were issued to encourage a greater number of respondents.
- 6.3 Officers undertook engagement events with all Town Councils across the Borough, participated in engagement events arranged in connection with Crewe Vision and facilitated a transport workshop at Macclesfield Civic society. Verbal feedback received from these events has been considered and reflected in the changes proposed to the strategy.
- 6.4 *A total of 232 respondents completed the LTP consultation survey.*
- 6.5 In developing realistic options for the draft strategy, consideration was given to the relative priorities across the thematic areas based on an understanding of where transport interventions could achieve the greatest results, and the implications for sustainability. **Table 6-1** sets out the original LTP draft priorities alongside a summary of amendments made to the final LTP following the consultation.

**Table 6-1: LTP Priorities and Consultation Amendments**

	LTP Draft Priorities	Consultation Amendments & LTP Final Priorities
1	<p>Draft priority themes:</p> <ul style="list-style-type: none"> <li>• “ensure a sustainable future” alongside</li> <li>• “create conditions for business growth”.</li> </ul>	<p>These draft SCS themes were endorsed by respondents to the LTP public consultation.</p> <p>Final priority themes:</p> <ul style="list-style-type: none"> <li>• “ensure a sustainable future” alongside</li> <li>• “create conditions for business growth”.</li> </ul>
2	<p>Draft sustainability “core” priorities:</p> <ul style="list-style-type: none"> <li>• Public Transport (Service Levels &amp; Reliability)</li> <li>• Public Transport (Integration &amp; Facilities)</li> <li>• Spatial Planning</li> </ul>	<p>These policy priorities were endorsed by respondents to the LTP public consultation; however, the results suggested that a greater emphasis on the potential for cycling to help deliver a sustainable future and create the conditions for business growth would be appropriate. Respondents cited the environmental, social, health and economic benefits of cycling as being of importance.</p> <p>Final sustainability “core” priorities:</p> <ul style="list-style-type: none"> <li>• Public Transport (Service Levels &amp; Reliability)</li> </ul>

	LTP Draft Priorities	Consultation Amendments & LTP Final Priorities
		<ul style="list-style-type: none"> <li>Public Transport (Integration &amp; Facilities)</li> <li>Spatial Planning</li> <li>Cycling [priority added following full public consultation]</li> </ul>
3	<p>Draft business growth “core” priorities:</p> <ul style="list-style-type: none"> <li>Maintenance</li> <li>Network Management</li> <li>Enabling Development</li> </ul>	<p>General support for these priorities was expressed in the LTP consultation survey responses.</p> <p>There was also public support for the Network Improvement policy which seeks to “work to improve the operation of the highway network for all users through provision of new and enhanced infrastructure”. The concerns raised in Workshop 3 earlier in the consultation process regarding the cost and environmental implications of this policy mean that no change was recommended to the priority status of this policy.</p> <p>The approval of a Local Economic Partnership (LEP) for Cheshire and Warrington and the comments from stakeholders regarding the importance of strategic partnerships resulted in the following one additional priority policy.</p> <p>Final business growth “core” priorities:</p> <ul style="list-style-type: none"> <li>Maintenance</li> <li>Network Management</li> <li>Enabling Development</li> <li>Strategic Partnerships for Economic Growth [priority added following full public consultation]</li> </ul>
4	<p>Draft health “complementary” priorities:</p> <ul style="list-style-type: none"> <li>Promotion of Active Travel and Healthy Activities</li> <li>Public Rights of Way and Green Infrastructure</li> <li>Road Safety (Engineering)</li> </ul>	<p>These draft priorities were endorsed by respondents to the LTP public consultation.</p> <p>Final health “complementary” priorities:</p> <ul style="list-style-type: none"> <li>Promotion of Active Travel and Healthy Activities</li> <li>Public Rights of Way and Green Infrastructure</li> <li>Road Safety (Engineering)</li> </ul>
5	<p>Draft communities “complementary” priorities:</p> <ul style="list-style-type: none"> <li>Community</li> <li>Accessibility of Services</li> <li>Access for All</li> </ul>	<p>These draft priorities were endorsed by respondents to the LTP public consultation.</p> <p>Final communities “complementary” priorities:</p> <ul style="list-style-type: none"> <li>Community</li> <li>Accessibility of Services</li> <li>Access for All</li> </ul>

6.6 The main areas where the Sustainability Appraisal and the consultation process has influenced and changed the LTP include:

- Development of a series of recommended sustainable LTP objectives and policy areas.
- Providing the evidence to support a balanced approach to “business growth” and “a sustainable future” by identifying these themes as joint priorities.

- Raising the priority of cycling as an effective means to deliver sustainability and LTP objectives.
- Clarifying the wording of LTP Objective 6 (Environment) to include specific reference to “natural” environment and explicit inclusion of environmental assets (biodiversity, geodiversity, soils and protected landscapes).
- Other minor modifications to the LTP to ensure greater emphasis on environmental themes, including a definition of green infrastructure, greater reference to the Peak District National Park, bio-diversity, agricultural land, public rights of way, canals, green belt and sustainable access to green space.

## **D2: Appraising significant changes**

- 6.7 These changes to the final LTP was re-appraised and no significant negative effects were found. All “uncertain” effects from the draft LTP appraisal remained and mitigation suggestions remained relevant. The final appraisal is recorded in this document in **Table 5-1** and **Table 5-5**.

### **Conclusion**

- 6.8 As set out in stages B1 and B2, stakeholders, council members and the general public were involved in detailed discussions at policy development, assessment and prioritisation stages. The need to balance Cheshire East’s economic future (for social and community needs) with the need to protect and enhance the environment were considered to be of paramount importance.
- 6.9 As such, the preferred approach for the LTP, which has now been endorsed through feedback to the LTP consultation survey, is to direct future investment in transport towards the policies and interventions which support these priority areas, to help grow the economy and ensure a sustainable future.

## **D3: Sustainability Appraisal Statement**

- 6.10 The Sustainability Appraisal Statement is attached in **Appendix 4: Sustainability Appraisal Statement**.

## 7. Habitat Regulations Assessment

### Introduction

- 7.1 The Habitats Regulations Assessment (HRA) is a process designed to understand and appraise any possible significant effects of the implementation of policy documents upon sites of European importance such as Special Protection Areas, Special Areas of Conservation and Ramsar sites. The objectives of the policy document as well as the area covered should also be taken into account during the HRA process.
- 7.2 This chapter intends to provide a summary screening assessment of the proposed policies and identify the requirements for assessment as the Local Transport Plan progresses further in order to ensure that the policies developed do not negatively impact the Special Protection Areas, Special Areas of Conservation and Ramsar sites within and around Cheshire East.

### Background

- 7.3 The European Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Flora and Fauna (Habitats Directive) provides legal protection to habitats and species of European importance. The Directive aims to promote the maintenance of biodiversity by maintaining or restoring natural habitats and wild species to a favourable conservation status, and introducing robust protection for those habitats and species of European importance.
- 7.4 The Directive is interpreted into English legislation through the Conservation of Habitats and Species Regulations 2010, which replaces the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended).
- 7.5 Article 102 of the Conservation of Habitats and Species Regulations 2010 states that “the plan-making authority for that plan must, before the plan is given effect, make an appropriate assessment of the implications for the site in view of that site’s conservation objectives”.
- 7.6 Article 102 goes on to say that “in the light of the conclusions of the assessment and subject to Regulation 103 (considerations of overriding public interest) the plan-making authority or, in the case of a regional strategy, the Secretary of State must give effect to the land use plan only after having ascertained that it will not adversely affect the integrity of the European site”.
- 7.7 The assessment process will enable any risks to sites of European importance be identified and where it is not possible to eliminate the risk of harm then it can be addressed by making changes to the proposed measures or through methods of control. The assessment is required to ensure there is no adverse risk to a European site resulting from the policy document.

7.8 Other guidance documents considered during the production of this HRA include:

- European Commission, Managing Natura 2000 sites: The provisions of Article 6 of the Habitats Directive 92/43 EEC
- Department for Communities and Local Government (2006) Planning for the Protection of European Sites: Appropriate Assessment.

## Methodology

7.9 The requirements of the Habitats Directive comprise four stages:

Stage		Description
Stage 1	Screening	Screening is the process which initially identifies the likely impacts upon a European site of a project or plan, either alone or in combination with other projects or plans, and considers whether these impacts may have a significant effect on the integrity of the site's qualifying habitats and/or species. It is important to note that the burden of evidence is to show, on the basis of objective information, that there will be no significant effect; if the effect may be significant, or is not known, that would trigger the need for an Appropriate Assessment. There is European Court of Justice case law to the effect that unless the likelihood of a significant effect can be ruled out on the basis of objective information, and adopting the precautionary principle, then an Appropriate Assessment must be made
Stage 2	Appropriate Assessment	Appropriate Assessment is the detailed consideration of the impact on the integrity of the European site of the project or plan, either alone or in combination with other projects or plans, with respect to the site's conservation objectives and its structure and function. This is to determine whether or not there will be adverse effects on the integrity of the site. This stage also includes the development of mitigation measures to avoid or reduce any possible impacts.
Stage 3	Assessment of Alternatives	Assessment of alternative solutions is the process which examines alternative ways of achieving the objectives of the project or plan that would avoid adverse impacts on the integrity of the European site, should avoidance or mitigation measures be unable to cancel out adverse effects.
Stage 4	Assessment where no alternatives exist	Assessment where no alternative solutions exist and where adverse impacts remain. At Stage 4, an assessment is made with regard to whether or not the development is necessary for imperative reasons of overriding public interest (IROPI). If it is, this stage also involves detailed assessment of the compensatory measures needed to protect and maintain the overall coherence of the Natura 2000 network.

## Applying HRA to the LTP

7.10 All aspects of the LTP that could have potential impacts upon a European site ought to be processed through the HRA.

7.11 As with most policy and planning documents the high level nature of the LTP means that the HRA is based more on the assessment of broad policy implications on European sites than the more detailed HRA normally undertaken for individual projects which have more precise information available allowing for a more comprehensive and empirical understanding of

any ecological impacts. Nevertheless, where the screening stage of a policy-level HRA suggests that significant effects on one or more European Sites are likely, the Appropriate Assessment stage will need to be completed and demonstrate 'beyond reasonable scientific doubt' that the implementation of the plan will not lead to adverse effects on the integrity of any of the European sites.

#### Definition of Significant Effects

7.12 The crucial element of the HRA screening process is the determination of whether the LTP is likely to have a significant effect on European Sites and whether it will require an Appropriate Assessment. The basis for the site being of European importance should be understood and considered along with its conservation objectives when making decisions regarding the significance of impacts. A useful definition for the 'likely significant effect' from Habitats Regulations Guidance Note 3. The Determination of Likely Significant Effect Under the Conservation (Natural Habitats &c) Regulations 1994, English Nature 1999:

7.13 *"any effect that may reasonably be predicted as a consequence of a plan or project that may affect the conservation objectives of the features for which the site was designated, but excluding trivial or inconsequential effects."*

#### In Combination Effects

7.14 It is necessary for the HRA to consider not only the strategy and proposals within the LTP which may lead to significant impacts upon European sites on their own, but those that may have a significant impact in combination with other policies. Where the LTP has an impact, whether significant or not, the impacts of the plans and projects within other policy documents should also be considered to determine whether any significant impacts occur through a combination of policies.

7.15 Due to the lack of detail currently available for the LTP it may not always be possible to fully determine the impact of the strategies, projects and plans upon the Natura 2000 sites. At the current stage it is not possible to state whether there are any significant effects and so policy documents from the surrounding areas have not been assessed for potential in combination effects. Once more accurate information is available for the LTP it will be necessary to re-assess the policies or implementation plans to determine any significant effects and bring in the documents for surrounding authorities to assess in combination effects upon the Natura 2000 sites.

#### Mitigation Measures

7.16 During the preparation of this report, potential avoidance and mitigation measures have been taken into account which would enable the avoidance of adverse effects upon the integrity of the relevant European Sites.



## International sites in and Around Cheshire East

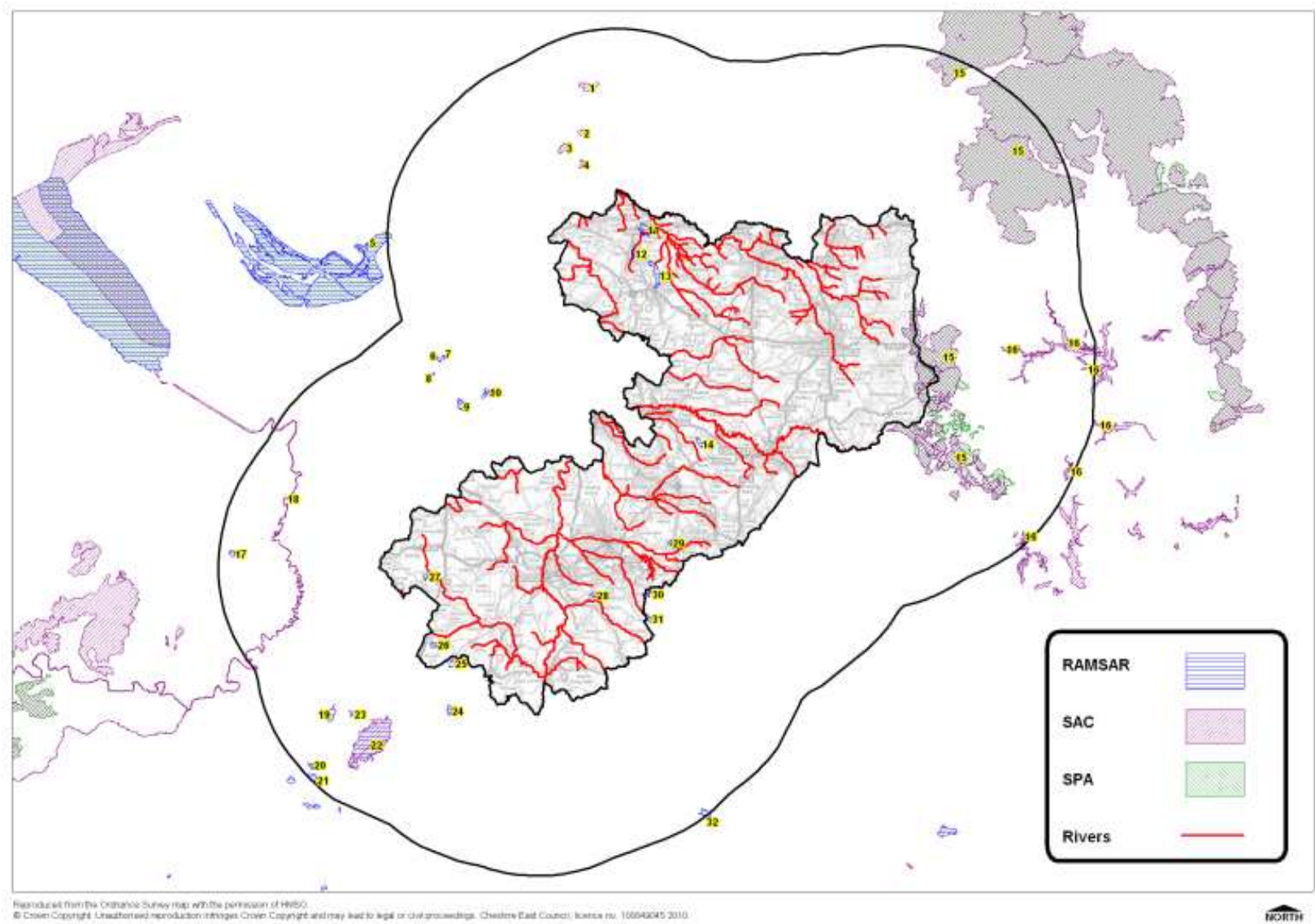
### Introduction

- 7.17 The Natura 2000 network is the name which covers all European sites which are protected under the Habitats Regulations legislation. The sites included within the Natura 2000 network are considered to be of exceptional importance within the European Community due to the rare, vulnerable or endangered natural habitats included within them.
- 7.18 The Natura 2000 sites consist of:
- Special Protection Areas – designated as a result of its importance as a habitat for rare and vulnerable birds.
  - Potential Special Protection Areas – sites under consideration for designation as a Special Protection Area
  - Special Areas of Conservation - designated due to their potential to contribute towards the conservation of 189 habitat types and 788 species identified as most in need of conservation at a European level (excluding birds).
  - Candidate and Potential Special Areas of Conservation - sites under consideration for designation as a Special Area of Conservation.
  - Offshore Marine Site – an offshore site hosting a priority natural habitat type or priority species.
  - Ramsar Sites - wetlands of international importance designated under the 1971 Ramsar Convention (Ramsar sites are not included in the European legislation; however English Government policy affords them the same protection as the other sites).

### Methodology

- 7.19 All Natura 2000 sites that have potential to be impacted by the LTP are required to be considered within the assessment under the Habitats Regulations. However, as the effects of a plan are not necessarily confined to those Natura 2000 sites lying within the boundary of the LTP there is a need to also include all sites on the outskirts of the boundary. According to best practice, all Natura 2000 sites within 15km of the area addressed by the policy could potentially be affected; therefore all Natura 2000 sites within 15km of the Cheshire East Boundary will be identified within this HRA Assessment.
- 7.20 Potentially harmful pollution can be spread through the air and waterways covering large distances and impacting areas away from the original source. This can increase the impact of policies both positive and negative upon a Natura 2000 site.
- 7.21 The location of Natura 2000 sites within Cheshire East and within 15km of the boundary are indicated within **Figure 18**. **Table 7-1** identifies the component site names and overarching designations of each of the sites identified within the figure. **Table 7-2** outlines the qualifying features and objectives of the Natura 2000 sites.

Figure 18: Location of Natura 2000 sites within and adjacent to Cheshire East.



**Table 7-1: Component site names and overarching designations of each Natura 2000 site**

<b>Component Sites</b>		<b>Overarching Designations</b>
<b>1</b>	<b>Astley and Bedford Mosses</b>	Manchester Mosses Special Area of Conservation
<b>2</b>	<b>Holcroft Moss</b>	Manchester Mosses Special Area of Conservation
<b>3</b>	<b>Risley Moss</b>	Manchester Mosses Special Area of Conservation
<b>4</b>	<b>Rixton Clay Pits</b>	Rixton Clay Pits Special Area of Conservation
<b>5</b>	<b>Mersey Estuary</b>	Mersey Estuary Special Protection Area & Mersey Estuary Ramsar.
<b>6</b>	<b>Hatch Mere</b>	Midlands Meres and Mosses - Phase 1 Ramsar
<b>7</b>	<b>Flaxmere Moss</b>	Midlands Meres and Mosses - Phase 1 Ramsar
<b>8</b>	<b>Linmer Moss</b>	Midlands Meres and Mosses - Phase 1 Ramsar
<b>9</b>	<b>Oak Mere</b>	Oak Mere Special Area of Conservation <sup>1</sup> & Midlands Meres and Mosses - Phase 2 Ramsar
<b>10</b>	<b>Abbots Moss</b>	West Midlands Mosses Special Area of Conservation <sup>1</sup> & Midlands Meres and Mosses Phase 2 Ramsar
<b>11</b>	<b>Rostherne Mere</b>	Rostherne Mere Ramsar <sup>1</sup> & Midlands Meres and Mosses Phase 2 Ramsar
<b>12</b>	<b>The Mere (Mere)</b>	Midlands Meres and Mosses - Phase 1 Ramsar
<b>13</b>	<b>Tatton Mere</b>	Midlands Meres and Mosses - Phase 1 Ramsar
<b>14</b>	<b>Bagmere</b>	Midlands Meres and Mosses - Phase 1 Ramsar
<b>15</b>	<b>South Pennine Moors</b>	South Pennine Moors Special Area of Conservation <sup>1</sup> & South Pennine Moors Phase 1 (Peak District Moors) Special Protection Area
<b>16</b>	<b>Peak District Dales</b>	Peak District Special Area of Conservation
<b>17</b>	<b>Gresford</b>	Midlands Meres and Mosses - Phase 2 Ramsar
<b>18</b>	<b>River Dee and Bala Lake</b>	River Dee and Bala Lake Special Area of Conservation
<b>19</b>	<b>Hanmer Mere</b>	Midlands Meres and Mosses - Phase 2 Ramsar
<b>20</b>	<b>Clarepool Moss</b>	West Midlands Mosses Special Area of Conservation <sup>1</sup> & Midlands Meres and Mosses Phase 1 Ramsar
<b>21</b>	<b>Cole Mere</b>	Midlands Meres and Mosses - Phase 2 Ramsar
<b>22</b>	<b>Fen's Whixall, Bettisfield, Wem and Calveley Mosses</b>	Fenn's, Whixall, Bettisfield, Wem and Calveley Mosses Special Area of Conservation & Midlands Meres and Mosses - Phase 2 Ramsar
<b>23</b>	<b>Llyn Bedydd</b>	Midlands Meres and Mosses - Phase 2 Ramsar
<b>24</b>	<b>Brown Moss</b>	Brown Moss Special Area of Conservation & Midlands Meres and Mosses - Phase 1 Ramsar
<b>25</b>	<b>Oss Mere</b>	Midlands Meres and Mosses - Phase 2 Ramsar
<b>26</b>	<b>Quoisley Mere</b>	Midlands Meres and Mosses - Phase 2 Ramsar
<b>27</b>	<b>Chapel Mere</b>	Midlands Meres and Mosses - Phase 2 Ramsar
<b>28</b>	<b>Wunbunbury Moss</b>	West Midlands Mosses Special Area of Conservation & Midlands Meres and Mosses Phase 2 Ramsar
<b>29</b>	<b>Oakhanger Moss</b>	Midlands Meres and Mosses - Phase 2 Ramsar
<b>30</b>	<b>Black Firs and Cranberry Moss</b>	Midlands Meres and Mosses - Phase 2 Ramsar
<b>31</b>	<b>Betley Mere</b>	Midlands Meres and Mosses - Phase 2 Ramsar
<b>32</b>	<b>Maer Pool</b>	Midlands Meres and Mosses - Phase 2 Ramsar

**Table 7-2: Natura 2000 Sites, Qualifying Features and objectives**

<b>Number of site covered</b>	<b>Designation and component sites</b>	<b>Qualifying features</b>	<b>Summary: Qualifying Features</b>	<b>Conservation Objectives</b>	<b>General Site Character</b>
1, 2, 3,	<b>Manchester Mosses (Astley and Bedford Mosses, Holcroft Moss and Risley Moss)</b> Special Area of Conservation	<b>Primary Habitats:</b> Degraded raised bogs still capable of natural regeneration <b>Secondary Habitats:</b> No secondary habitats <b>Primary Species:</b> No primary species <b>Secondary Species:</b> No secondary species	<ul style="list-style-type: none"> <li>• Peat-forming species have survived in wetter pockets. Recent rehabilitation management has allowed these to spread.</li> <li>• Risley and Holcroft Mosses are managed for nature conservation; 50% of Astley and Bedford Mosses is managed for nature conservation.</li> </ul>	<ul style="list-style-type: none"> <li>• Maintenance of water levels– restoration involves “re-wetting” which will require appropriate management on adjacent agricultural land</li> <li>• Sites affected by scrub invasion</li> <li>• Maintenance of groundwater</li> <li>• Control of mineral extraction and waste management in the area</li> <li>• Air quality may have an impact on Sphagnum regeneration</li> </ul>	<ul style="list-style-type: none"> <li>• Bogs. Marshes, Water fringed vegetation, Fens (89%)</li> <li>• Broad-leaved deciduous woodland (11%)</li> </ul>
4	<b>Rixton Clay Pits</b> Special Area of Conservation	<b>Primary Habitats:</b> No primary habitats <b>Secondary Habitats:</b> No secondary habitats <b>Primary Species:</b> Great crested newts ( <i>Triturus cristatus</i> ) <b>Secondary Species:</b> No secondary species	This site comprises parts of extensive disused brickworks excavated in glacial boulder clay. The excavation has left a series of hollows, which have filled with water leading to a variety of pond sizes. New ponds have also been created more recently for wildlife and amenity purposes. Great crested newts are known to occur in at least 20 ponds across the site.	<ul style="list-style-type: none"> <li>• Maintenance of water levels</li> <li>• Nutrient enrichment including atmospheric deposition is a threat</li> <li>• Maintenance of terrestrial habitats as well as aquatic</li> <li>• Potential conflict between grassland management and protected species</li> </ul>	<ul style="list-style-type: none"> <li>• Inland water bodies (standing water, running water) (20%)</li> <li>• Heath, Scrub, Maquis and garrigue, Phygrana (25%)</li> <li>• Humid grassland, Mesophile grassland (55%)</li> </ul>
5	<b>Mersey Estuary</b>	<b>Qualifying Habitats:</b> No primary habitats	<ul style="list-style-type: none"> <li>• Internationally important numbers of common</li> </ul>	<ul style="list-style-type: none"> <li>• Vulnerable to physical loss through land claim</li> </ul>	<ul style="list-style-type: none"> <li>• Tidal rivers, Estuaries, Mudflats, Sand flats,</li> </ul>

Number of site covered	Designation and component sites	Qualifying features	Summary: Qualifying Features	Conservation Objectives	General Site Character
	Special Protection Area	<b>Qualifying Species:</b> <i>Birds regularly supported by this site during the winter include:</i> Northern Pintail ( <i>Anas crecca</i> ), Common Teal ( <i>Anas penelope</i> ), Dunlin ( <i>Calidris alpina alpina</i> ), Black-tailed Godwit ( <i>Limosa limosa islandica</i> ), Curlew ( <i>Numenius arquata</i> ), Golden Plover ( <i>Pluvialis apricaria</i> ), Grey Plover ( <i>Pluvialis squatarola</i> ), Great Crested Grebe ( <i>Podiceps cristatus</i> ), Shelduck ( <i>Tadorna tadorna</i> ), Common Redshank ( <i>Tringa totanus</i> ) and Lapwing ( <i>Vanellus vanellus</i> ). <i>Birds that utilised this site on passage include:</i> Common Redshank ( <i>Tringatotanus</i> ), and Ringed Plover ( <i>Charadrius hiaticula</i> ).	redshank, northern pintail, eurasian teal, common shelduck, and dunlin overwinter. <ul style="list-style-type: none"> <li>Nationally important wintering population of European golden plover.</li> <li>Internationally significant numbers of ringed plover and common redshank on passage.</li> <li>Total wintering waterfowl numbers are of international importance.</li> </ul>	and development <ul style="list-style-type: none"> <li>Minimise damage through navigation capital and maintenance dredging</li> <li>Manage the impacts of agriculture</li> <li>Minimise pollution and biological disturbance</li> </ul>	Lagoons (including saltwork basins)(89%) <ul style="list-style-type: none"> <li>Salt marshes, Salt pastures, Salt steppes (11%)</li> </ul>
5	Mersey Estuary Ramsar.	<b>Qualifying Habitats:</b> The site comprises Mudflats, Sandflats, Saltmarsh, Soft cliffs and Brackish marsh. <b>Qualifying Species:</b> <i>Qualifying Species/populations:</i> Common shelduck ( <i>Tadorna tadorna</i> ), Black-tailed godwit ( <i>Limosa limosa islandica</i> ), Common redshank ( <i>Tringa totanus tetanus</i> ), Eurasian teal ( <i>Anas crecca</i> ), Northern pintail ( <i>Anas acuta</i> ) and Dunlin ( <i>Calidris alpina alpina</i> ). <i>Species currently occurring at levels of national importance:</i>	<ul style="list-style-type: none"> <li>Supports a number of rare species of plants associated with wetlands.</li> <li>Also present are the nationally scarce bryophytes (<i>Dicranum affine</i>) and <i>Sphagnum pulchrum</i>.</li> <li>Also supports an assemblage of invertebrates including several rare species. There are 16 species of British Red Data Book insect listed for this site.</li> </ul>	<ul style="list-style-type: none"> <li>Maintain water quality and quantity</li> <li>Control invasive/non-native species</li> <li>Manage recreational pressure</li> </ul>	<ul style="list-style-type: none"> <li>Tidal flats (89.0%)</li> <li>Salt marshes (11.0%)</li> </ul>



Number of site covered	Designation and component sites	Qualifying features	Summary: Qualifying Features	Conservation Objectives	General Site Character
		Ringed plover ( <i>Charadrius hiaticula</i> ), Eurasian curlew ( <i>Numenius arquata arquata</i> ), Spotted redshank ( <i>Tringa erythropus</i> ), Common greenshank ( <i>Tringanebularia</i> ) and Eurasian wigeon ( <i>Anas penelope</i> ).			
9	Oak Mere Special Area of Conservation & Phase 2 Ramsar	<p><b>Primary Habitats:</b> Nutrient-poor shallow waters with aquatic vegetation on sandy plains. Very wet mires often identified by an unstable 'quaking' surface.</p> <p><b>Secondary Habitats:</b> No secondary habitats.</p> <p><b>Primary Species:</b> No primary species.</p> <p><b>Secondary Species:</b> No secondary species.</p>	The site supports an assemblage of plants that are now rare in the lowlands of England.	<ul style="list-style-type: none"> <li>• Sensitive to nutrient enrichment and chemical pollution</li> <li>• Stable climate, lack of drought</li> <li>• Water level and restrictions to the water table</li> <li>• Management of woodland</li> </ul>	<ul style="list-style-type: none"> <li>• Inland water bodies (standing water, running water) (30%)</li> <li>• Bogs, Marshes, Water fringed vegetation, Fens (10%)</li> <li>• Dry grassland/Steppes (10%)</li> <li>• Improved grassland (20%)</li> <li>• Other arable land (10%)</li> <li>• Broad-leaved deciduous woodland (5%)</li> <li>• Coniferous woodland (5%)</li> <li>• Mixed woodland (10%)</li> </ul>
10, 20, 28	West Midlands Mosses (Abbots Moss, Clarepool Moss, and Wybunbury Moss) Special Area of Conservation &	<p><b>Primary Habitats:</b> Natural dystrophic lakes and ponds (acid peat-stained lakes and ponds) Transition mires and quaking bogs -very wet mires often identified by an unstable 'quaking' surface</p> <p><b>Secondary Habitats:</b> No</p>	<ul style="list-style-type: none"> <li>• West Midlands Mosses contains three pools that are examples of acid peat-stained lakes and ponds in the lowlands of England and Wales, where this habitat type is rare. The lake at Clarepool Moss is</li> </ul>	<ul style="list-style-type: none"> <li>• Colonisation by birch and pine controlled</li> <li>• The need to control agricultural run-off</li> <li>• Nutrient enrichment, including atmospheric deposition, is a threat</li> </ul>	<ul style="list-style-type: none"> <li>• Inland water bodies (standing water, running water) (2.3%)</li> <li>• Bogs, Marshes, Water fringed vegetation, Fens (35.5%)</li> <li>• Heath. Scrub. Maquis</li> </ul>



Number of site covered	Designation and component sites	Qualifying features	Summary: Qualifying Features	Conservation Objectives	General Site Character
	Phase 1/2 Ramsar	secondary habitats <b>Primary Species:</b> No primary species <b>Secondary Species:</b> No secondary species	unusual as a dystrophic type on account of its relatively base-rich character, which is reflected in the presence of a diverse fauna and flora. The two at Abbots Moss are more typical, base poor examples. • Floating rafts of Sphagnum dominated vegetation have developed over semi-liquid substrates within basins. In the UK this type of vegetation is confined to this part of England and mid-Wales.	• Manage recreational pressure	and garrigue, Phygrana (5.5%) • Humid grassland, Mesophile grassland (3.3%) • Improved grassland (20.5%) • Broad-leaved deciduous woodland (22.5%) • Coniferous woodland (4.9%) • Mixed woodland (3.3%) • Other land (including towns, villages, roads, waste sites, mines, industry) (2.2%)
11	<b>Rostherne Mere</b> Ramsar (As well as being individually designated as a Ramsar, this site also forms part of the Midlands Meres and Mosses Phase 2 Ramsar)	<b>Qualifying Habitats:</b> Rostherne Mere is one of the deepest and largest of the meres of the Shropshire-Cheshire Plain. Its shoreline is fringed with common reed <i>Phragmites australis</i> . <b>Qualifying Species:</b> <i>Species currently occurring at levels of national importance include:</i> Great cormorant ( <i>Phalacrocorax carbo</i> ), Great bittern, ( <i>Botaurus stellaris stellaris</i> ) and Water rail ( <i>Rallus aquaticus</i> ).	Rostherne Mere is one of the deepest and largest of the meres of the Shropshire-Cheshire Plain. The mere has little submerged vegetation but is fringed by a narrow band of common reed ( <i>Phragmites australis</i> ) swamp for over half its circumference. Around the mere the catchment slopes are primarily large blocks of woodland and moderately intensively farmed grassland.	• Maintain water quality and quantity • Control invasive/non-native species	• Freshwater lakes: permanent (61.2%) • Other (26%) • Peatlands (including peat bogs swamps, fens) (12.8%)

Number of site covered	Designation and component sites	Qualifying features	Summary: Qualifying Features	Conservation Objectives	General Site Character
			Remains of a former peat bog in the north and willow beds in the south are other notable habitats.		
6, 7, 12, 13, 14, 20, 24	<b>Midlands Meres and Mosses (Hatch Mere, Flaxmere, The Mere (Mere), Tatton Mere, Bagmere, Clarepool Moss, and Brown Moss)</b> Phase 1 Ramsar	<b>Qualifying Habitats:</b> The site comprises a diverse range of habitats from open water to raised bog. <b>Qualifying Species:</b> <i>Nationally important plant species occurring on the site include:</i> Six-stamened Waterwort ( <i>Elatine hexandra</i> ), Needle Spike-rush ( <i>Eleocharis acicularis</i> ), Northern Water Hemlock ( <i>Cicuta virosa</i> ), Marsh Fern ( <i>Thelypteris palustris</i> ) and Fibrous Tussock-sedge ( <i>Carex elongata</i> ). <i>Nationally important invertebrate species occurring on the site include:</i> The large day-flying caddis ( <i>Hagenella clathrata</i> ), the Crane fly ( <i>Limnophila fasciata</i> ), the Spider ( <i>Cararita limnaea</i> ), the Rove Beetle ( <i>Lathrobium rufipenne</i> ), the Reed Beetle ( <i>Donacia aquatic</i> ), the Crane fly ( <i>Prionocera pubescens</i> ), the Crane fly ( <i>Gonomyia abbreviate</i> ) and the Spider ( <i>Sitticus floricola</i> ).	<ul style="list-style-type: none"> <li>• Supports a number of rare species of plants associated with wetlands including five nationally scarce Species</li> <li>• Supports an assemblage of rare wetland invertebrates (three endangered insects and five other British Red Data Book species of invertebrates).</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain water quality and quantity</li> <li>• Control invasive/non-native species</li> </ul>	<ul style="list-style-type: none"> <li>• Peatlands (including peat bogs swamps, fens) (36.2%)</li> <li>• Freshwater lakes: permanent (35%)</li> <li>• Other (13%)</li> <li>• Freshwater marshes / pools: permanent (7.7%)</li> <li>• Shrub-dominated wetlands (6.1%)</li> <li>• Freshwater marshes / pools: seasonal / intermittent (2%)</li> </ul>
15	<b>South Pennine Moors</b> Special Area of Conservation	<b>Primary Habitats:</b> European dry heaths Blanket bogs Old sessile (western acidic) oak woods <b>Secondary Habitats:</b> North Atlantic	<ul style="list-style-type: none"> <li>• The moors support a rich invertebrate fauna, especially moths, and important bird assemblages</li> <li>• This site has the most south-easterly example of</li> </ul>	<ul style="list-style-type: none"> <li>• Manage recreational pressure</li> <li>• Land management driven by agriculture, rough grazing for sheep and grouse shooting–</li> </ul>	<ul style="list-style-type: none"> <li>• Inland water bodies (standing water, running water) (1%)</li> <li>• Bogs, Marshes, Water fringed vegetation, Fens (42.7%)</li> </ul>

Number of site covered	Designation and component sites	Qualifying features	Summary: Qualifying Features	Conservation Objectives	General Site Character
		<p>wet heathland with cross-leaved heath</p> <p>Transition mires and quaking bogs - very wet mires often identified by an unstable 'quaking' surface</p> <p><b>Primary Species:</b> No primary species</p> <p><b>Secondary Species:</b> No secondary species</p>	<p>blanket bog in Europe.</p> <ul style="list-style-type: none"> <li>• Generally this is botanically poor.</li> <li>• Substantial erosion, possibly deriving from the age of the habitat has created areas of exposed, bare peat</li> <li>• Woodlands are drier than those further north and west, and, coupled with 19th century air pollution, has led to lower diversity bryophyte communities.</li> </ul>	<p>appropriate grazing levels and burning regimes</p> <ul style="list-style-type: none"> <li>• Reduce the risk of accidental fires</li> <li>• Resist inappropriate drainage through moor-gripping and inappropriate ditch management</li> <li>• Minimal atmospheric pollution</li> <li>• Control invasive/non-native species</li> <li>• Water levels/table</li> </ul>	<ul style="list-style-type: none"> <li>• Heath, Scrub, Maquis and garrigue, Phygrana (45.5%)</li> <li>• Dry grassland/Steppes (4.8%)</li> <li>• Humid grassland, Mesophile grassland (4.8%)</li> <li>• Broad-leaved deciduous woodland (1%)</li> <li>• Mixed woodland (0.1%)</li> <li>• Non-Forest areas cultivated with woody plants (including orchards, groves and vineyards) (0.1%)</li> </ul>
15	<b>South Pennine Moors</b> Phase 1: (Peak District Moors) Special Protection Area	<p><b>Qualifying Habitats:</b> No primary habitats</p> <p><b>Qualifying Species:</b> <i>Birds regularly supported during the breeding season:</i> Shorteared Owl (<i>Asio flammeus</i>), Merlin (<i>Falco columbarius</i>) and Golden Plover (<i>Pluvialis apricaria</i>).</p>	<ul style="list-style-type: none"> <li>• Nationally important breeding populations of European golden plover, merlin, and short-eared owl.</li> </ul>	<ul style="list-style-type: none"> <li>• Manage habitat damage due to recreation pressure</li> <li>• Minimise air pollution</li> <li>• Ensure appropriate grazing levels</li> <li>• Manage burning</li> </ul>	<ul style="list-style-type: none"> <li>• Inland water bodies (standing water, running water) (1%)</li> <li>• Bogs, Marshes, Water fringed vegetation, Fens (35%)</li> <li>• Heath, Scrub, Maquis and garrigue, Phygrana (40%)</li> <li>• Dry grassland/Steppes (16%)</li> <li>• Humid grassland, Mesophile grassland (6%)</li> </ul>

Number of site covered	Designation and component sites	Qualifying features	Summary: Qualifying Features	Conservation Objectives	General Site Character
					<ul style="list-style-type: none"> <li>• Broad-leaved deciduous woodland (1%)</li> <li>• Inland rocks, Scree, Sands, Permanent snow and ice (1%)</li> </ul>
16	<b>Peak District (Dales)</b> Special Area of Conservation	<p><b>Primary Habitats:</b> Semi-natural dry grasslands and scrubland faces: on calcareous substrates Tilio-Acerion Forests of ash, wych elm, and lime on slopes, scree and ravines</p> <p><b>Secondary Habitats:</b> European dry heaths Calaminarian grasslands Alkaline fens Calcareous and calcshist scree Calcareous rocky slopes</p> <p><b>Primary Species:</b> White-clawed crayfish (<i>Austropotamobius pallipes</i>)</p> <p><b>Secondary Species:</b> Brook lamprey (<i>Lampetra planeri</i>) Bullhead (<i>Cottus gobio</i>)</p>	<ul style="list-style-type: none"> <li>• Peak District Dales is one of the most extensive surviving areas in England of semi-natural dry grasslands.</li> <li>• Grasslands at this site range from hard-grazed short turf through to tall herb-rich vegetation, with transitions through to calcareous scrub and Tilio-Acerion forests.</li> </ul>	<ul style="list-style-type: none"> <li>• Management of grazing activities (strike a balance between neglect leading to scrub invasion and over grazing leading to loss of important vegetation).</li> <li>• Maintenance of water drainage patterns.</li> <li>• Control of mineral extraction</li> <li>• Management of dust from quarrying activities.</li> <li>• Control invasive/non-native species.</li> <li>• Control fishing and shooting activities.</li> </ul>	<ul style="list-style-type: none"> <li>• Inland water bodies (standing water, running water) (0.3%)</li> <li>• Bogs, Marshes, Water fringed vegetation, Fens (0.1%)</li> <li>• Heath, Scrub, Maquis and garrigue, Phygrana (4%)</li> <li>• Dry grassland, Steppes (43.7%)</li> <li>• Humid grassland, Mesophile grassland (13%)</li> <li>• Broad-leaved deciduous woodland (37.1%)</li> <li>• Inland rocks, Scree, Sands, Permanent snow and ice (1.8%)</li> </ul>
8, 9, 10, 11, 17, 19, 21, 22, 23, 25, 26, 27, 28, 29, 30,	<b>Midlands Meres and Mosses (Linmer Moss, Oak Mere, Abbots Moss, Rostherne Moss, Gresford, HANmere Moss, Cole Mere, Fen's</b>	<p><b>Qualifying Habitats:</b> The site comprises a diverse range of habitats from open water to raised bog.</p> <p><b>Qualifying Species:</b> <i>Nationally important plant species occurring on the site include:</i> The higher plants: Slim-stem Reed Grass (<i>Calamagrostis stricta</i>), Elongated</p>	<ul style="list-style-type: none"> <li>• Supports a number of rare species of plants associated with wetlands.</li> <li>• Supports an assemblage of invertebrates including several rare species.</li> <li>• There are 16 species of British Red Data Book</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain water quality and quantity</li> <li>• Control invasive/non-native species</li> </ul>	<ul style="list-style-type: none"> <li>• Peatlands (including peat bogs swamps, fens) (66.1%)</li> <li>• Freshwater lakes: permanent (14.4%)</li> <li>• Other (12.7%)</li> <li>• Forested peatland (4.7%)</li> </ul>

Number of site covered	Designation and component sites	Qualifying features	Summary: Qualifying Features	Conservation Objectives	General Site Character
31, 32	<b>Whixall, Bettisfield Wem and Calveley Mosses, Llyn Bedydd, Oss Mere, Quoisley Mere, Chapel Mere, Wynbunbury Moss, Oakhanger Moss, Black Firs and Cranberry Moss, Betley Mere, and Maer Pool)</b> Phase 2 Ramsar	Sedge ( <i>Carex elongata</i> ), Northern Water Hemlock ( <i>Cicuta virosa</i> ) and Marsh fern ( <i>Thelypteris palustris</i> ). The lowerplants: Golden Bog-moss ( <i>Sphagnum pulchrum</i> ) and Undulate dicranum moss ( <i>Dicranum undulatum</i> ) <i>Bird species currently occurring at levels of national importance include:</i> Northern shoveler ( <i>Anas clypeata</i> ), Great cormorant ( <i>Phalacrocorax carbo carbo</i> ), Great bittern ( <i>Botaurus stellaris stellaris</i> ) and Water rail ( <i>Rallus aquaticus</i> ). <i>Nationally important invertebrate species occurring on the site include:</i> Crane fly ( <i>Limnophila heterogyna</i> ), Horse fly ( <i>Atylotus plebeius</i> ), Large day-flying caddis ( <i>Hagenella clathrata</i> ), Crane fly ( <i>Limnophila fasciata</i> ), Spider ( <i>Cararita limnaea</i> ), Moth ( <i>Glyphipteryx lathamella</i> ), Clubhorned sawfly ( <i>Trichiosoma vitellinae</i> ), Beetle ( <i>Eilema serica</i> ), Spider ( <i>Sittcus floricola</i> ), Moth ( <i>Lampronia fuscateella</i> ), Broad-headed horsefly ( <i>Hybomitra lurida</i> ), ( <i>Brachythops wusteneii</i> ) and <i>Pachinematus xanthocarpus</i>	insect listed for this site.		<ul style="list-style-type: none"> <li>• Shrub-dominated wetlands (2.1%)</li> </ul>
18	<b>River Dee and Bala Lake</b> Special Area of Conservation	<b>Primary Habitats:</b> Rivers/watercourses of plain to montane levels with floating vegetation often dominated by watercrowsfoot	<ul style="list-style-type: none"> <li>• Regarded as one of the best areas of rivers with floating vegetation often dominated by water-crowsfoot in the UK</li> </ul>	<ul style="list-style-type: none"> <li>• Maintenance of water quality</li> <li>• Maintenance of water flow</li> <li>• Maintenance of aquatic</li> </ul>	<ul style="list-style-type: none"> <li>• Tidal rivers, Estuaries, Mudflats, Sand flats, Lagoons (including saltwork basins) (4%)</li> <li>• Salt marshes, Salt</li> </ul>

Number of site covered	Designation and component sites	Qualifying features	Summary: Qualifying Features	Conservation Objectives	General Site Character
		<p><b>Secondary Habitats:</b> No secondary habitats</p> <p><b>Primary Species:</b> Atlantic salmon (<i>Salmo salar</i>) Floating water-plantain (<i>Luronium natans</i>)</p> <p><b>Secondary Species:</b> Sea lamprey (<i>Petromyzon marinus</i>) Brook lamprey (<i>Lampetra planeri</i>) River lamprey (<i>Lampetra fluviatilis</i>) Bullhead (<i>Cottus gobio</i>) Otter (<i>Lutra lutra</i>)</p>	<ul style="list-style-type: none"> <li>• One of the best UK sites for Atlantic salmon and floating water-plantain</li> <li>• Significant populations of sea, brook and river lamprey, otter, and bullhead</li> <li>• The features and species of this site require suitable quality, quantity and pattern of water flow. Atlantic salmon are at risk from excessive exploitation from high sea, estuarine and recreational fisheries.</li> </ul>	<p>environment</p> <ul style="list-style-type: none"> <li>• Control exploitation of salmon at sea</li> <li>• Resist invasive species</li> <li>• Resist degradation of riparian habitats</li> </ul>	<p>pastures, Salt steppes (2%)</p> <ul style="list-style-type: none"> <li>• Inland water bodies (standing water, running water) (90%)</li> <li>• Improved grassland (2%)</li> <li>• Broad-leaved deciduous woodland (2%)</li> </ul>
22	Fen's Whixall, Bettisfield, Wem and Calveley Mosses Special Area of Conservation & Phase 2 Ramsar	<p><b>Primary Habitats:</b> Active raised bogs</p> <p><b>Secondary Habitats:</b> Degraded raised bogs still capable of natural regeneration</p> <p><b>Primary Species:</b> No primary species</p> <p><b>Secondary Species:</b> No secondary species</p>	<ul style="list-style-type: none"> <li>• The site is amongst the largest and most southerly raised bogs in the UK.</li> <li>• Although much of the site has been subject to peat extraction, areas of partially-cut and uncut mire still remain.</li> <li>• In areas formerly subject to commercial peat-cutting, recent conservation management has led to the regeneration of bog-forming vegetation.</li> </ul>	<ul style="list-style-type: none"> <li>• Maintenance of water levels</li> <li>• Control of extraction activities</li> <li>• Control invasive/non-native species.</li> <li>• Managing afforestation and agricultural activities on marginal areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Inland water bodies (standing water, running water) (0.2%)</li> <li>• Bogs, Marshes, Water fringed vegetation, Fens (71.5%)</li> <li>• Heath, Scrub, Maquis and garrigue, Phygrana (0.1%)</li> <li>• Dry grassland, Steppes (1.4%)</li> <li>• Humid grassland, Mesophile grassland (12.9%)</li> <li>• Improved grassland (2.4%)</li> <li>• Broad-leaved deciduous woodland (0.4%)</li> <li>• Coniferous woodland</li> </ul>



Number of site covered	Designation and component sites	Qualifying features	Summary: Qualifying Features	Conservation Objectives	General Site Character
					(10.5%) <ul style="list-style-type: none"> <li>• Other land (including towns, villages, roads, waste places, mines, industrial sites) (0.6%)</li> </ul>
24	<b>Brown Moss</b> Special Area of Conservation & Phase 1 Ramsar	<b>Primary Habitats:</b> No primary habitats <b>Secondary Habitats:</b> No secondary habitats <b>Primary Species:</b> Floating water-plantain ( <i>Luronium natans</i> ) <b>Secondary Species:</b> No secondary species	Brown Moss is an area of former heathland, now largely colonised by woodland, with a series of shallow pools. Floating water-plantain <i>Luronium natans</i> has been known to occur at Brown Moss for several years, and this site possibly represents a relict natural lowland population of the species	Control invasive/non-native species.	<ul style="list-style-type: none"> <li>• Inland water bodies (standing water, running water) (30%)</li> <li>• Bogs, Marshes, Water fringed vegetation, Fens (20%)</li> <li>• Heath, Scrub, Maquis and garrigue, Phygrana (10%)</li> <li>• Dry grassland, Steppes (10%)</li> <li>• Broad-leaved deciduous woodland (28%)</li> <li>• Other land (including towns, villages, roads, waste places, mines, industrial sites) (2%)</li> </ul>

## Screening of the Local Transport Plan

### Introduction

- 7.22 The screening process is the first indication of whether a policy document is likely to impact upon the Natura 2000 network within a 15km radius of the Authority boundary. Screening determines whether the LTP, either alone or in combination with other plans or projects is expected to have a significant effect on any Natura 2000 sites.
- 7.23 The phases of the HRA screening assessment are as follows:
- Establish whether the LTP requires a screening assessment
  - Identify the scope of the LTP
  - Identify the Natura 2000 sites with the possibility of being impacted by the LTP
  - Consideration of the potential effects of LTP on the European sites, either alone or in combination
  - Determine the potential impacts of LTP on the European sites within and adjacent to Cheshire East

### Requirement for Screening

- 7.24 The legislation indicate that policy documents will be required to undergo Habitats Regulations Screening if they are not directly connected with or necessary to the management of a Natura 2000 site. As the LTP is not a Conservation Management Plan connected to a European Protected Site, it is required to undergo the Habitats Regulations Assessment Screening process under the European Directive.

### Scope of the Local Transport Plan

- 7.25 The LTP has been described in Chapter 2. of this report along with the policy framework and associated documents. The LTP follows a staggered development process; due to this there is little detail available to fully understand the impacts of the policies upon the Natura 2000 sites. Further assessment and screening will be required as individual project detail emerges, most likely during the Implementation Plan and as the document progresses.

### Natura 2000 sites potentially affected by the Local Transport Plan

- 7.26 Given the scope of the LTP for Cheshire East, there is a possibility that objectives, options and policies within it could impact on all of the Natura 2000 sites located within and adjacent (within 15km) of the Borough, identified in **Table 7-1**. Therefore the Habitats Regulations Screening Assessment for LTP will need to consider the impact of policies on all of these sites.

### Screening Assessment

- 7.27 The potential implications of the LTP policies both individually and cumulatively must be considered and whether this is likely to impact upon a Natura 2000 site given their locations, qualifying features and key environmental conditions in order to achieve an effective screening of the LTP.

- 7.28 In order to ensure the effectiveness of the assessment, there is a need to also consider the key vulnerabilities of each of the Natura 2000 sites; these are the hazards which are likely to impact upon each of the designated features identified.
- 7.29 Due to the limited level of detail available it is not possible to determine whether every impact will be significant or otherwise, and given the lack of information regarding implementation of some policy areas it will not be possible to assess all the uncertain impacts at this time. Detailed impacts will be determined at later stages of the development process.
- 7.30 A more robust assessment will be possible when more detail becomes available.
- 7.31 **Table 7-3** below shows the results of the initial screening assessment of the potential effects of LTP on the Natura 2000 sites within and adjacent to Cheshire East.

**Table 7-3: Habitat Regulation Assessment Matrix**

Table 7-3: Habitat Regulation Assessment Matrix			The Natura 2000 Sites and their designated features are listed in Table 7-1
Key			
-	Negative impact	+++ High impact ++ Medium impact + Small impact	
+	Positive impact		
	Neutral impact		
ND	Not enough detail to determine impact		
Policy		HRA Impact Assessment	Natura 2000 Sites – Impact Notes
Sustainability			
Policy S1 Spatial Planning: Seek to minimise the future need to travel through a strategy in the Local Development Framework that focuses most new developments in locations where there is a good range of housing, jobs, shops and services already accessible by public transport, cycling and walking.			Indirect benefits through potential air quality improvements. No site specific impacts identified.
Policy S2 Climate Change – Mitigation & Adaptation: Ensure that transport policies support wider climate change objectives and adaptation needs.		+ Long-term CE Sy	Positive benefits across all sites.
Policy S3 Public Transport (Integration & Facilities): Work with passenger transport providers (bus, rail and community transport) to improve public transport integration and facilities.			Indirect benefits through potential air quality improvements and by addressing climate change. No site specific impacts identified.
Policy S4 Public Transport (Service Levels & Reliability): Work with passenger transport operators (bus, rail, community transport & taxis) to explore improvements to service levels and reliability.			Indirect benefits through potential air quality improvements and by addressing climate change. No site specific impacts identified.

Key			The Natura 2000 Sites and their designated features are listed in Table 7-1
-	Negative impact	+++ High impact ++ Medium impact + Small impact	
+	Positive impact		
	Neutral impact		
ND	Not enough detail to determine impact		
Policy		HRA Impact Assessment	Natura 2000 Sites – Impact Notes
Policy S5 Public Transport (Information & Marketing): Work with passenger transport operators to promote the use of public transport through improved information and publicity.			Indirect benefits through potential air quality improvements and by addressing climate change. No site specific impacts identified.
Policy S6 Public Transport (Fares & Ticketing): Work with passenger transport operators to develop fare initiatives and simpler ticketing solutions.			Indirect benefits through potential air quality improvements and by addressing climate change. No site specific impacts identified.
Policy S7 Walking: Work with stakeholders to improve facilities for walking so that it is attractive for shorter journeys.			Indirect benefits through sustainable travel access to sites but impact minimal at specific sites. No site specific impacts identified.
Policy S8 Cycling: Work with stakeholders to improve facilities for cycling so that it is attractive for shorter journeys.			Indirect benefits through sustainable travel access to sites but impact minimal at specific sites. No site specific impacts identified.
Policy S9 Technology & Energy Efficiency: Encourage technological development in transport services in partnership with operators and will improve energy efficiency of transport infrastructure.			Indirect benefits through sustainable travel access to sites but impact minimal at specific sites. No site specific impacts identified.
Business			
Policy B1 Strategic Partnerships for Economic Growth: Work with neighbouring authorities, appropriate regional/sub-regional organisations, public transport operators and providers to enhance cross-boundary and strategic investment opportunities in transport.			No site specific impacts identified.
Policy B2 Enabling development: Seek to enable appropriate new development by supporting transport infrastructure, regeneration and/or behaviour change initiatives that will mitigate the potential impact of new development.		ND	Not enough detail available to determine the level of impact; detailed impacts will be determined at later stages of the development process. LDF process will lead investigations into land allocations and requirements for supporting transport infrastructure. LTP policy will seek to mitigate the impact of new development; however, it is unlikely that the LDF process would deem “appropriate” any new development that impacts on the Natura 2000 sites.
Policy B3 Network Management: Effectively manage the highway network to			Indirect benefits through efficient network operation but impact minimal at specific

Key			The Natura 2000 Sites and their designated features are listed in Table 7-1
-	Negative impact	+++ High impact ++ Medium impact + Small impact	
+	Positive impact		
	Neutral impact		
ND	Not enough detail to determine impact		
Policy		HRA Impact Assessment	Natura 2000 Sites – Impact Notes
reduce the level of delay and provide for the needs of all road users including pedestrians, cyclists and motorists.			sites. No site specific impacts identified.
Policy B4 Network Improvement: Work to improve the operation of the highway network for all users through provision of new and enhanced infrastructure.		ND	Not enough detail available to determine the level of impact; detailed impacts will be determined at later stages of the development process. Network improvement through provision of new and enhanced infrastructure will not be undertaken without appropriate detailed site specific Environmental Impact Assessment. No LTP proposals for major infrastructure have been identified that would impact on any specific sites.
Policy B5 Freight: Work with freight operators and organisations to establish appropriate freight routes, delivery routines and driver practices to minimise congestion and pollution.			Indirect benefits through efficient network operation but impact minimal at specific sites. Not enough detail for site specific impacts to be identified, detailed impacts will be determined at later stages of the development process.
Policy B6 Parking: Adopt a consistent and structured approach to parking supply, management and tariffs, seeking to balance the issues of sustainability, quality of life and economic vitality.			Indirect benefits through efficient network operation but impact minimal at specific sites. No site specific impacts identified.
Policy B7 Business Innovation: Support businesses to reduce carbon emissions from transport and minimise car use.			Indirect benefits through potential air quality improvements and by addressing climate change. No site specific impacts identified.
Policy B8 Maintenance: Adopt a robust and efficient approach to maintenance to minimise deterioration in the highway network and associated infrastructure assets (lighting, street furniture etc.)			No site specific impacts identified.
Health			
Policy H1 Targeted Health Action: Work with stakeholders to identify communities, groups or areas in most need; and seek to identify targeted solutions that lower obesity rates and increase physical activity.			No site specific impacts identified.
Policy H2 Promotion of Active Travel and Healthy Activities: Work in partnership to promote walking, cycling and horse riding			No site specific impacts identified.

Key			The Natura 2000 Sites and their designated features are listed in Table 7-1
-	Negative impact	+++ High impact	
+	Positive impact	++ Medium impact	
	Neutral impact	+ Small impact	
ND	Not enough detail to determine impact		
Policy		HRA Impact Assessment	Natura 2000 Sites – Impact Notes
as active travel options and healthy activities.			
<b>Policy H3 Public Rights of Way &amp; Green Infrastructure:</b> Protect and enhance our public rights of way and transport related green infrastructure and endeavour to create new links where beneficial for health or access to green spaces.		+ Long-term CE Sy	Potential for positive benefits at all sites, however, detailed impacts including any possible human disturbance will be determined at later stages of the development process.
<b>Policy H4 Air Quality:</b> Work to improve the quality of our air in Cheshire East.		+ Long-term CE Sy	Potential for positive benefits at all sites.
<b>Policy H5 Noise:</b> The Council will seek to reduce the impact of noise pollution from transport.		+ Long-term CE Sy	The Mere, Rostherne Mere and Oakhanger Moss are all close to currently identified Highways Agency Noise Action Areas. No sites have been identified close to local authority controlled roads; however, close working with the Highways Agency has the potential to give positive improvements at these sites.
<b>Policy H6 Road Safety (Education):</b> Work with partners to improve road safety through targeted education campaigns.			No site specific impacts identified.
<b>Policy H7 Road Safety (Enforcement):</b> Work with partners to improve road safety through targeted enforcement in high risk areas.			No site specific impacts identified.
<b>Policy H8 Road Safety (Engineering):</b> Improve road safety through highway design improvements at collision blackspots.			No site specific impacts identified.
Communities			
<b>Policy C1 Community:</b> Work in partnership with local communities to support community-led solutions that improve accessibility to key services (employment, education, health, shopping and leisure).			No site specific impacts identified.
<b>Policy C2 Accessibility of Services:</b> Work with partner organisations and local communities to make key services easier to access with a particular focus on disadvantaged groups and areas, including people living in rural areas, older people, young people and those without access to a			No site specific impacts identified.



Key			The Natura 2000 Sites and their designated features are listed in Table 7-1
-	Negative impact	+++ High impact	
+	Positive impact	++ Medium impact	
	Neutral impact	+ Small impact	
ND	Not enough detail to determine impact		
Policy		HRA Impact Assessment	Natura 2000 Sites – Impact Notes
car.			
<b>Policy C3 Access for all:</b> Consider the diverse range of needs concerning disabled people and other groups who experience difficulties using the transport system.		+ Long-term CE Sy	Potential for positive benefits at all sites, however, detailed impacts will be determined at later stages of the development process.
<b>Policy C4 Crime &amp; Terrorism:</b> Work with partners to reduce crime, fear of crime and anti-social behaviour on the transport network.			No site specific impacts identified.
<b>Children &amp; Young People</b>			
<b>Policy Y1 Travel to Education:</b> The Council will work with schools and colleges to enable sustainable travel to education, including appropriate provision for those eligible for free or assisted transport.			No site specific impacts identified.
<b>Policy Y2 Targeted Action for Children and Young People:</b> The Council will work with stakeholders to ensure that transport provision and facilities meet the needs of children and young people.			No site specific impacts identified.
<b>Older Population</b>			
<b>Policy O1 Targeted Action for Older People:</b> The Council will work with stakeholders to ensure that transport provision and facilities meet the needs of older people.			No site specific impacts identified.

## Summary and Conclusions

7.32 The results of the initial screening assessment indicate that the majority of the objectives, scenarios and options will have a neutral impact upon the Natura 2000 sites within and adjacent to Cheshire East. Of the remaining Policies, five are expected to have a positive impact, and the impact could not be determined for two until such time as further detail on the implementation is known. With limited detail available at the current stage it would not be possible to undertake an Appropriate Assessment of the policies within this HRA document.

7.33 It is therefore proposed that these elements of the LTP are re-screened at a later stage of production when more detail will be available in relation to the implementation of the objectives, strategies and options. It is anticipated that major developments arising from the policy areas where data is limited would

require a full Environmental Impact Assessment prior to implementation – this process will complement further HRA as required in due course.

- 7.34 This future screening exercise will also incorporate any revisions of additional objectives, strategies, options and policies proposed.



# **Sustainability Appraisal Report: Appendices**

## Appendix 1: Related Plans and Policies

International Policies, Plans and Programmes		
Title	Summary of Content / Objectives / Targets	Implications for Local Transport Plan
<b>Johannesburg Declaration</b>	Commitment from UN member states to the achievement of sustainable development.	UK government's commitment to sustainable development is filtered down into the transport planning process. The LTP should include policies that are socially, economically and environmentally balanced and that promote sustainable development and sustainable travel options.
<b>Kyoto Protocol</b>	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, between 2008-2012.	The LTP should support both the Local Development Framework and the Core Strategy to promote development in locations that minimise the need to travel, and promote low carbon travel modes where possible.
<b>Rio Declaration on Environment and Development</b>	Contains 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.	UK government's commitment to sustainable development is filtered down into the transport planning process. The LTP should include policies that are socially, economically and environmentally balanced and that promote sustainable development and sustainable travel options.
<b>Aarhus Convention</b>	The Aarhus Convention is a new kind of environmental agreement. It links environmental rights and human rights. It acknowledges that we owe an obligation to future generations. 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 public authorities in a democratic context and it is forging a new process for public participation in the negotiation and implementation of international agreements.	UK government's commitment to sustainable development is filtered down into the transport planning process. The LTP should include policies that are socially, economically and environmentally balanced and that promote sustainable development and sustainable travel options.
<b>European Spatial Development Perspective (ESDP)</b>	The three fundamental goals of European policy should be achieved equally in all parts of the EU: <ul style="list-style-type: none"> <li>• Economic and social cohesion;</li> <li>• Conservation and management of natural resources and the cultural heritage;</li> <li>• More balanced competitiveness of the European territory.</li> </ul>	UK government's commitment to sustainable development is filtered down into the transport planning process. The LTP should include policies that are socially, economically and environmentally balanced and that promote sustainable development and sustainable travel options.

International Policies, Plans and Programmes		
Title	Summary of Content / Objectives / Targets	Implications for Local Transport Plan
<b>European Unions Sixth Environmental Action Plan</b>	<p>The Action Plan identifies four environmental areas to be tackled for improvements:</p> <ul style="list-style-type: none"> <li>• Climate Change</li> <li>• Nature and Biodiversity</li> <li>• Environment and Health and Quality of Life</li> <li>• Natural Resources and Waste</li> </ul> <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>UK government's commitment to sustainable development is filtered down into the transport planning process. The LTP should include policies that are socially, economically and environmentally balanced and that promote sustainable development.</p>
<b>Habitats Directive</b>	<p>This Directive aims to contribute towards ensuring biodiversity through the conservation of natural habitats and of wild flora and fauna.</p> <p>Measures should maintain and restore, to a favourable conservation status, natural habitats and species of wild flora and fauna, accounting for socio-economic and cultural requirements and local characteristics.</p>	<p>The LTP should seek to protect landscape features of habitat importance.</p> <p>The directive may require an 'appropriate assessment' to be carried out for LTP initiatives if there are likely to be significant effects on a European designation such as a Special Area of Conservation or a Special Protection Area.</p>
<b>Water Framework Directive</b>	<p>Establishes a framework for the protection of inland surface waters, transitional waters, coastal waters and groundwater which:</p> <ul style="list-style-type: none"> <li>• Prevents further deterioration, and actively promote the protection and enhancement of aquatic ecosystems;</li> <li>• Protects terrestrial ecosystems and wetlands directly depending on aquatic environments;</li> <li>• Promotes sustainable water use based on a long-term protection of available water resources;</li> <li>• Aims at enhanced protection and improvement of the aquatic environment, inter alia, through specific measures for the progressive reduction of discharges, emissions and losses of priority substances and the cessation or phasing-out of discharges, emissions and losses of the priority hazardous substances;</li> <li>• Ensures the progressive reduction of pollution of groundwater and prevents its further pollution, and</li> <li>• Contributes to mitigating the effects of floods and droughts.</li> </ul>	<p>The LTP policies should consider how the water environment can be protected and enhanced. This will come about through reducing pollution and providing appropriate drainage.</p>
<b>Birds Directive</b>	<p>Identifies 181 endangered species and sub-species for which the Member States are required to designate Special Protection</p>	<p>The LTP should not undermine the protection of wild bird populations, including the protection of Special Protected Areas.</p>

International Policies, Plans and Programmes		
Title	Summary of Content / Objectives / Targets	Implications for Local Transport Plan
	Areas.	
<b>Air Quality Directive</b>	Sets a framework for how the UK must monitor and report ambient levels of air pollutants. The UK has been divided into zones and agglomerations within which the pollutants will be monitored.	The LTP should support development in locations that minimise the need to travel or which are accessibility by public transport and reduce other sources of air pollutants.
<b>Noise Directive</b>	The Directive addresses local noise issues by requiring authorities to draw up action plans to reduce noise where necessary. This includes monitoring the environmental problem by drawing up strategic noise maps; and consulting the public about noise exposure, its effects and the measures considered to address noise.	Plan policies should support the objectives of the directive and consider the impact that transport planning decisions have on noise levels.
<b>Waste Framework Directive</b>	Seeks to prevent and to reduce the production of waste and its impacts. Where necessary waste should be disposed of without creating environmental problems.  Promotes the reduction in the creation of waste; re-use and recycling of materials and development of clean technology to process waste where necessary..	Policies within the LTP should seek to minimise waste production and increase use of shared transportation resources.  Policies should also seek to promote re-use and recycling of materials.
<b>Pan-European Biological and Landscape Strategy</b>	This strategy promotes the protection and enhancement of Europe's biological and landscape diversity, providing the framework for the development of national and policy responses.	Mainly relevant at national and regional scale.
<b>European Landscape Convention</b>	The aims of the convention are to promote European landscape protection, management and planning, and to organise European co-operation on landscape issues. This means ensuring the protection, management and planning of European landscapes through the adoption of national measures and the establishment of European co-operation between the Parties.	The Convention means that the LTP will need to take a forward-looking attitude on decisions that affect the protection, management or planning of landscapes.
<b>UNESCO World Heritage Convention</b>	The World Heritage Convention was adopted by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) General Conference at its 17th session in Paris on 16 November 1972.  The World Heritage Convention aims to: <ul style="list-style-type: none"> <li>• Adopt a general policy to give the cultural and natural heritage a function in the life of the community and to integrate the protection of that heritage into comprehensive planning programs</li> <li>• Undertake appropriate legal, scientific, technical,</li> </ul>	The Convention means that the LTP will need to ensure that the heritage of the area is conserved.



International Policies, Plans and Programmes		
Title	Summary of Content / Objectives / Targets	Implications for Local Transport Plan
	<p>administrative and financial measures necessary for the identification, protection, conservation, presentation and rehabilitation of this heritage</p> <ul style="list-style-type: none"> <li>Refrain from any deliberate measures which might damage, directly or indirectly, the cultural and natural heritage of other Parties to the Convention, and to help other Parties in the identification and protection of their properties.</li> </ul>	
<b>Convention on the Protection of Archaeological Heritage (Revised) (Valetta Convention)</b>	<p>The Convention contains provisions for the identification and protection of archaeological heritage, its includes conservation, the control of excavations, the use of metal detectors and the prevention of illicit circulation of archaeological objects, and the dissemination of information.</p> <p>The convention was ratified by the UK in September 2000, and provides for a broad definition of 'archaeological heritage' that includes structures, constructions, groups of buildings, developed sites, moveable objects and monuments of other kinds (as well as their content), whether situated on land or under water.</p>	The LTP should seek to protect archaeological heritage sites.
<b>European directives relating to equality</b>	<p>Race equality duty - linked to Race Relations (Amendment) Act 2000</p> <p>Gender equality duty - linked to Equality Act 2006</p> <p>Disability equality duty - linked to Disability Discrimination Act 2005</p>	UK government's commitment to sustainable development is filtered down into the transport planning process. The LTP should include policies that are socially, economically and environmentally balanced and that promote sustainable development and sustainable travel options. In essence, the LTP should ensure that policies are based on sound principles of equality.

National Policies, Plans and Programmes		
Title	Summary of Content / Objectives / Targets	Implications for Local Transport Plan
<b>Delivering a Sustainable Transport System (DASTS)</b>	<p>The government sets out its five broad transport goals:</p> <ul style="list-style-type: none"> <li>• To support national economic competitiveness and growth, by delivering reliable and efficient transport networks;</li> <li>• To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;</li> <li>• To contribute to better safety security and health and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health;</li> <li>• To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society;</li> <li>• To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.</li> </ul>	<p>The LTP will need to set out the approach to all aspects of transport in the borough within a framework of the national transport goals. The goals address the Sustainability Appraisal themes including environmental, equality and health.</p>
<b>Securing the Future - UK Government sustainable development strategy</b>	<p>This document identifies 4 shared priorities for the UK, these are:</p> <ul style="list-style-type: none"> <li>• Sustainable Consumption and Production</li> <li>• Climate Change and Energy</li> <li>• Natural Resource Protection and Environmental Enhancement</li> <li>• Sustainable Communities</li> </ul>	<p>The LTP should include policies that are socially, economically and environmentally balanced and that promote sustainability.</p>
<b>The Nottingham Declaration</b>	<p>The Declaration is a commitment to tackle the causes and impacts of climate change.</p>	<p>Policies in the LTP should help address climate change issues.</p>
<b>Saving Lives: Our Healthier Nation White Paper</b>	<p>This is an action plan to tackle poor health and improve the health of everyone in England, especially those living in the most deprived areas.</p>	<p>The LTP will need to ensure that health is given sufficient attention. Policies will need to maintain and improve access to existing recreational facilities, and support active modes of transport such as walking and cycling.</p>
<b>Energy White Paper: Our Energy Future</b>	<p>There are four Goals in the is document, these are:</p> <ul style="list-style-type: none"> <li>• to put ourselves on a path to cut the UK's carbon dioxide emissions - the main contributor to global warming - by some 60% by about 2050, with real progress by 2020;</li> <li>• to maintain the reliability of energy supplies;</li> <li>• to promote competitive markets in the UK and beyond, helping to raise the rate of sustainable economic growth and to improve our productivity; and</li> <li>• to ensure that every home is adequately and affordably</li> </ul>	<p>Policies within the LTP should promote transport and transport infrastructure energy efficiency and increases the use and/or availability of renewable energy.</p>

National Policies, Plans and Programmes		
Title	Summary of Content / Objectives / Targets	Implications for Local Transport Plan
	<p>heated.</p> <p><b>Target:</b> Seek a 20% reduction in carbon dioxide by 2010, and 60% by 2050.</p>	
<b>National Cycling Strategy</b>	Aims to increase the use of the bicycle for all types of journey, quadrupling the number of trips by 2012.	Measures in the LTP should aim to increase cycle use, improve safety and security for cyclists and increase provision for cycling on highways and on rights of way.
<b>The Future of Transport a network for 2030. White Paper</b>	This White Paper looks at the factors that will shape travel and transport over the next thirty years and sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.	<p>The LTP should support development in locations that minimise the need to travel.</p> <p>The LTP and the Local Development Framework and the Core Strategy should be closely co-ordinated to produce more sustainable patterns of development and travel.</p>
<b>Urban White Paper</b>	This report identifies the need to tackle urban decline, through addressing education, transport, crime reduction, housing and planning. There is also a need to improve people's prosperity and quality of life.	<p>The LTP should support development that will:</p> <ul style="list-style-type: none"> <li>• create attractive, well-kept towns and cities which use space and buildings well;</li> <li>• promote good design and planning which makes it practical to live in a more environmentally sustainable way, with less noise, pollution and traffic congestion;</li> <li>• support towns and neighbourhoods able to create and share prosperity, investing to help all their citizens reach their full potential; and</li> <li>• provide good quality services health, education, housing, transport, finance, shopping, leisure and protection from crime that meet the needs of people and businesses.</li> </ul>
<b>Rural White Paper</b>	<p>Outlines the government's vision of a living, working, protected and vibrant countryside. The paper sets out 10 key actions which are intended to meet the vision:</p> <ul style="list-style-type: none"> <li>• Support vital village services</li> <li>• Modernise rural services</li> <li>• Provide affordable homes</li> <li>• Deliver local transport solutions</li> <li>• Rejuvenate market towns and a thriving rural economy</li> <li>• Set a new direction for farming</li> <li>• Preserve what makes rural England special</li> <li>• Ensure everyone can enjoy an accessible countryside</li> </ul>	The LTP will need to ensure that the more rural areas of the borough are supported.

National Policies, Plans and Programmes		
Title	Summary of Content / Objectives / Targets	Implications for Local Transport Plan
	<ul style="list-style-type: none"> <li>• Give local power to country towns and villages</li> <li>• Think rural</li> </ul>	
<b>The Future of Air Transport – White Paper and Civil Aviation Bill</b>	The White Paper sets out a strategic framework for the development of airport capacity in the United Kingdom over the next 30 years, against the background of wider developments in air transport. The White Paper itself does not preclude any airport development. It states that additional terminal capacity should be provided at Manchester airport alongside measures to reduce the environmental impact of the airport and measures to enhance access to it.	The LTP should take account of the findings of the White Paper and policies should help to minimise the environmental impacts of airport development and should help enhance surface access transport options.
<b>Heritage Protection for the 21<sup>st</sup> Century White Paper</b>	This White Paper looks to provide a more efficient and open system while giving local councils and English Heritage, better, more modern tools for the job of protecting the historic environment. It will unite all significant historic sites and buildings under one designation and one register and will make consents for works easier.	The LTP will need to consider these changes to the way that the historic environment is managed and controlled in terms of transport environment and access.
<b>The Historic Environment: A Force for Our Future</b>	<ul style="list-style-type: none"> <li>• Provide leadership by responding to public interest in the historic environment.</li> <li>• Realise the educational potential of the historic environment as a learning resource.</li> <li>• Include and involve people by making the historic environment accessible to everyone.</li> <li>• Protect and sustain the historic environment for the benefit of our own and future generations</li> <li>• Optimise the economic potential of the historic environment by ensuring that its role as an economic asset is skilfully used.</li> </ul>	The LTP should support access to and enhance the surrounds associated with the boroughs historic environment.
<b>Draft Circular on World Heritage Sites</b>	<p>The circular explains the national context and the Government's objectives for the protection of World Heritage Sites, the principles which underpin those objectives, and the actions necessary to achieve them.</p> <p>The key objectives of this document are:</p> <ul style="list-style-type: none"> <li>• Protecting the World Heritage Site and its setting, including any Buffer Zone, from inappropriate development;</li> <li>• Striking a balance between the needs of conservation, access, the interests of the local community and the achievement of</li> </ul>	The LTP should support access to and enhance the surrounds associated with the boroughs historic environment.

National Policies, Plans and Programmes		
Title	Summary of Content / Objectives / Targets	Implications for Local Transport Plan
	<p>sustainable economic growth; and</p> <ul style="list-style-type: none"> <li>Protecting a World Heritage Sites from the effect of changes which are relatively minor but which, on a cumulative basis, could have a significant effect.</li> </ul>	
<b>The Air Quality Strategy for England, Scotland, Wales, and Northern Ireland. Working together for clean air (DETR, 2000)</b>	<p>The Strategy sets objectives for eight main air pollutants, to protect health. Performance against these objectives will be monitored where people are regularly present and might be exposed to air pollution. There are also two new objectives to protect vegetation and ecosystems. These will be monitored away from urban and industrial areas and motorways.</p>	<p>The LTP should promote development in locations that minimise the need to travel and reduce other sources of air pollution.</p>
<b>Planning Tomorrow's Countryside The Countryside Agency, 2000</b>	<p>This policy statement provides advice to local planning authorities, to the Government, and to developers on how the planning system should operate and evolve.</p> <p>The document states that planners should:</p> <ul style="list-style-type: none"> <li>consider <i>what</i> development is needed for a sustainable countryside as well as <i>where</i> it should go, considering not just the location of development, but its nature, too;</li> <li>move away from the idea of 'balance' in making planning decisions, and towards integrated policies, where plans look <i>first</i> for solutions where there are economic social and environmental benefits, and <i>then</i> for solutions which mitigate or compensate for adverse impacts: there should always be a net gain and no significant losses from development;</li> <li>use positive objectives as the basis of planning, not 'predict and provide', to determine how best we can reconcile national imperatives with local circumstances;</li> <li>stress the need for high quality in all development and encourage applications which are assessed on the basis of <i>are they good enough to approve?</i>, rather than <i>are they bad enough to refuse?</i> - extending the definition of 'high quality' from its traditional role in building design to include aspects of sustainable development and social and economic equity;</li> <li>give a greater role to communities and community planning,</li> </ul>	<p>The LTP should:</p> <ul style="list-style-type: none"> <li>Promote high quality landscape (including complimentary highway design) and thriving communities as valuable economic, as well as social and environmental, assets;</li> <li>support sustainable transport solutions in rural areas for tourism, connectivity to towns, and recreation;</li> <li>protect green wedges and corridors in towns to enhance access to the countryside;</li> <li>make sure rights of way are protected and improved both generally and in development proposals;</li> <li>make sure local open space for people and wildlife is accessible;</li> <li>promote a range of recreational transport alternatives which assist in reducing dependency on the private car.</li> </ul>

National Policies, Plans and Programmes		
Title	Summary of Content / Objectives / Targets	Implications for Local Transport Plan
	<p>but incorporated into the existing planning system, rather than as an additional layer;</p> <ul style="list-style-type: none"> <li>respect the character of all landscapes, and protect and enhance the best - an understanding of landscape character is an essential starting point for all policies involving land use change.</li> </ul>	
<b>Environmental Quality in Spatial Planning</b> Jointly published by The Countryside Agency, English Heritage, English Nature and the Environment Agency, 2005	<p>This guidance states that plans and strategies should be more ambitious about what can be done to enhance and manage the environment and plan for future change.</p> <p>It also states that it is fundamental to sustainable development and the quality of life that local needs are met locally. All new development should be well designed to fit and enhance its context. It should be locally distinctive, environmentally efficient in its use of resources, and valued by the community as a beneficial addition to the environment.</p>	<p>The LTP should share and support the LDF vision for the 'future picture' so that there is a shared understanding of the kind of environment and quality of life that it aspires to achieve in the future and develop a clear understanding of how transport contributes to this vision.</p>
<b>The Countryside In and Around Towns</b> Jointly published by The Countryside Agency and Groundwork, 2005	<p>This document presents a new vision for a very extensive and often overlooked resource - the countryside in and around England's towns and cities.</p> <p>This document also states that both rural and urban renewal can be underpinned by a further strengthening of that interdependence in and through the countryside that physically links town and country.</p>	<p>The LTP should help to ensure that the countryside in and around towns can:</p> <ul style="list-style-type: none"> <li>be made readily accessible to most people;</li> <li>contribute to the health, wealth and well being of urban and rural communities;</li> <li>underpin more sustainable living.</li> </ul>
<b>The Conservation (Natural Habitats &amp; C) Regulations</b>	<p>These Regulations make provision for the purpose of implementing, for Great Britain, Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (referred to in these Regulations as "the Habitats Directive"). The aims of these regulations is to provide protection to habitats and species of international importance.</p> <p>The regulations seek to achieve this through the identification of regulations relating to each of the key themes of the directive:</p> <ul style="list-style-type: none"> <li>Conservation of natural habitats and habitats of species</li> <li>Protection of species</li> </ul> <p>Adaptation of planning and other controls to achieve the previous two points</p>	<p>LTP should support the objectives of the regulations, consideration of the potential impact of policies and transport planning decisions on internationally important habitats and species should occur during policy production.</p> <p>The LTP will need to ensure that it meets the regulations conditions in terms of assessment of the potential impact of policies on internationally recognised habitats and species of importance (appropriate assessment and habitat regulation assessment).</p>



National Policies, Plans and Programmes		
Title	Summary of Content / Objectives / Targets	Implications for Local Transport Plan
<b>'Working with the Grain of Nature': A Biodiversity Strategy for England (2002)</b>	<p>The Strategy sets out objectives and policies and a five year programme of action for five important policy sectors:</p> <p>In agriculture, it encourages the management of farming and agricultural land so as to conserve and enhance biodiversity as part of the Government's sustainable food and farming strategy;</p> <p>In water, it aims for a whole catchment approach to the wise, sustainable use of water and wetlands;</p> <p>In woodland and forestry, it seeks the management and extension of woodland so as to promote enhanced biodiversity and quality of life;</p> <p>In marine and coastal management, the aim is to achieve the sustainable use and management of coasts and seas using natural processes and the ecosystem-based approach;</p> <p>In urban areas it aims for biodiversity to become a part of the development of policy on sustainable communities, urban green space and the built environment.</p> <p>The Strategy also identifies ways that society as a whole can respond, such as from the business and local communities, and by increasing public understanding of biodiversity.</p>	Enhance and protect biodiversity in the context of transport planning decisions. Protecting green spaces and habitats.
<b>UK Biodiversity Action Plan</b>	Describes the UK's biological resources and commits a detailed plan for their protection.	LTP policies and programmes to protect habitats and biodiversity.
<b>Guidance for Local Authorities on Implementing the Biodiversity Duty</b>	<p>From 1 October 2006, all local authorities and other public authorities in England and Wales have a Duty to have regard to the conservation of biodiversity in exercising their functions. The Duty aims to raise the profile and visibility of biodiversity, to clarify existing commitments with regard to biodiversity, and to make it a natural and integral part of policy and decision making.</p> <p>This guidance aims to help all local authority staff to have regard to biodiversity in their work and meet the Biodiversity Duty.</p>	LTP policies should support the objectives of the biodiversity duty.
<b>UK Climate Change Programme</b>	<p>The UK Climate Change Programme aims to:</p> <ul style="list-style-type: none"> <li>• reflect the importance of tackling climate change;</li> <li>• take a balanced approach, with all sectors and all parts of the UK playing their part;</li> <li>• safeguard, and where possible enhance, the UK's competitiveness, tackle social exclusion and reduce harm to health;</li> </ul>	The LTP should support development in locations that minimise the need to travel and should seek to promote low carbon transport solutions where travel is necessary.

National Policies, Plans and Programmes		
Title	Summary of Content / Objectives / Targets	Implications for Local Transport Plan
	<ul style="list-style-type: none"> <li>focus on cost effective and flexible policy options which will work together to form an integrated package; and</li> <li>take a long term view, looking to targets beyond the Kyoto commitment period.</li> </ul> <p>Target: reducing carbon dioxide emissions to 20% below 1990 levels by 2010</p> <p>Target: at least double the UK's Combined Heat and Power capacity by 2010</p>	
<b>Making Space for Water: Taking Forward a Government Strategy for Flood and Coastal Erosion Risk Management in England. First Government Response</b>	The government is trying to implement a more holistic approach to managing flood and coastal erosion. It takes into account all sources of flooding, with the intention of embedding flood and coastal risk management across a range of government policies. It also aims to reflect other relevant government policies in policies and operations of flood and coastal erosion risk management. It aims to manage risks by employing an integrated portfolio of approaches which reflect both national and local priorities to - reduce threat to people and their property -deliver the greatest environmental, social and economic benefit consistent with government sustainable development principles.	Flood risk assessment will become a more important part of planning policies and will impact on highways and transportation schemes.
<b>Waterways for Tomorrow, DEFRA</b>	Objective – promotion of waterways, encouraging their use and development.	Useful in context of regeneration Masterplan, as well as plan policies for regeneration, leisure and recreation, tourism, heritage and culture, natural environment and transport.
<b>Planning Policy Statement (PPS) 1 – Creating Sustainable Communities</b>	Places the concept of sustainable development at the heart of planning; identifying the need to make suitable land available for development, while balancing the economic, social and environmental objectives. Emphasises the importance of facilitating development that makes best use of resources.	The LTP should include policies that are socially, economically and environmentally balanced and that support sustainable development.
<b>Climate Change Supplement to PPS1.</b>	Effective spatial planning is one of the many elements required in a successful response to climate change. But used positively it has a significant contribution to make. <i>Planning and Climate Change</i> sets out how spatial planning, in providing for the new homes, jobs and infrastructure needed by communities, should help shape places with lower carbon emissions and resilient to the climate change now accepted as inevitable. Spatial planning, regionally and locally, provides the framework for integrating new development with other programmes that influence the nature of	The LTP should set out policies and proposals in line with the Regional Spatial Strategy. In doing so, the LTP should both inform and in turn be informed by the approach to climate change in the sustainable community strategy.

National Policies, Plans and Programmes		
Title	Summary of Content / Objectives / Targets	Implications for Local Transport Plan
	places and how they function.	
<b>Planning Policy Guidance Note (PPG) 2 – Green Belt</b>	<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"> <li>• to provide opportunities for access to the open countryside for the urban population;</li> <li>• to provide opportunities for outdoor sport and outdoor recreation near urban areas;</li> <li>• to retain attractive landscapes, and enhance landscapes, near to where people live; <ul style="list-style-type: none"> <li>○ to improve damaged and derelict land around towns;</li> <li>○ to secure nature conservation interest; and</li> <li>○ to retain land in agricultural, forestry and related uses.</li> </ul> </li> </ul>	The LTP should support and maintain access to appropriate areas of greenbelt and should seek to avoid transportation related development in greenbelt.
<b>Planning Policy Statement 3 – Housing</b>	The Government's key housing policy goal is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live.	The LTP should support the aspirations of the policy to create sustainable communities in relation to transport.
<b>Planning Policy Statement 6 – Planning for Town Centres</b>	<p>This Planning Policy Statement provides the policy for the future development of town centres.</p> <p>The Government's key objective for town centres is to promote their vitality and viability by:</p> <ul style="list-style-type: none"> <li>• planning for the growth and development of existing centres; and</li> <li>• promoting and enhancing existing centres, by focusing development in such centres and</li> <li>• encouraging a wide range of services in a good environment, accessible to all.</li> </ul> <p>Consideration should also be given to:</p> <ul style="list-style-type: none"> <li>• 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; and</li> <li>• improving accessibility, ensuring that existing or new</li> </ul>	The LTP should seek to support accessibility to retail and employment opportunities in town centres in line with emerging LDF proposals and community requirements.

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	development is, or will be, accessible and well-served by a choice of means of transport.	
<b>Planning Policy Statement 7 – Sustainable Development in Rural Areas</b>	<p>This Planning Policy Statement sets out the Government's national policies on sustainable development in rural areas. The policies apply to the rural areas, including country towns and villages and the wider, largely undeveloped countryside up to the fringes of larger urban areas.</p> <p>The Government's objectives are to:</p> <ul style="list-style-type: none"> <li>• To raise the quality of life and the environment in rural areas;</li> <li>• To promote more sustainable patterns of development;</li> <li>• Promoting the development of the English regions by improving their economic performance so that all are able to reach their full potential.</li> </ul>	The LTP should facilitate and promote sustainable patterns of travel in rural areas – including supporting policies that sustain, enhance and, where appropriate, revitalise country villages and by supporting strong, diverse, economic activity, whilst maintaining local character and a high quality environment.
<b>Planning Policy Statement 9 – Biodiversity and Geological Conservation</b>	<p>This document proposes that policies and plans should seek to maintain, enhance and add to the biodiversity conservation interests. Developments that conserve or enhance biodiversity and geological interests should be considered favourably.</p> <p>The Government's objectives for planning are:</p> <ol style="list-style-type: none"> <li>1. to promote sustainable development by ensuring that biological and geological diversity are conserved and enhanced as an integral part of social, environmental and economic development.</li> <li>2. to conserve, enhance and restore the diversity of England's wildlife and geology</li> <li>3. to contribute to rural renewal and urban renaissance</li> </ol>	The LTP should support planning objectives and recognise the location of designated sites of importance for biodiversity, geo-diversity and habitats and seek to avoid any adverse impact.
<b>Planning Policy Statement 10 – Planning and Sustainable Waste Management</b>	<p>This Planning Policy Statement sets out the policy for identifying land for waste management facilities.</p> <p>The overall objective of Government policy on waste is to protect human health and the environment by producing less waste and by using it as a resource wherever possible. Through more sustainable waste management, moving the management of waste up the 'waste hierarchy' of reduction, reuse, recycling and composting, using waste as a source of energy, and only disposing as a last resort the Government aims to break the link between economic growth and the environmental impact of waste.</p>	The LTP may need to consider the transport implications of policies and proposals for waste management in line with the Regional Spatial Strategy.

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<b>Planning Policy Statement 11 – Regional Spatial Strategies</b>	Sets out the process and guiding principles for producing Regional Spatial Strategies.	The LTP must be in broad conformity to Regional Spatial Strategy.
<b>Planning Policy Statement 12 – Local Development Frameworks</b>	The policies in this statement focus on procedural policy and the process of preparing local development documents (these will comprise the Local Development Framework).	The LTP will need to consider the implications of the Local Development Framework development documents in the provision and improvement of transport policies to support appropriate development.
<b>Planning Policy Guidance 13 – Transport</b>	<p>This document advises how local authorities should promote sustainable transport and develop integrated transport links. Aims to reduce the need to travel, especially by car.</p> <p>The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to:</p> <ul style="list-style-type: none"> <li>• promote more sustainable transport choices for both people and for moving freight;</li> <li>• promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and</li> <li>• reduce the need to travel, especially by car.</li> </ul>	Planning and transport should be integrated, in order to promote sustainability, public transport, and accessibility. It also aims to ensure that the needs of disabled people as pedestrians, public transport users and motorists are taken into account.
<b>Planning Policy Guidance 15 – Planning and the Historic Environment</b>	The protection of the historic environment will need to be taken into account in the formulation of policy and in development control decisions.	The LTP will need to support to the protection of the historic environment and enhancement of the wider settings of designated features
<b>Planning Policy Guidance 16 – Archaeology and Planning</b>	Archaeological remains are a finite and non-renewable resource. Appropriate management is required to ensure they survive in good condition.	The LTP will need to support to the protection of sites of archaeological interest and their settings.
<b>Planning Policy Guidance 17 – Planning for Open Space, Sport and Recreation</b>	<p>Open Space, Sport and Recreation underpins people's quality of life including:</p> <ul style="list-style-type: none"> <li>• Supporting urban renaissance;</li> <li>• Supporting rural renewal;</li> <li>• Promoting social inclusion and community cohesion;</li> <li>• Health and well-being; and</li> <li>• Promoting sustainable development.</li> </ul>	The LTP will need to consider how policies can contribute to the urban renaissance and community well-being through the provision and management of open space, sport and recreation facilities. Such spaces are valuable when considering "active travel" modes such as walking and cycling.

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<b>Planning Policy Guidance 24 – Planning and Noise</b>	The planning system has the task of guiding development to the most appropriate locations. It will be hard to reconcile some land uses, such as housing, hospitals or schools, with other activities which generate high levels of noise, but the planning system should ensure that, wherever practicable, noise sensitive developments are separated from major sources of noise (such as road, rail and air transport and certain types of industry). Additionally, new development involving noisy activities should, if possible be sited away from noise-sensitive land-uses.	The LTP should recognise the potential impacts of particular types of development and transport schemes on existing communities or sensitive environmental receptors such as wildlife.
<b>Planning Policy Statement 25 – Development and Flood Risk</b>	Advises that development plans should give appropriate weight to information available on flood risk and minimise risk through a precautionary approach. Local planning authorities should prepare Strategic Flood Risk Assessments (SRFAs) in consultation with the Environment Agency to determine the variations in flood risk across and from their area.	The LTP should: <ul style="list-style-type: none"> <li>• Consider land at risk and the degree of risk of flooding from river, sea and other sources in their areas;</li> <li>• Consider Regional Flood Risk Appraisals (RFRAs) or Strategic Flood Risk Assessments (SFRAs) as appropriate, as freestanding assessments that contribute to the Sustainability Appraisal of their plans;</li> <li>• Reducing flood risk to and from new transport related development through location, layout and design, incorporating sustainable drainage systems (SUDS);</li> <li>• Ensuring transport planning supports flood risk management policies and plans, River Basin Management Plans and emergency planning.</li> </ul>
<b>Minerals Policy Statement 1 – Planning and Minerals</b>	<ul style="list-style-type: none"> <li>• To ensure, so far as practicable, the prudent, efficient and sustainable use of minerals &amp; recycling of suitable materials, thereby minimising the requirement for new primary extraction;</li> <li>• To conserve mineral resources through appropriate domestic provision and timing of supply;</li> <li>• To safeguard mineral resources as far as possible;</li> <li>• To prevent or minimise production of mineral waste;</li> <li>• To secure working practices which prevent or reduce as far as possible, impacts on the environment and human health arising from the extraction, processing, management or transportation of minerals;</li> <li>• to promote the sustainable transport of minerals by rail, sea or inland waterways</li> </ul>	The LTP may need to consider the transport implications of LDF minerals policy.



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<b>DEFRA's National Waste Strategy</b>	<p>The National Waste Strategy identifies the national objectives for waste reduction. The central objectives are:</p> <ul style="list-style-type: none"> <li>• Decouple waste growth (in all sectors) from economic growth and put more emphasis on waste prevention and re-use;</li> <li>• Meet and exceed the Landfill Directive diversion targets for biodegradable municipal waste in 2010, 2013 and 2020;</li> <li>• Increase diversion from landfill of non-municipal waste and secure better integration of treatment for municipal and non-municipal waste;</li> <li>• Secure the investment in infrastructure needed to divert waste from landfill and for the management of hazardous waste; and</li> <li>• 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.</li> </ul> <p>The document then identifies areas of action to achieve objectives.</p>	<p>The LTP may need to consider the transport implications of the council waste strategy.</p>
<b>Accessible Natural Greenspace Standards in Towns and Cities</b>	<p>This document provides a set of benchmarks for ensuring access to places near to where people live.</p> <p>These standards recommend that people living in towns and cities should have:</p> <ul style="list-style-type: none"> <li>• An accessible natural greenspace of at least 2 hectares in size, no more than 300 metres (5 minutes walk) from home</li> <li>• At least one accessible 20 hectare site within two kilometres of home</li> <li>• One accessible 100 hectare site within five kilometres of home</li> <li>• One accessible 500 hectare site within ten kilometres of home</li> <li>• Statutory Local Nature Reserves at a minimum level of one hectare per thousand population.</li> </ul>	<p>Policies of the LTP will need to consider these standards</p>
<b>Countryside and Rights of Way Act (as amended) 2001</b>	<p>The Act consists of four key elements:</p> <ul style="list-style-type: none"> <li>• Access to Countryside</li> <li>• Public Rights of Way and Road Traffic</li> <li>• Nature Conservation and Wildlife Protection</li> <li>• Areas of Outstanding Natural Beauty</li> </ul>	<p>The LTP will need to ensure that these issues are considered.</p>
<b>Good Practice Guide</b>	<p>This Good Practice Guidance, to be read alongside national</p>	<p>The LTP may need to consider the transport implications of the</p>

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<b>on Planning for Tourism</b>	<p>planning policies, is designed to:</p> <ul style="list-style-type: none"> <li>○ Ensure that planners understand the importance of tourism and take this fully into account when preparing development plans and taking planning decisions;</li> <li>○ Ensure that those involved in the tourism industry understand the principles of national planning policy as they apply to tourism and how these can be applied when preparing individual planning applications; and</li> <li>○ Ensure that planners and the tourism industry work together effectively to facilitate, promote and deliver new tourism development in a sustainable way.</li> </ul>	council's tourism strategy.
<b>Wildlife and Countryside Act 1981 (as amended)</b>	Legislative protection for wildlife in Great Britain and the designation of protected areas.	LTP policies should not undermine efforts to protect habitats and biodiversity.
<b>Natural Environment and Rural Communities Act</b>	Local authorities have a Duty to have regard to the conservation of biodiversity in exercising their functions. This Duty was introduced by the Natural Environment and Rural Communities Act and came into force on 1 October 2006. The Duty affects all public authorities and aims to raise the profile and visibility of biodiversity, to clarify existing commitments with regard to biodiversity, and to make it a natural and integral part of policy and decision-making.	LTP policies should not undermine efforts to protect habitats and biodiversity.
<b>Natural England's Green Infrastructure Guidance</b>	<p>This guidance provides a comprehensive overview of the concept of green infrastructure.</p> <p>The guidance is intended to:</p> <ul style="list-style-type: none"> <li>• Facilitate a coordinated and consistent approach to green infrastructure strategies;</li> <li>• Support colleagues and guide external partners in the effective delivery of sustainable green infrastructure;</li> <li>• Promote the contribution of green infrastructure to 'place-making', in addition to other government agendas and links to spatial planning;</li> <li>• Inspire through best practice examples and case studies of green infrastructure planning and delivery;</li> <li>• Demonstrate that green infrastructure adds hugely to the value of plans and projects through the delivery of multiple</li> </ul>	<p>The LTP will need to consider the levels of infrastructure available – particularly for active travel opportunities – access to green infrastructure and potentially additional provision of green infrastructure needed, like all forms of infrastructure when devising policies.</p> <p>This document provides useful guidance for achieving these considerations and outlines the benefits of this process.</p>

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	benefits which other conventional 'grey infrastructure' solutions may not be able to offer; Highlight key issues and considerations at each level (national, regional, sub-regional, local) and links between them.	
<b>Sustainable Development Indicators in your Pocket</b>	The UK Government is committed to working towards the achievement of Sustainable Development. In the strategy document Securing the Future, 68 indicators were outlined to allow the review of progress towards this objective. This document presents and assesses the indicators identified in order to provide information on change that has occurred, whilst simultaneously updating the baseline for challenges of sustainable development in the future.	LTP policies should positively contribute towards the achievement of sustainable development.
<b>By all reasonable means: inclusive access to the outdoors for disabled people</b>	This guide is designed to help improve accessibility of green space sites, routes and facilities. It focuses on work with and for disabled people, but with the understanding that many access improvements will benefit all visitors.	LTP policies should consider the advice provided in this document in order to ensure that open space and the outdoors are accessible to all.
<b>Future Water: Governments water strategy for England</b>	The document outlines how the Government want the water sector to look by 2030, along with the steps needed to achieve them. The vision includes: <ul style="list-style-type: none"> <li>• Environmental and recreational improvements to rivers, canals, lakes and seas</li> <li>• Flood risk is addressed with markedly greater understanding and use of good surface water management;</li> </ul>	The LTP will need to include the objectives of this document – particularly in relation to drainage and water run-off management for transport projects.
<b>English Heritage - European Landscape Convention A Framework for Implementation in England (2008-2013)</b>	The Framework for Implementing the European Landscape Convention in England seeks to further strengthen the protection, management and planning of landscape in England by providing a structure for Action Plans of partners and stakeholders. The key measures and actions are: Improving performance within the current legal and regulatory frame; Influencing future legislation, regulation and advice, including contributing to gap analysis; Improving the understanding of landscape character and dynamics, and the monitoring of change and trends; Engaging people through comprehensive and accessible awareness and understanding activities as well as through, promotion, education & training and Sharing experiences and best practice.	The LTP will need to consider the objectives of this document when devising policy.

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<b>Biodiversity by Design</b>	This document aims to provide guidance on how to maximise the opportunities for biodiversity in the planning and design of sustainable communities. It also seeks to highlight the wider social, economic and environmental benefits of biodiversity and green spaces in urban areas.	The LTP should consider the guidance provided in this document when devising policy.
<b>Open Space Strategies - Best Practice Guide</b>	This document provides best practice examples from around the country showing the value and practical benefits of a strategic approach to open space. It reflects the latest thinking on the role of open space in tackling climate change and improving the quality of people's lives.	The LTP should consider the best practice examples of this document when supporting LDF open space policy.
<b>Wildlife and Countryside Act</b>	The Act makes it an offence (with exception to species listed in Schedule 2) to intentionally kill, injure, or take any wild bird or their eggs or nests. Special penalties are available for offences related to birds listed on Schedule 1, for which there are additional offences of disturbing these birds at their nests, or their dependent young. The Secretary of State may also designate Areas of Special Protection (subject to exceptions) to provide further protection to birds. The Act also prohibits certain methods of killing, injuring, or taking birds, restricts the sale and possession of captive bred birds, and sets standards for keeping birds in captivity.	Policies within LTP must not negatively impact upon Special Protection Areas.
<b>Various anti-discrimination and equality acts</b>	<p>A number of acts are relevant to the promotion of equal rights:</p> <ul style="list-style-type: none"> <li>• Human Rights Act 1998</li> <li>• Equality Act 2006</li> <li>• Race Relations Act 1976 (Amendment 2000)</li> <li>• Race Relations Regulations 2003</li> <li>• Equal Pay Act 1970</li> <li>• Gender Recognition Act 2004</li> <li>• Sex Discrimination Act 2003</li> <li>• Employment Equality Regulations (Sex, Age, Religion or Belief, and Sexual Orientation) 2003 - 2006 – European</li> <li>• Disability Discrimination Act 1995</li> <li>• Disability Discrimination Regulations 2003</li> <li>• Disability Discrimination Act 2005</li> </ul>	Policies within the LTP should consider equality issues.

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<b>Emerging Regional Strategy (RS2010)</b>	<p>The draft Part 1 of the Regional Strategy was published for consultation on 4th January 2010. The draft overarching vision for RS2010 is to ensure that:</p> <p>"The quality of life for the people of the Northwest will be excellent and the region will become more prosperous, more equitable and produce less carbon: by 2030 it will be a better place to live, learn, work, visit and invest". The four strand are set out as:</p> <ol style="list-style-type: none"> <li>1. Capitalise on the opportunities of moving to a low carbon economy and address climate change by: <ol style="list-style-type: none"> <li>a. positioning the region to take full advantage of the opportunities from low carbon energy and technologies;</li> <li>b. ensuring that the region understands and adapts to the implications of unavoidable climate change;</li> <li>c. ensuring that all sectors, including housing, transport and industry, are considering the challenges and opportunities presented by climate change and developing low carbon, resource efficient solutions and alternatives.</li> </ol> </li> <li>2. Build on our sources of international competitive advantage and regional distinctiveness by: <ol style="list-style-type: none"> <li>a. developing our strengths in internationally competitive sectors in nuclear, advanced manufacturing, biomedical, digital &amp; creative, chemicals and automotive;</li> <li>b. strengthening our concentration of knowledgebased assets driven by our universities and science and innovation base;</li> <li>c. improving our international connectivity through the Liverpool Superport, including John Lennon Airport, and Manchester Airport;</li> <li>and. developing our world class sporting/culture/quality of place offer and the attraction of Manchester, Liverpool, Chester and the Lake District as international destinations.</li> </ol> </li> <li>3. Release the potential of our people and tackle poverty by: <ol style="list-style-type: none"> <li>a. increasing the potential of the workforce by improving employment opportunities, enterprise and skills;</li> <li>b. building on our strong tradition of social enterprise;</li> <li>c. regenerating areas with deep-seated economic and social challenges and building strong communities;</li> </ol> </li> </ol>	<p>The LTP will need to consider and reflect the final version of the RS2010 to ensure that the overarching vision is delivered at a local level.</p> <p>The RS2010 will supersede a number of previous regional strategies including the Regional Spatial Strategy and Regional Economic Strategy.</p>

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	<ul style="list-style-type: none"> <li>d. tackling the serious challenges raised by social exclusion, deprivation, ill health and inequality;</li> <li>e. addressing the implications of demographic change for our workforce and services.</li> </ul> <p>4. Ensure the right housing and infrastructure for sustainable growth by:</p> <ul style="list-style-type: none"> <li>a. securing high quality housing in locations which support sustainable economic growth;</li> <li>b. ensuring high quality digital connectivity to stimulate enterprise, improve service delivery and reduce the need to travel;</li> <li>c. improving internal connectivity through a sustainable transport infrastructure which better connects opportunity and need;</li> <li>d. developing the critical infrastructure the region needs to support sustainable economic growth;</li> <li>e. developing the region's green infrastructure to provide economic, environmental and social benefits.</li> </ul>	



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<b>Regional Spatial Strategy for North West England</b>	<p>The Regional Spatial Strategy for North West England provides a framework for development and investment in the region over the next fifteen to twenty years.</p> <p>The key spatial principles that underpin the Regional Spatial Strategy (incorporating the Regional Transport Strategy) are:</p> <ul style="list-style-type: none"> <li>• Promote sustainable communities;</li> <li>• Promote sustainable economic development;</li> <li>• Make the best use of existing resources and infrastructure;</li> <li>• Manage travel demand and reduce the need to travel, increase accessibility and seek to marry opportunity and need;</li> <li>• Promote environmental quality;</li> <li>• Safeguard rural areas;</li> <li>• Reduce emissions and adapt to climate change.</li> </ul> <p>Other regional, sub-regional and local plans and strategies (including documents such as the Regional Economic Strategy and Regional Housing Strategy, non land-use strategies such as health and education, sub-regional plans such as the City Region Development Plans or the West Cheshire/North East Wales Strategy, Local Development Documents, Supplementary Planning Documents, and Local Transport Plans) and all individual proposals, schemes and investment decisions should adhere to these principles.</p>	<p>The LTP must be in general conformity with the Regional Spatial Strategy.</p> <p>The LTP should contain policies which set out clearly:</p> <ul style="list-style-type: none"> <li>• An expectation that transport and development should protect and enhance the quality of life and should not result in a net loss of any of the key benefits and services;</li> <li>• A requirement for appropriate economic, environmental, health, transport and other impact assessment of proposals and schemes.</li> </ul>
<b>Moving Forward: The Northern Way Growth Strategy</b>	<p>The Northern Way centres on 10 key investment priorities:</p> <ul style="list-style-type: none"> <li>• Bringing 100,000 more people into employment by 2014;</li> <li>• Strengthening the knowledge base to drive business innovation;</li> <li>• Building a more entrepreneurial culture</li> <li>• Capturing a larger share of global trade by strengthening key manufacturing and services clusters</li> <li>• Meeting employers' skills needs</li> <li>• Developing a Northern Airports Priorities Plan</li> <li>• Improving access to the North's sea ports</li> <li>• Creating better integrated public transport</li> </ul>	<p>The Northern Way emphasises the key role of the Manchester City Region and Manchester Airport in acting as a key economic driver for the North.</p>

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	<ul style="list-style-type: none"> <li>• Creating truly sustainable communities;</li> <li>• Marketing the North of England to the world.</li> </ul> <p>In addition, eight city regions in the North are seen to be at the heart of the drive to promote faster economic growth</p>	
<b>Regional Economic Strategy (March 2006)</b>	<p>This document aims to improve productivity and grow the market, grow the size and capability of the workforce and create and maintain the conditions for sustainable growth and private sector investment.</p> <p>The Regional Economic Strategy identifies three major drivers to improving the Northwest's economic performance:</p> <ol style="list-style-type: none"> <li>1. Improving productivity and market growth</li> <li>2. Growing the size and capability of the workforce</li> <li>3. Creating the right conditions for sustainable growth and private sector investment</li> </ol>	The LTP should recognise the role of transport in sustaining and supporting economic growth, particularly when tackling deprivation.
<b>North West Regional Freight Strategy</b>	<p>The aims and objectives of the Regional Freight Strategy are therefore as follows.</p> <ul style="list-style-type: none"> <li>• To assist the promotion of sustainable economic growth by: <ul style="list-style-type: none"> <li>○ Maximising the efficient use of existing transport infrastructure and services;</li> <li>○ Implementing selective enhancements where necessary;</li> <li>○ Minimising the environmental and social impacts of freight transport;</li> <li>○ Taking full account of the inter-relationship of land-use planning and freight transport; and</li> <li>○ Ensuring that all decisions are taken within the context of an integrated transport and land-use strategy.</li> </ul> </li> <li>• 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.</li> <li>• 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.</li> </ul>	Freight issues will need to be considered within the LTP.

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	<ul style="list-style-type: none"> <li>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.</li> </ul>	
<b>Regional Housing Strategy for the North West</b>	The objective of this document is to create a region that is working together to deliver a housing offer that will promote and sustain maximum economic growth within the region, ensuring all residents can access a choice of good quality housing in successful, secure and sustainable communities.	The LTP should promote accessibility and highway design. Good accessibility and design is important everywhere, but has a key role in bringing rundown areas back to life and creating areas where people want to live and work. Urban design principles should cover not only the design of buildings but also the spaces in between them - the streets, parks, public open space and transport infrastructure.
<b>Countryside Character Volume 2: North West</b>	This document describes the countryside character and landscape of North West England, analysing the forces that created it, both natural and man-made.	The LTP will need to consider the character of the countryside in the area and through this devise an understanding of the potential impact of policies upon it.
<b>Investment for Health A Plan For North West England 2003</b>	Objective is "to achieve significant reductions in health inequalities between groups and areas in the North West, within a framework of sustainable development which supports economic, social, and environmental regeneration".	The LTP will need to consider the details and information contained within this document when devising policies – particularly when considering support for "active travel" modes.
<b>The Strategy for Tourism in England's North West 2003-2010</b>	<p>The objective of this strategy is designed to:</p> <ul style="list-style-type: none"> <li>Strengthen the region's focus on offering some of the best visitor destinations in the UK;</li> <li>Connect with the growing importance being attached to the role of local authorities in place-shaping;</li> <li>Ensure that work is aligned with both the new national thinking on tourism, and with the Regional Economic Strategy, and;</li> <li>To give centre stage to the principles of sustainable development.</li> </ul>	The LTP will need to consider the objectives and transport implications of this strategy.
<b>Draft River Basin Management Plan for the North West</b>	<p>River Basin Management Plans are the nation's plans for improving water and wetlands; they are required under the Water Framework Directive.</p> <p>The plan describes what everyone has to do to improve the water environment over the next 20 years.</p> <p>The environmental outcomes expected to be achieved as a result of the planned actions are:</p> <ul style="list-style-type: none"> <li>Improving rural land management</li> </ul>	The LTP will need to consider the objectives of this strategy.

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	<ul style="list-style-type: none"> <li>Reducing the impact of transport and built environment</li> <li>Securing sustainable amounts of water</li> <li>Improving wildlife habitats</li> <li>Addressing point source pollution.</li> </ul>	
<b>Action for Sustainability</b>	<p>Provides ten priorities and long term goals:</p> <ul style="list-style-type: none"> <li>Sustainable transport and access reducing the need to travel and allowing access for all to places, goods and services;</li> <li>Sustainable production and consumption, ensuring energy and resources are used both efficiently and effectively by all;</li> <li>Social equity, that respects, welcomes and celebrates diversity and allows all communities and generations a representative voice;</li> <li>Biodiversity and landscapes that are valued in themselves and for their contribution to the region's economy and quality of life;</li> <li>Active citizenship that empowers people and enables them to contribute to issues that affect the wider community;</li> <li>A culture of Lifelong Learning that allows people to fulfil their duties and potential in a global society by acquiring new skills, knowledge and understanding;</li> <li>Cultural distinctiveness, nurturing and celebrating diversity to create a vibrant and positive image.</li> <li>An active approach to reducing our contribution to climate change whilst preparing for potential impacts.</li> <li>Healthy communities where people enjoy life, work and leisure and take care of themselves and others.</li> <li>Enterprise and innovation, harnessing the region's educational and scientific resources and the creative and entrepreneurial skills of its people to achieve sustainable solutions.</li> </ul>	<p>The Action for Sustainability Toolkit has been adapted for use in undertaking Sustainability Appraisal on the LTP.</p>
<b>Rising to the Challenge: A Climate Change Action Plan for England's North West</b>	<p>This Action Plan sets out a Vision for the region, which is to create a low carbon and well adapted northwest by 2020. It also outlines a vision for transport where "There is a safe, reliable &amp; efficient transport network, particularly to places of work, shopping, leisure and other facilities. Expansion of sustainable procurement, improved local services &amp; increased use of IT has reduced the need for travel. As a result of improvements to the UK rail network,</p>	<p>There are a number of outcomes which could be influenced by the LTP including:</p> <ul style="list-style-type: none"> <li>Support initiatives to encourage the use of sustainable transport</li> <li>Ensure a positive policy and streamlined planning framework to:</li> <li>Position new developments on current and planned public</li> </ul>

National Policies, Plans and Programmes		
Title	Summary of Content / Objectives / Targets	Implications for Local Transport Plan
	better links to the EU rail network and pricing scenarios reflecting environmental impacts, avoidable air travel has decreased. Public transport and car sharing is the transport mode of choice for many journeys. Walking and cycling is preferred for short journeys. As a result, road congestion is reduced and health is improved.	transport corridors <ul style="list-style-type: none"> <li>Support the development of new low-carbon energy generation schemes</li> <li>Support sustainable building design and construction</li> </ul>
<b>Streets for All North West English Heritage, Department for Transport &amp; Cleaner Safer Greener Communities, 2005</b>	This document provides guidance on the way in which streets and public open spaces are managed. It aims to improve the appearance of public spaces by showing how practical solutions to common highway problems can be achieved.	The LTP will need to consider the details, information and best practice contained within this document.
<b>The North West Regional Rural Delivery Framework</b>	The key objectives of this document are: <ul style="list-style-type: none"> <li>Maximising the economic potential of the region's rural areas</li> <li>Supporting sustainable farming and food</li> <li>Improving access to affordable rural housing</li> <li>Ensuring fair access to services for rural communities</li> <li>Empowering rural communities and addressing rural social exclusion</li> <li>Enhancing the value of our rural environmental inheritance</li> </ul>	The LTP will need to consider the objectives of this strategy.
<b>North West Green Infrastructure Guide</b>	<b>Green infrastructure</b> is the region's life support system – The network of natural environmental components and green and blue spaces that lies within and between the North West's cities, towns and villages which provides multiple social, economic and environmental benefits.  In the context of climate change, development pressure and a rapidly changing business and agricultural landscape, finding a joined-up and cross-regional approach to planning the North West's future Green Infrastructure – our life support system – is seen as crucial.	Strategically significant existing and potential networks and sites of green infrastructure importance should be supported through the LTP

Local Policies, Plans and Programmes		
Title	Summary of Content / Objectives / Targets	Implications for Local Transport Plan
<b>Cheshire</b>		
<b>Peak District National Park 2006-2011 Management Plan</b>	This document sets out the vision for the future of the Peak District National Park, along with policies to achieve these visions.	The LTP will need to ensure that any policies affecting the national park consider the objectives of the National Park Planning Authority outlined in this document.
<b>Cheshire Replacement Waste Local Plan (2007)</b>	<p>To achieve the Plan's aim, and to provide the framework for developing its policies, the following key objectives have been set:</p> <ul style="list-style-type: none"> <li>• To minimise the environmental impacts of transporting waste in accordance with the management and disposal of waste at the nearest appropriate facility and the adoption of more sustainable methods for the movement of waste;</li> <li>• To implement the guiding principles of sustainable development.</li> </ul>	The LTP should consider the transport implications of waste management in Cheshire East.
<b>Cheshire Replacement Minerals Local Plan (1999) (To be replaced with the Cheshire Waste Development Framework)</b>	The Cheshire Replacement Minerals Local Plan, adopted in 1999, provides planning advice on where mineral development can take place. Cheshire contains a variety of minerals including salt, construction sand and silica sand which are important to the regional and national economy. The working of these minerals has the potential to create a negative impact on the environment and it is important that we achieve the correct balance between the release of sufficient minerals and the protection of our environmental resources.	The LTP should consider the transport implications of minerals extraction.
<b>Countdown -The Cheshire Region Biodiversity Action Plan</b>	Cheshire Biodiversity Action Plan works on the basis of partnership to identify local priorities and to determine the contribution they can make to the delivery of the national Species and Habitat Action Plan targets. BAP Priority Habitat Action Plans detail descriptions for 45 habitats falling within the Broad Habitat classification and detailed actions and targets for conserving these habitats.	Cheshire Biodiversity Action Plan (BAP) provides baseline information on biodiversity, protected sites and protected species, which will inform the evidence base for the LTP.



Local Policies, Plans and Programmes		
Title	Summary of Content / Objectives / Targets	Implications for Local Transport Plan
<b>Cheshire Region Local Geodiversity Action Plan</b>	<p>Geodiversity is the variety of rocks, fossils, minerals, soils and natural processes forming the Earth's landscape and structure. It can be protected for its intrinsic value, its ecological value and/or its (geo)heritage value. The Cheshire region has a distinctive and nationally important geodiversity.</p> <p>The Plan aims to contribute to the maintenance and improvement of the well-being of the Cheshire region by safeguarding the geology, geomorphology, soils and landscapes of the area.</p>	The LTP will need to consider any Regionally Important Geological and Geomorphological Sites (RIGS).
<b>Cheshire's Environmental Action Plan 2005-2020</b>	Updates Cheshire's Agenda 21 Strategy produced in 1997. It identifies a number of priorities for Cheshire's environment that are addressed in the document.	The LTP should reflect the themes of sustainability. Congestion should be reduced on the borough's most used roads to reduce pollution, development pressure from outside the borough should be resisted and habitats and areas like Macclesfield Forest, the borough's Sites of Special Scientific Interest (SSSI's) and valuable heritage and landscape areas should be protected.
<b>Joint Municipal Waste Management Strategy 2007-2020</b>	The Joint Strategy provides the basis upon which the Cheshire Waste Partnership progresses its waste management activities. These include investments in waste minimisation initiatives, recycling infrastructure and a project to procure new waste treatment capacity for Cheshire.	The LTP should consider the transport implications of waste management strategy.
<b>Cheshire's Rights of Way Improvement Plan 2006-2011</b>	The document is to be revised in tandem with the LTP preparation. It sets out the extent to which local rights of way meet the present and future likely needs of the public, including blind or partially sighted people and people with mobility problems, for exercise and other forms of open air recreation and the enjoyment of the area. A statement of action sets out the proposed management of local rights of way and for securing an improved network of local rights of way.	The LTP should support the aims of the revised Rights of Way Improvement Plan as it is revised to enhance opportunities for sustainable travel and improve health and social inclusion.
<b>Cheshire's Accessibility Strategy (Jan 2006)</b>	<p>The strategy will be reviewed in tandem with the LTP preparation. It aims to improve access to employment, education, healthcare, food shops and other key services for the people of Cheshire. Its objectives are to ensure that:</p> <ul style="list-style-type: none"> <li>• Key services and activities are accessible for all, either by being within reasonable travelling distance, or by services being made available to meet local needs;</li> </ul>	The LTP should support the aims, objectives and priorities of the Accessibility strategy in order to encourage sustainable travel and sustainable development.

Local Policies, Plans and Programmes		
Title	Summary of Content / Objectives / Targets	Implications for Local Transport Plan
	<ul style="list-style-type: none"> <li>• Transport exists for people to access key services, namely employment, healthcare, education, fresh food and leisure</li> <li>• People know about transport options, can trust its reliability, and feel safe using it;</li> <li>• People can both physically and financially access transport;</li> </ul> <p>In order to achieve these objectives the County Council will seek to work in partnership with other organisations and agencies to promote and prioritise accessibility and social inclusion for all. Main areas of concern are identified are:</p> <ul style="list-style-type: none"> <li>• Macclesfield: Access to hospitals, food stores, GP surgeries and primary schools</li> <li>• Congleton: Access to hospitals, further education and food stores</li> <li>• Crewe and Nantwich: Access to secondary schools and further education</li> </ul>	
<b>Cheshire Interchange Strategy</b>	The report sets out the aspirations for the range and standards of facilities at public transport interchanges in Cheshire in order to encourage more people to use public transport. It is likely to be revised in tandem with the LTP.	The LTP should review and consider the aspirations of the Interchange strategy to promote public transport over car use.
<b>Cheshire's Cycling Strategy</b>	A revised approach to cycling is likely to be prepared as a result of the LTP. The strategy for the previous authority of Cheshire set out to accelerate the development of cycling provision in Cheshire in line with national objectives.	Transport policies should have regard to this strategy and consider the future of cycling in Cheshire East.
<b>Feet First: A walking strategy for Cheshire</b>	A revised approach to walking is likely to be prepared as a result of the LTP. The strategy approach for Cheshire was that the needs of pedestrians will be given priority in transport and land use proposals in order to encourage walking and contribute to the County's vision of greater transport choice for all.	Policies in the LTP should give priority to pedestrians and encourage walking.
<b>Cheshire and Warrington Economic Alliance Sub-Regional Economic Strategy</b>	<p>The vision of the strategy is:</p> <p>"By 2014 Cheshire and Warrington will strengthen its position as a top five UK performing sub-region where everyone can access opportunity in work and enjoy a high quality of life"</p> <p>There are four strands to the strategy to deliver the vision:</p>	LTP policies should have regard to, and support, the principles and actions of the sub-regional economic strategy.

Local Policies, Plans and Programmes		
Title	Summary of Content / Objectives / Targets	Implications for Local Transport Plan
<b>"Investing in Success II" (2004)</b>	<ul style="list-style-type: none"> <li>• Expanding our knowledge economy</li> <li>• The connected sub-region</li> <li>• Managing and spreading success</li> <li>• Enjoying distinctiveness</li> </ul>	
<b>South East Manchester Multi-Modal Study (SEMMMS) Final Report (2001)</b>	<p>A 20 year transport strategy to address the transport problems in the South-East Manchester area and an implementation plan of specific interventions to confront those that are most urgent. the strategy recommended will:</p> <ul style="list-style-type: none"> <li>• Reduce congestion levels across the study area;</li> <li>• Relieve the worst affected communities of the impact of through traffic, improving the local environment and promoting the regeneration of communities and the environment;</li> <li>• Lead to a significant increase in public transport use across the study area;</li> <li>• Reduce traffic accidents and promote more secure public transport;</li> <li>• Reduce the emission of greenhouse gases;</li> <li>• Give improved access to essential facilities such as hospitals and schools;</li> <li>• Promote the development of town and local centres and contribute to the development of unused and derelict land in and around these centres.</li> </ul>	Transport policies in the LTP should take account of, and help implement the recommendations in the study.
<b>West Midlands to North West Conurbations Multi-Modal Study Final Report</b>	The overall aim of this Study is to develop a plan for transport between the West Midlands and North West looking forward for up to 30 years. The objective is to manage the existing transport networks as efficiently as possible to ensure that the M6 continues to perform its strategic role by seeking opportunities to maximise the use of rail and other public transport in order to facilitate modal transfer.	Transport policies in the LTP should take account of the recommendations in the study.
<b>Weaver Valley Regional Park Project: The Vision</b>	The Weaver Valley Regional Park (WVRP) is an emerging partnership project that will create a major recreational resource, running 25 miles down the spine of Cheshire from Runcorn, Halton in the north to Audlem in the south. It impacts on seven of	This is an important sub-regional strategy, as the Weaver Valley Regional Park (WVRP) will run through the borough. The Weaver Valley Regional Park will be an important part of the visitor economy and tourism strategy. The opportunity exists to

Local Policies, Plans and Programmes		
Title	Summary of Content / Objectives / Targets	Implications for Local Transport Plan
	<p>Cheshire's towns including four market Towns -Frodsham, Middlewich, Nantwich, and Sandbach together with Northwich and Winsford which are key areas of regeneration activity. The project states that: "Our vision is to create a quality environment in which to LIVE, WORK, INVEST and VISIT. -Support urban regeneration within 7 of the County's towns. Create new job opportunities through the development of market towns and their centres, new and expanded visitor attractions and rural enterprises. Promote tourism and recreation in a sustainable and strategic location. Encourage creative use of a large-scale inheritance of derelict and neglected land, improving the areas image. Provide managed access to the outstanding, but little known, areas of landscape and nature conservation value. Protect and promote the outstanding industrial and built heritage of the Weaver valley. -Develop land use to create a distinctive landscape and regionally significant biodiversity resource. Develop innovative integrated transport solutions to enable access to the Park and facilitate movement around it. -Develop cycling, walking and horse riding activities. Improve access to, and along waterways.</p>	<p>develop a socially, environmentally and economically sustainable park for use by the local community and visitors to the borough. Support for the Weaver Valley Regional Park and its objectives will be incorporated into the LTP policy.</p>
<b>Cheshire East</b>		
<b>Cheshire East Corporate Plan</b>	<p>The Cheshire East Corporate Plan identifies the corporate objectives to be achieved by the Council.</p>	<p>The LTP will be required to be in conformity with the Corporate Plan and will be expected to help deliver the vision and targets it sets.</p>

Local Policies, Plans and Programmes		
Title	Summary of Content / Objectives / Targets	Implications for Local Transport Plan
<b>Cheshire East Interim Sustainable Community Strategy</b>	<p>This document sets out the Councils strategy for community development. This document is currently an interim amalgamation of the Cheshire County, Congleton, Crewe and Nantwich and Macclesfield documents until such time as a Cheshire East document is produced.</p> <p>The central objectives of this strategy are:</p> <ul style="list-style-type: none"> <li>• Reducing inequalities / narrowing the gap between the most disadvantaged and successful areas of Cheshire East and sectors of the community</li> <li>• Addressing the key issues surrounding our ageing population</li> <li>• Addressing the priority services for children and young people</li> <li>• Improving access to and availability of affordable and appropriate housing</li> <li>• Reducing anti-social behaviour, arson and criminal damage</li> <li>• Reducing re-offending</li> <li>• Tackling the adverse impact of alcohol (this is a key Health issue AND Safer issue)</li> <li>• Achieving sustainable management of waste resources</li> <li>• Responding to the challenge of climate change</li> <li>• Reducing worklessness and improving skills</li> <li>• Improving road safety, maintenance</li> <li>• Improving environmental cleanliness</li> <li>• Maintaining an efficient transport network</li> </ul> <p>Reducing the risk of industrial and commercial emergencies</p>	<p>The Interim Strategy gives an indication of the type of issues that may be relevant in Cheshire East, however, the document will be replaced by the new Sustainable Community Strategy during the time period for preparation of the LTP (see below).</p>
<b>Cheshire East Emerging Sustainable Community Strategy</b>	<p>This document is currently under production. On completion it will replace the Interim Sustainable Community Strategy in place for Cheshire East.</p>	<p>The LTP will be expected to contribute to the implementation of the transport elements of the Sustainable Community Strategy.</p> <p>The LTP will be required to be in conformity with the Strategy and will be expected to help deliver the vision and targets it sets.</p>

Local Policies, Plans and Programmes		
Title	Summary of Content / Objectives / Targets	Implications for Local Transport Plan
<b>Interim Single Equality Scheme (to March 2010)</b>	<p>The Scheme covers the authorities statutory equality duties in relation to race, disability and gender and our non-statutory duties in relation to age, sexual orientation and religion/belief. The scheme contains a vision is to "To work together to improve community life". This will be achieved through aspirations to:</p> <ul style="list-style-type: none"> <li>• enable all children and young people to fulfill their potential;</li> <li>• improve the wellbeing, health and care of people;</li> <li>• ensure that people in local communities have a greater say about how resources are targeted in their area;</li> <li>• work with others to make all our communities safer places to live, work play and visit;</li> <li>• enable people to have a good quality of life irrespective of where they live or their social or economic background;</li> <li>• shape and maintain strong and prosperous neighbourhoods in which our residents are skilled and economically active, where businesses want to invest and where people want to visit;</li> <li>• provide an attractive and sustainable environment which communities can be proud of.</li> </ul>	<p>The LTP will need to reflect the aspirations of the Single Equality Scheme and its replacement.</p>
<b>Local Air Quality Action Plan</b>	<p>This document focuses on managing the impact of nitrogen dioxide from transportation sources, through the proposal of a number of option to help reduce nitrogen dioxide levels.</p>	<p>The LTP will need to ensure that the appropriate thought is given to the management of Nitrogen Dioxide, particularly from transportation sources.</p>

**\* Note: The various documents produced at County level remain relevant (in terms of influencing policy production), until such time as a replacement Cheshire East document is produced, however, district level policies have been excluded.**



## Appendix 2: Quality Assurance

As this Sustainability Appraisal will also be fulfilling the requirements of the Strategic Environmental Assessment Directive it is important to ensure that all of the requirements have been met and fully integrated into the Sustainability Appraisal process, this will be done using a quality assurance checklist.

The Quality Assurance table below highlights those parts in this scoping report, both technical and procedural steps that are required under the Strategic Environmental Assessment Directive. As the Sustainability Appraisal progresses along with the development of the LTP, the same table will also be used in the initial and final report to sign post all of the key Strategic Environmental Assessment steps that will have been dealt with.

Quality Assurance Checklist	Location in Sustainability Appraisal
<b>Objectives and context</b>	
<ul style="list-style-type: none"> <li>The appraisal is conducted as an integral part of the plan-making process.</li> </ul>	✓ Section 2 outlines process
<ul style="list-style-type: none"> <li>The plan/strategy's purpose and objectives are made clear.</li> </ul>	✓ Section 2 Sub-heading The Local Transport Plan
<ul style="list-style-type: none"> <li>Sustainability issues and constraints, including international and European Commission environmental protection objectives, are considered in developing objectives and targets.</li> </ul>	✓ Section 3, 4, 5 & 6. Appendix 1 and 2
<ul style="list-style-type: none"> <li>Sustainability Appraisal objectives, where used, are clearly set out and linked to indicators and targets where appropriate.</li> </ul>	✓ Section 6, 7 and 8
<ul style="list-style-type: none"> <li>Links with other related plans, programmes and policies are identified and explained.</li> </ul>	✓ Section 2 and 3. Appendix 1.
<ul style="list-style-type: none"> <li>Relates the requirements of the Strategic Environmental Assessment Directive to the wider Sustainability Appraisal.</li> </ul>	✓ Section 2
<ul style="list-style-type: none"> <li>Conflicts that exist between Sustainability Appraisal objectives, between Sustainability Appraisal and plan objectives, and between Sustainability Appraisal and other plan objectives are identified and described.</li> </ul>	✓ Section 3
<b>Scoping</b>	
<ul style="list-style-type: none"> <li>Authorities and other key stakeholders with a range of interests that are relevant to the plan and Sustainability Appraisal are consulted in appropriate ways and at appropriate times on the content and scope of the Sustainability Appraisal Report.</li> </ul>	✓ Section 4 & 6
<ul style="list-style-type: none"> <li>The assessment focuses on the significant issues.</li> </ul>	✓ Section 3
<ul style="list-style-type: none"> <li>Technical, procedural and other difficulties encountered are discussed; assumptions and uncertainties are made explicit.</li> </ul>	✓ Section 3
<ul style="list-style-type: none"> <li>Reasons are given for eliminating issues from further consideration.</li> </ul>	✓ Section 3
<b>Options</b>	
<ul style="list-style-type: none"> <li>Realistic options are considered for key issues, and the reasons for choosing them are documented.</li> </ul>	✓ Section 4
<ul style="list-style-type: none"> <li>Options include 'do nothing' scenario wherever relevant.</li> </ul>	N/A
<ul style="list-style-type: none"> <li>The sustainability effects (both adverse and beneficial) of each option are identified and compared.</li> </ul>	✓ Section 4 & 5

Quality Assurance Checklist	Location in Sustainability Appraisal
<ul style="list-style-type: none"> <li>Inconsistencies between the options and other relevant plans, programmes or policies are identified and explained.</li> </ul>	✓ Section 4 & 5
<ul style="list-style-type: none"> <li>Reasons are given for selection or elimination of options.</li> </ul>	✓ Section 4 & 6
<b>Baseline information</b>	
<ul style="list-style-type: none"> <li>Relevant aspects of the current state of the plan area (including social, environmental, and economic characteristics) and their likely evolution without the plan are described.</li> </ul>	✓ Section 3
<ul style="list-style-type: none"> <li>Characteristics of areas likely to be significantly affected are described.</li> </ul>	✓ Section 3
<ul style="list-style-type: none"> <li>Difficulties such as deficiencies in data or methods are explained.</li> </ul>	✓ Section 3
<b>Prediction and evaluation of likely significant effects</b>	
<ul style="list-style-type: none"> <li>Effects identified include the types listed in the Strategic Environmental Assessment Directive (biodiversity, population, human health, fauna, flora, soil, water, air, climate factors, material assets, cultural heritage and landscape), as well as other wider sustainability issues (employment, housing, transport, community cohesion, education, etc).</li> </ul>	✓ Section 5
<ul style="list-style-type: none"> <li>Both positive and negative effects are considered, and the duration of effects (short, medium or long-term) is addressed.</li> </ul>	✓ Section 5
<ul style="list-style-type: none"> <li>Likely cumulative (including secondary and synergistic) effects are identified where practicable.</li> </ul>	✓ Section 5
<ul style="list-style-type: none"> <li>Inter-relationships between effects are considered where practicable.</li> </ul>	✓ Section 5
<ul style="list-style-type: none"> <li>Where relevant, the prediction and assessment of effects makes use of accepted standards, regulations, and thresholds.</li> </ul>	✓ Section 5
<ul style="list-style-type: none"> <li>Methods used to appraise the effects are described.</li> </ul>	✓ Section 4 & 5
<b>Mitigation measures</b>	
<ul style="list-style-type: none"> <li>Measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the plan are indicated.</li> </ul>	✓ Section 5
<ul style="list-style-type: none"> <li>Issues to be taken into account in project consents are identified.</li> </ul>	✓ Section 5 & 6
<b>The Sustainability Appraisal Report</b>	
1. Is clear and concise in its layout and presentation.	✓
2. Uses simple, clear language and avoids or explains technical terms.	✓
3. Uses maps and other illustrations where appropriate.	✓
4. Explains the methodology used.	✓
5. Explains who was consulted and what methods of consultation were used.	✓
6. Identifies sources of information, including expert judgement and matters of opinion.	✓
7. Contains a non-technical summary covering the overall approach to the appraisal, the objectives of the plan, the main options considered, and any changes to the plan resulting from the appraisal.	✓ Section 1
<b>Consultation</b>	
<ul style="list-style-type: none"> <li>Authorities and the public likely to be affected by, or having an interest in, the plan are consulted in ways and at times which give them an early and effective opportunity within appropriate time frames to express their opinions on the draft plan and Sustainability Appraisal Report.</li> </ul>	✓ Section 4 & 6
<b>Decision-making and information on the decision</b>	
<ul style="list-style-type: none"> <li>The Sustainability Appraisal Report and the opinions of those consulted are taken into account in finalising and adopting the plan.</li> </ul>	✓ Section 4 & 6

Quality Assurance Checklist	Location in Sustainability Appraisal
<ul style="list-style-type: none"> <li>An explanation is given of how they have been taken into account.</li> </ul>	✓ Section 4 & 6
<ul style="list-style-type: none"> <li>Reasons are given for choosing the plan as adopted, in the light of other reasonable options considered.</li> </ul>	✓ Section 4 & 6
<b>Monitoring measures</b>	
<ul style="list-style-type: none"> <li>Measures proposed for monitoring are clear, practicable and linked to the indicators and objectives used in the appraisal.</li> </ul>	✓ Section 5
<ul style="list-style-type: none"> <li>Proposals are made for action in response to significant adverse effects.</li> </ul>	N/A
<ul style="list-style-type: none"> <li>Monitoring enables unforeseen adverse effects to be identified at an early stage. These effects should include predictions, which prove to be incorrect.</li> </ul>	✓ Section 5
<ul style="list-style-type: none"> <li>During implementation of the plan, monitoring is used where appropriate to make good deficiencies in baseline information in the appraisal</li> </ul>	✓ Section 5

## Appendix 3: Equality Impact Assessment

## Appendix 4: Sustainability Appraisal Statement