

Liverpool City Region Spatial Development Strategy Evidence Base



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Inclusive Economy



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Labour Market



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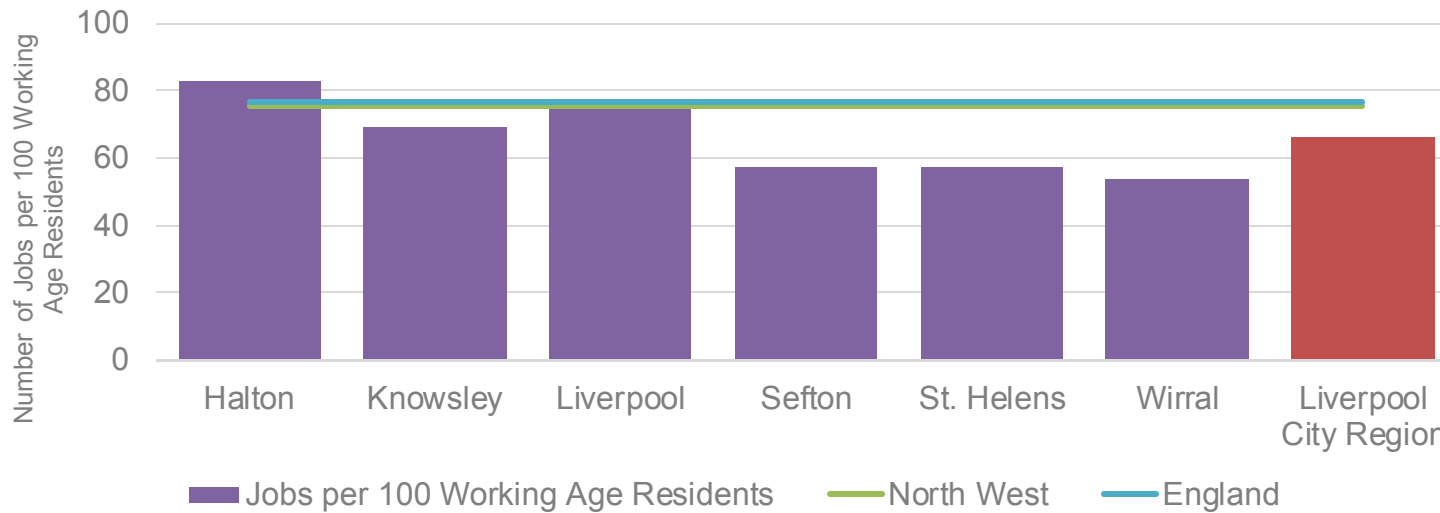
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Liverpool City Region has numerous employment clusters, but a relatively low number of jobs

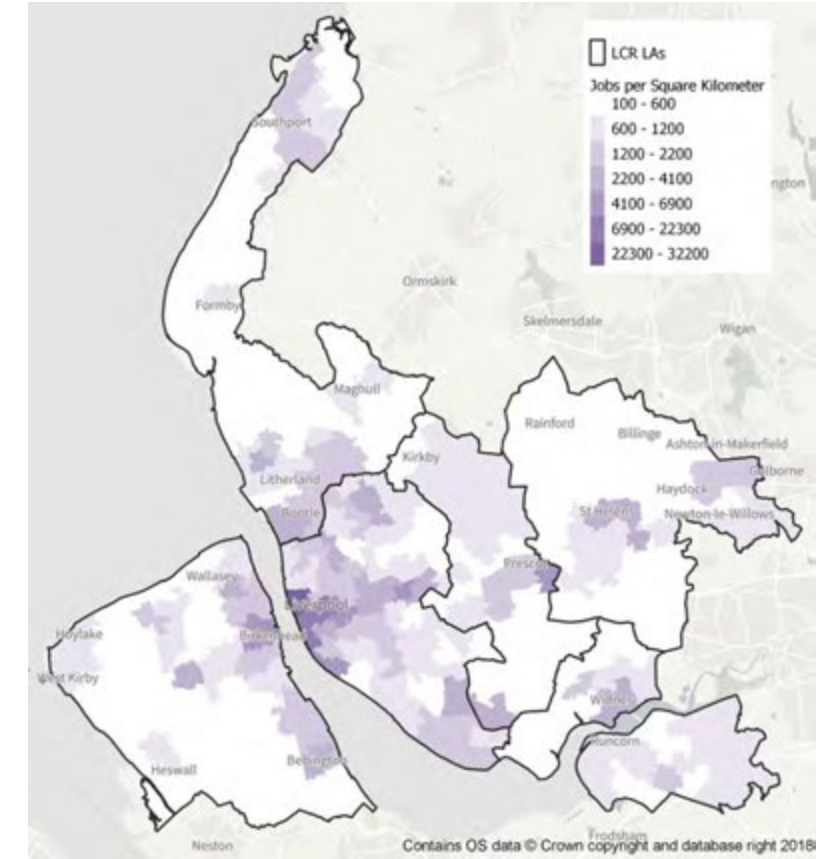
For a city region of its size, LCR has a relatively low number of jobs. While this is partly due to the supply of jobs, the high economic inactivity rate is also a factor.

The largest concentration of jobs is in Liverpool city centre. However, other centres, such as Birkenhead, and employment sites, such as Halewood, have large clusters of jobs.

Number of Jobs per 100 Working Age Residents, 2018



Number of Jobs per Square Kilometre, 2018

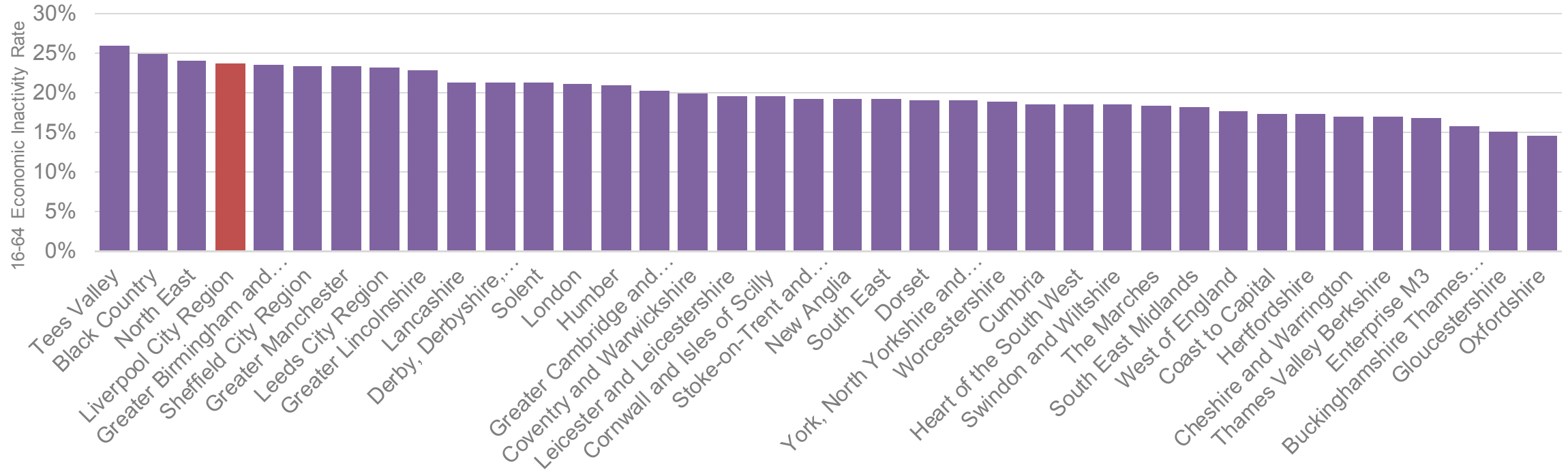


Source: Office for National Statistics, Business Register and Employment Survey, 2018; Office for National Statistics, Mid-Year Population Estimates, 2018

The City Region has one of the highest economic inactivity rates in the country

In the 12 months up to March 2020 23.7% of Liverpool City Region’s working age population was economically inactive, the fourth highest rate of economic inactivity of all LEPs in England.

16-64 Economic Inactivity Rate, April 2019 – March 2020

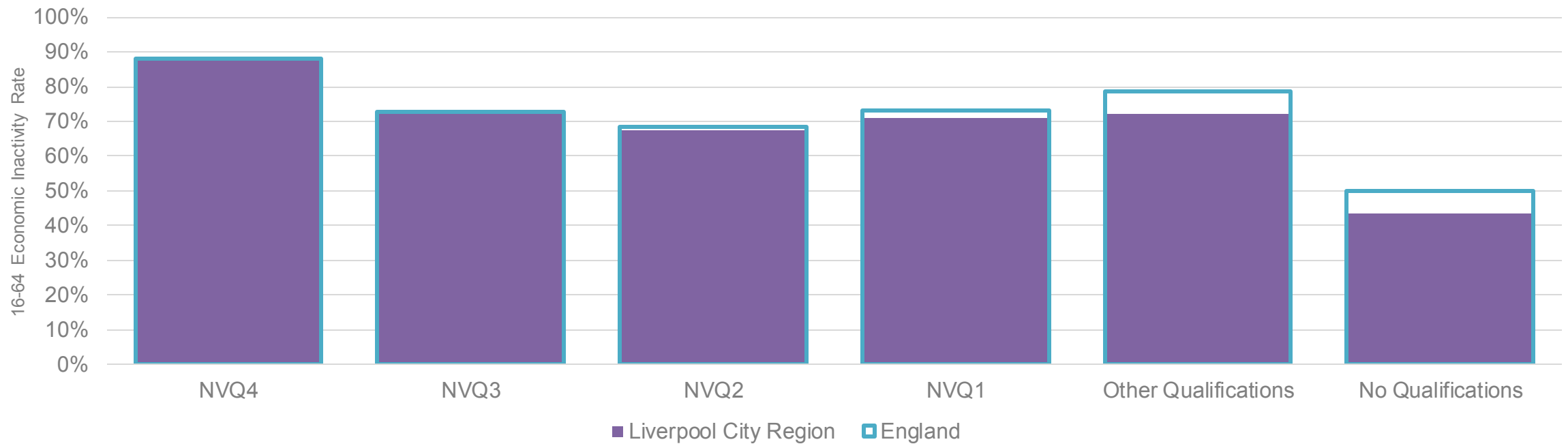


Source: Office for National Statistics, Annual Population Survey

Less qualified residents are much more likely to be economically inactive, particularly in the City Region compared to nationally

Those with lower levels of qualifications are more likely to be economically inactive. However, these City Region residents are even more likely to be inactive than their national counterparts. The combination of a higher proportion of residents with low qualifications, and the lower activity rate within qualification bands, is indicative of the City Region's low economic activity rates.

Economic Activity by Qualification Level, 2019

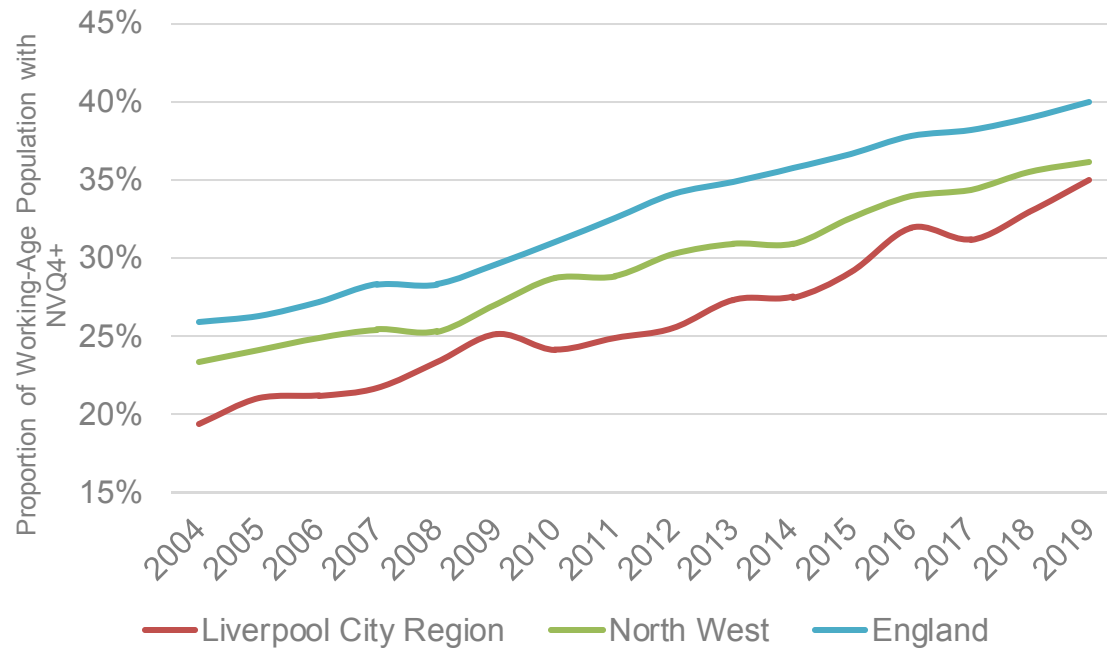


Source: Office for National Statistics, Annual Population Survey

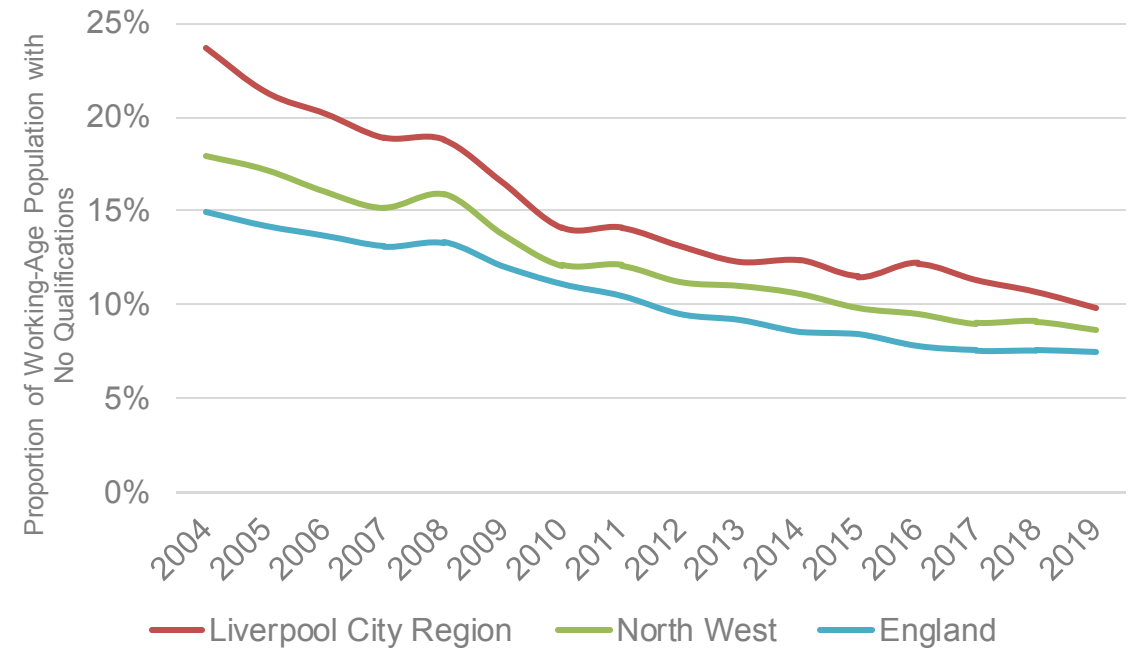
Despite improvements in recent years, the City Region's qualifications profile is poor

The City Region has seen the third fastest growth in the number of working age residents with NVQ4+ qualifications out of all LEPs, while the number of people with no qualifications has more than halved. However, on both measures, the City Region still lags behind the North West and England.

Proportion of Working-Age Population with NVQ4+, 2004-19



Proportion of Working-Age Population with No Qualifications, 2004-19



Source: Office for National Statistics, Annual Population Survey

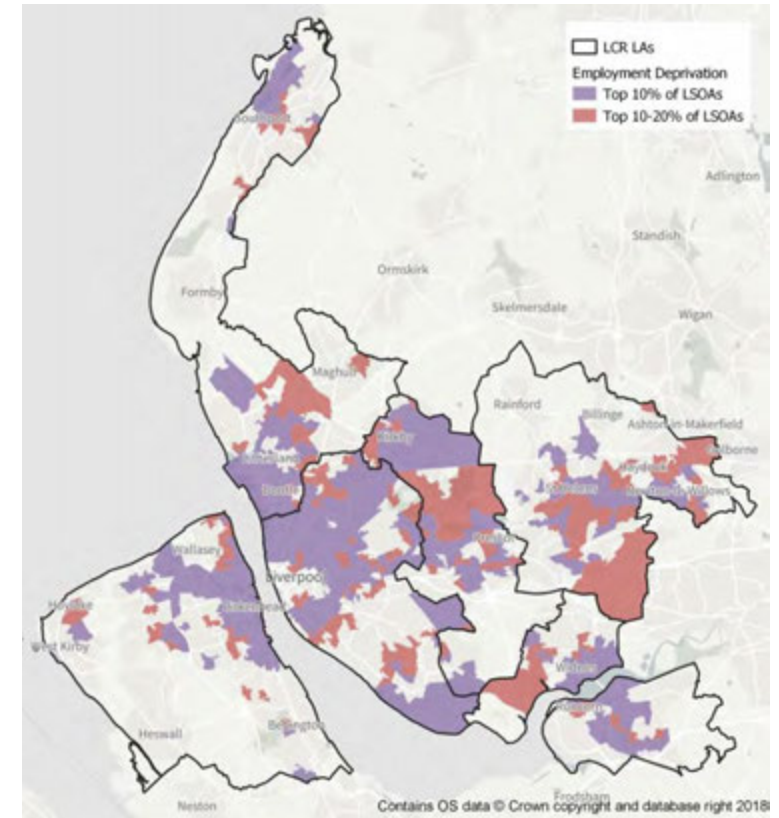
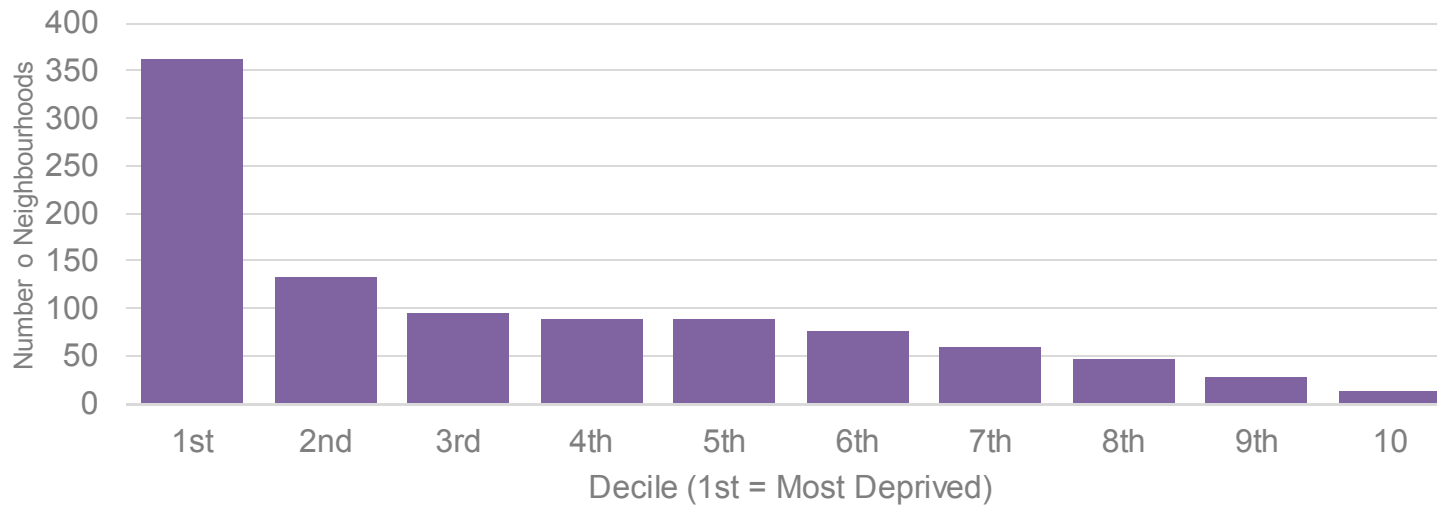
Over a third of the City Region's neighbourhoods are in the top 10% most employment deprived nationally

37% of Liverpool City Region neighbourhoods fall in the top 10% most employment deprived neighbourhoods nationally. This is a measure of residents receiving work-related benefits.

These are particularly concentrated in east Wirral, north Liverpool/south Sefton and north Knowsley.

Lower Super Output Areas (LSOAs) in Liverpool City Region in Top 20% Most Employment Deprived in England, 2019

Number of Neighbourhoods in Liverpool City Region by Employment Deprivation Decile



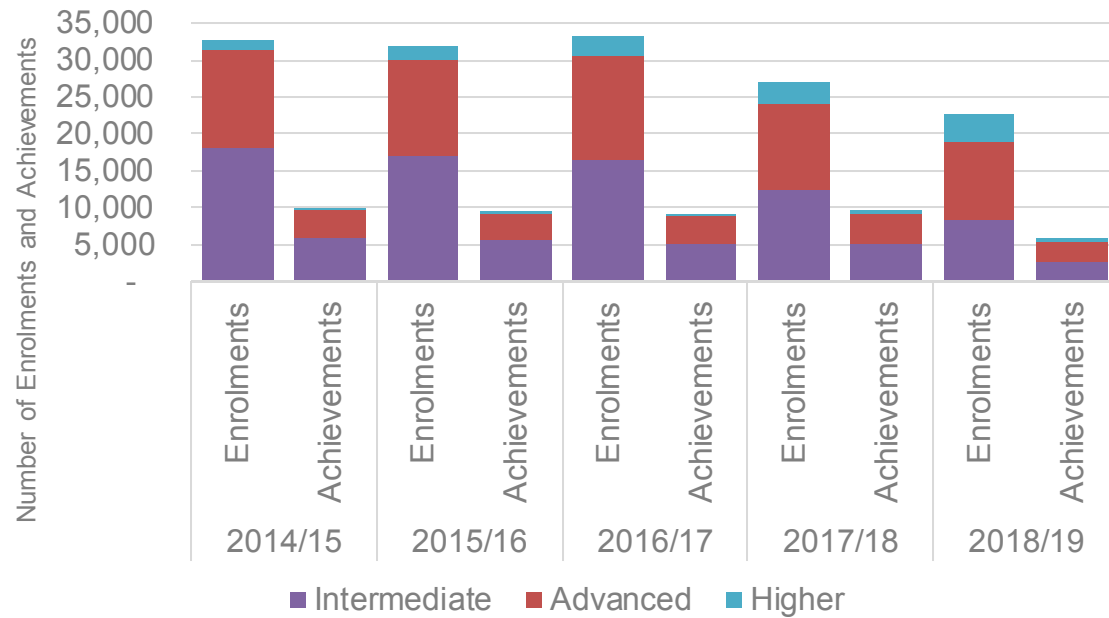
Source: Ministry of Housing, Communities and Local Government, Indices of Multiple Deprivation, 2019

The City Region’s apprenticeship enrolments have been impacted by reforms since 2016/17

Apprenticeship enrolments increased year on year in the City Region up to the introduction of apprenticeship reforms. The decline in starts following 2016/17 is a trend experienced nationally.

Compared to national averages, Liverpool City Region has slightly more intermediate level apprenticeship enrolments, particularly in areas such as business and health. However, it should be noted that these two subjects are more prevalent across all apprenticeship levels in the City Region.

Apprenticeship Enrolments and Completions in LCR, 2014/15 – 2018/19



Proportion of Apprenticeship Enrolments by Subject, 2018/19



Source: Department for Education, Apprenticeships and Traineeships, 2014/15 – 2018/19

Digital Connectivity



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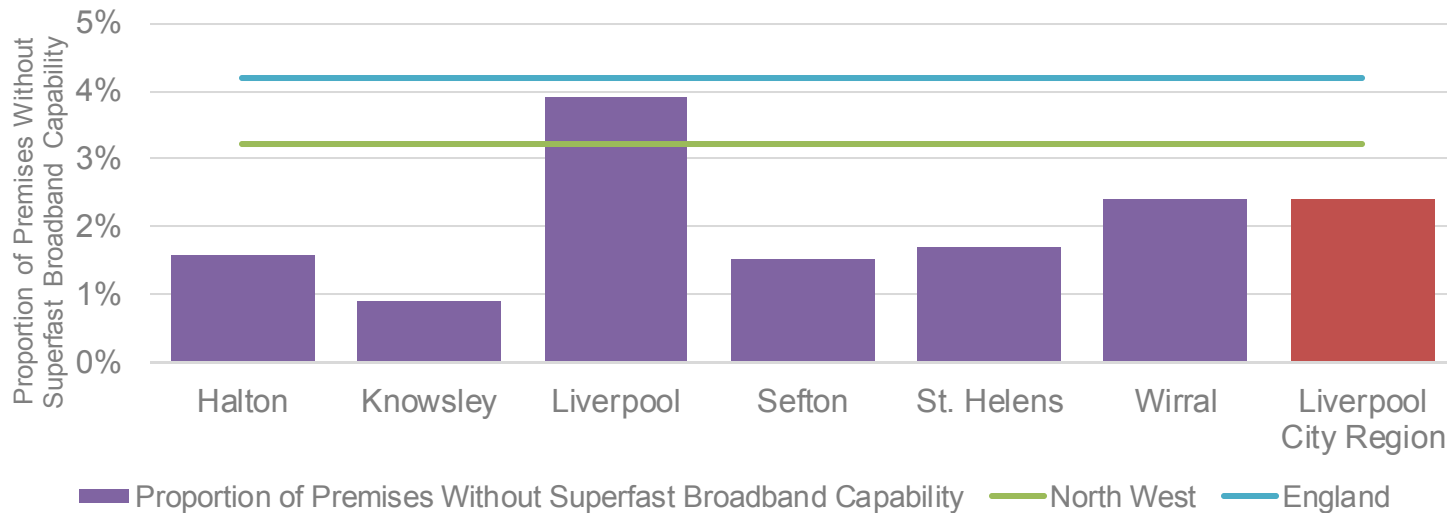
Almost all premises in the City Region have at least superfast broadband capability

Fixed broadband infrastructure is generally good in the City Region. 97.6% of premises have access to superfast broadband capability.

While the majority of the City Region is urban, the rural areas have a slightly higher proportion of premises without access to superfast broadband infrastructure (around 5%)

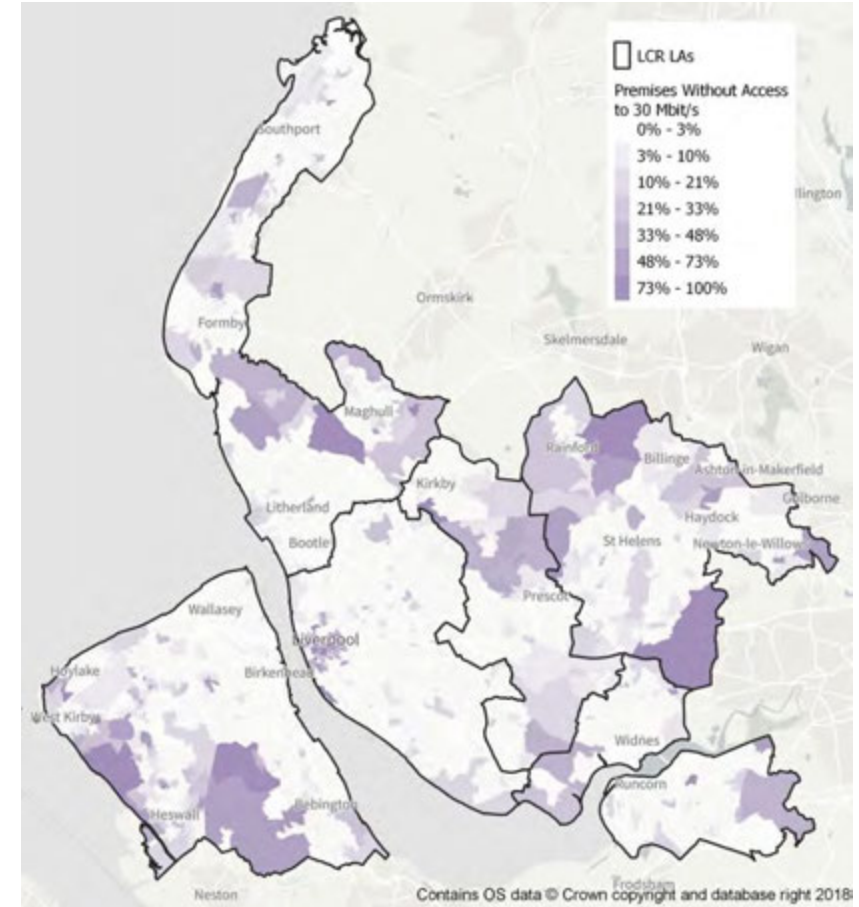
Superfast broadband coverage is not less prevalent in the more deprived areas of the City Region.

Proportion of Premises Without Superfast Broadband Capability



Source: Ofcom Connected Nations, 2020

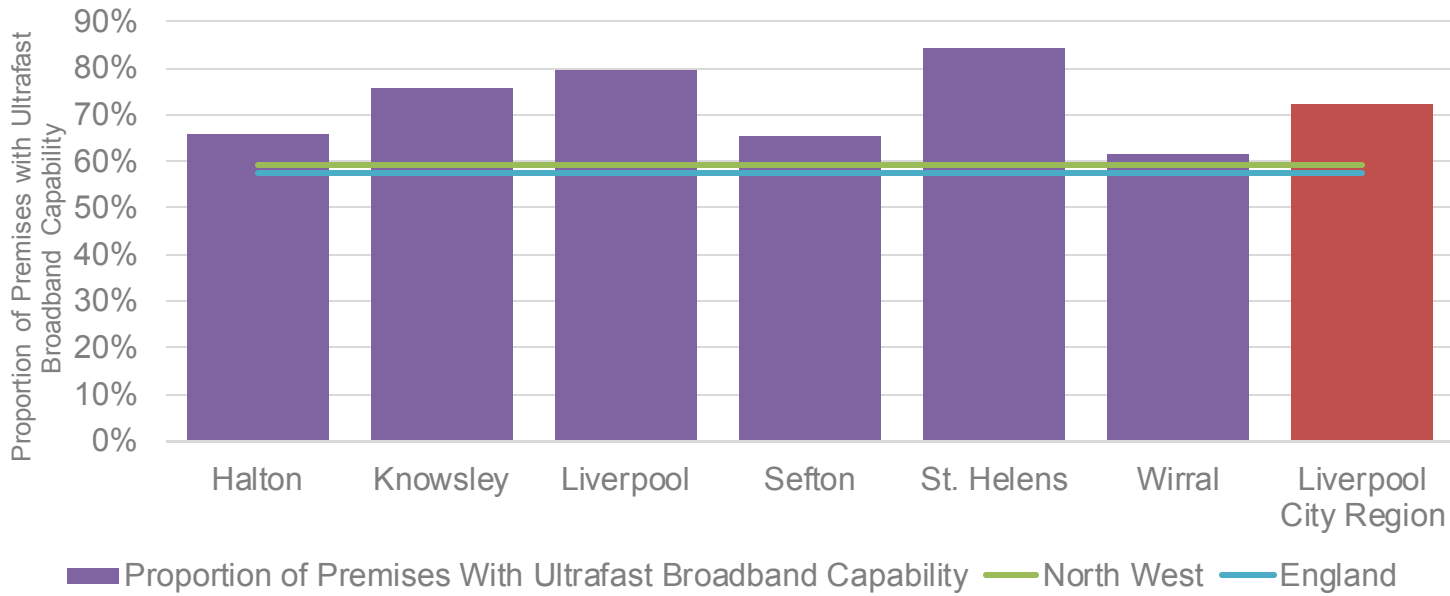
Proportion of Premises without Capability of 30Mbit/s Download Speeds, 2020



The City Region has good ultrafast broadband coverage

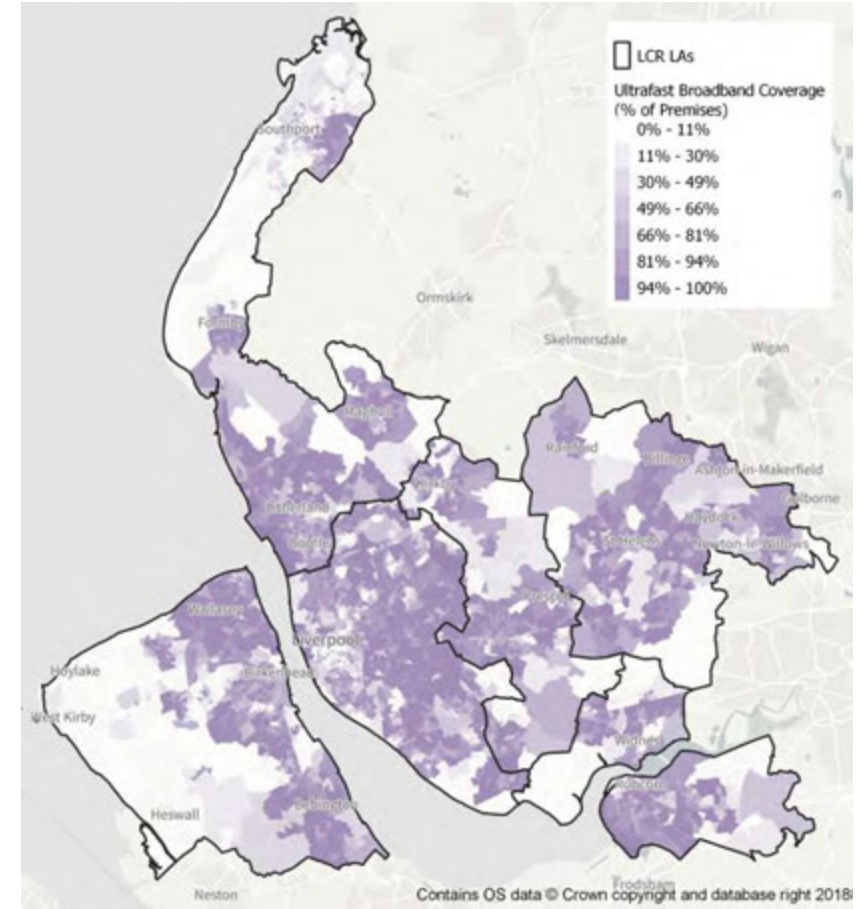
Ultrafast broadband coverage is also more widespread in Liverpool City Region compared to the North West and England. 72% of premises in LCR have access to ultrafast broadband.

Proportion of Premises with Ultrafast Broadband Capability



Source: Ofcom Connected Nations, 2020

Proportion of Premises with Ultrafast Broadband Capability, 2020

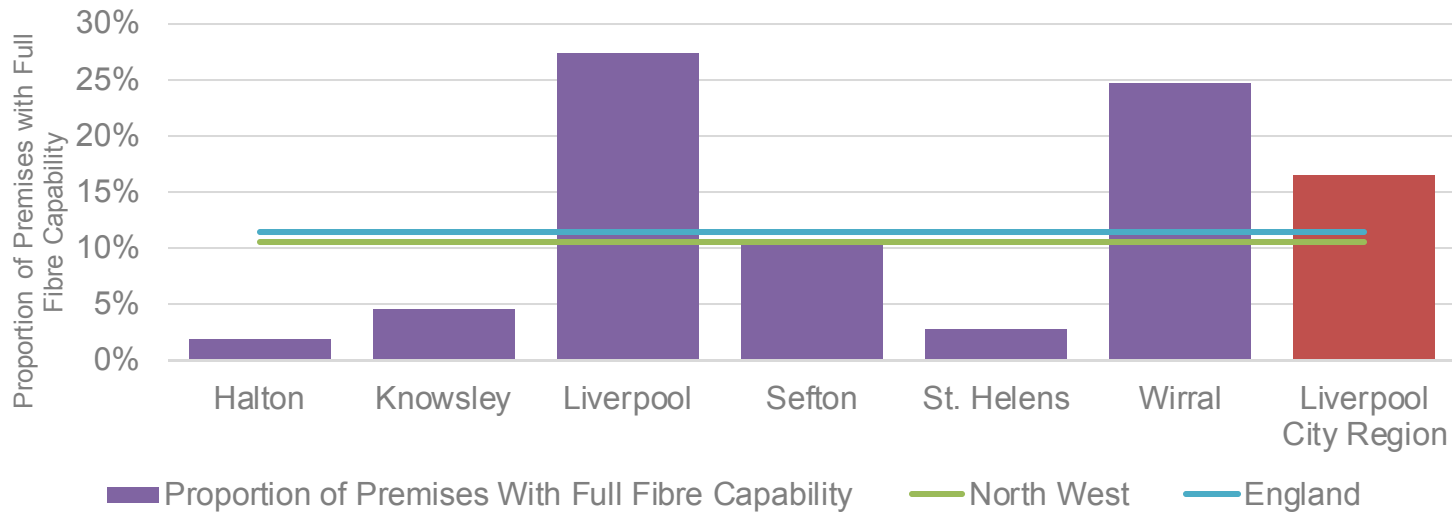


Full fibre coverage is extensive in some areas and is being rolled out at a quick rate

The City Region has a greater level of full fibre coverage than regional and national levels. While fibre coverage has tended to be clustered in certain areas of the City Region, coverage is spreading rapidly. Over the last six months there has been a particularly large increase in coverage in Sefton and Wirral.

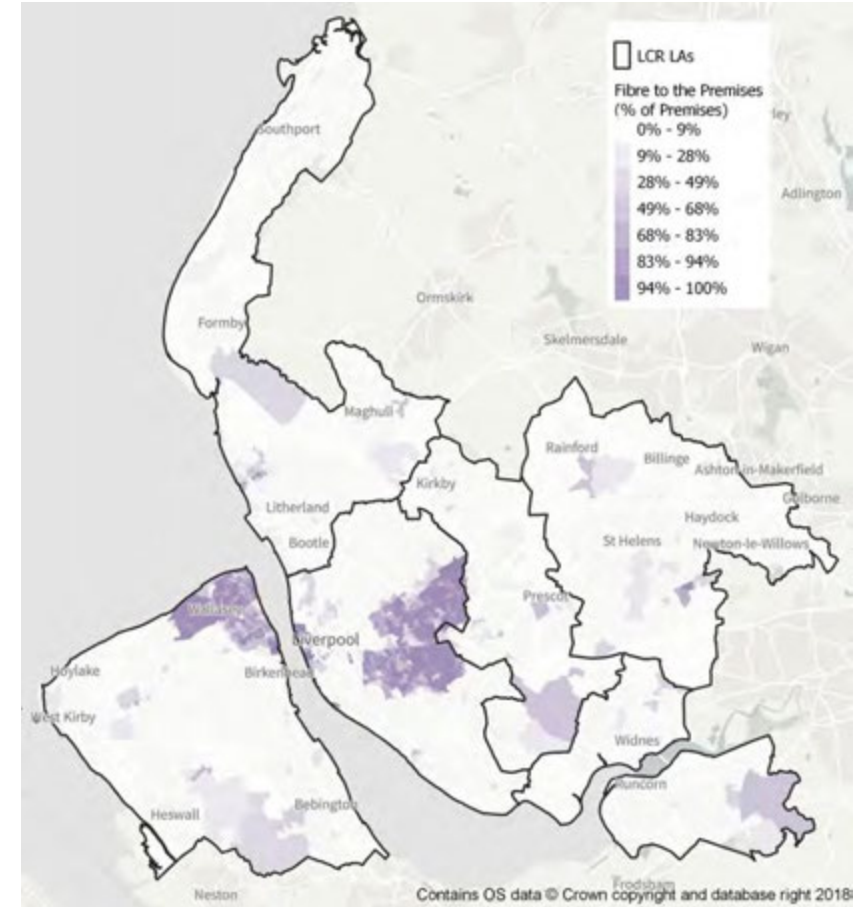
This said, the rate of full fibre capability in Liverpool City Region is still lower than some other city regions such as that of Leeds.

Proportion of Premises with Full Fibre Capability



Source: Ofcom Connected Nations, 2020

Proportion of Premises with Full Fibre to the Premises Capability, 2020

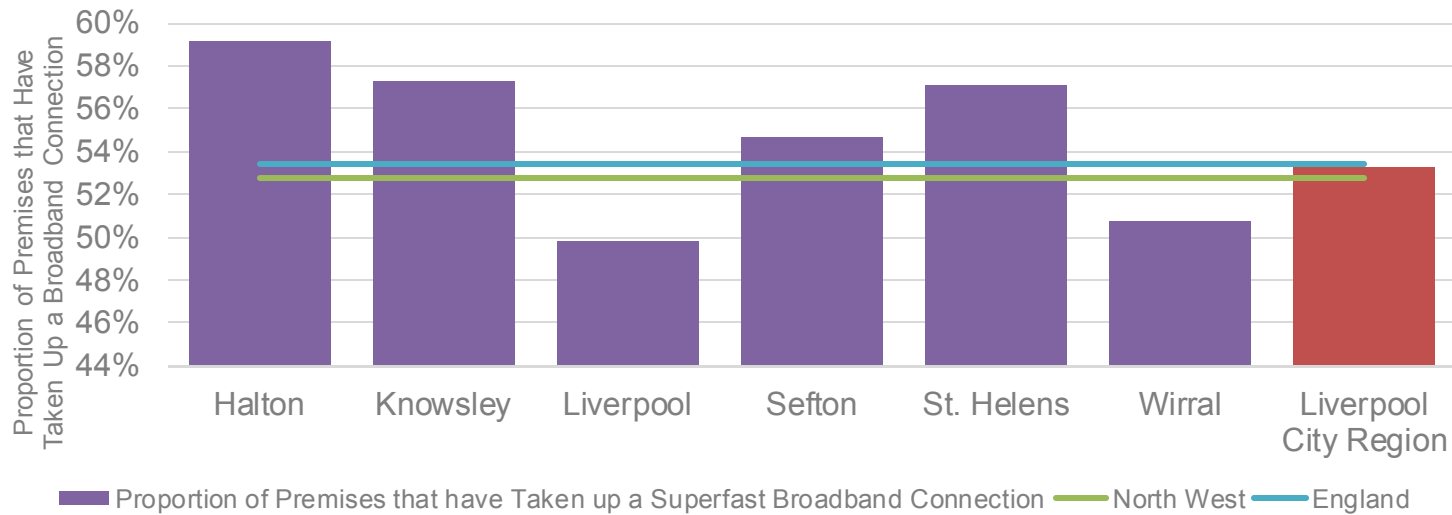


However, broadband take up is low in some areas of the City Region

Despite having more widespread broadband infrastructure than average, take up is still relatively low. Of the premises that have superfast broadband capability, only 53% have a superfast connection. Likewise, only 3% of premises with ultrafast capability have a connection.

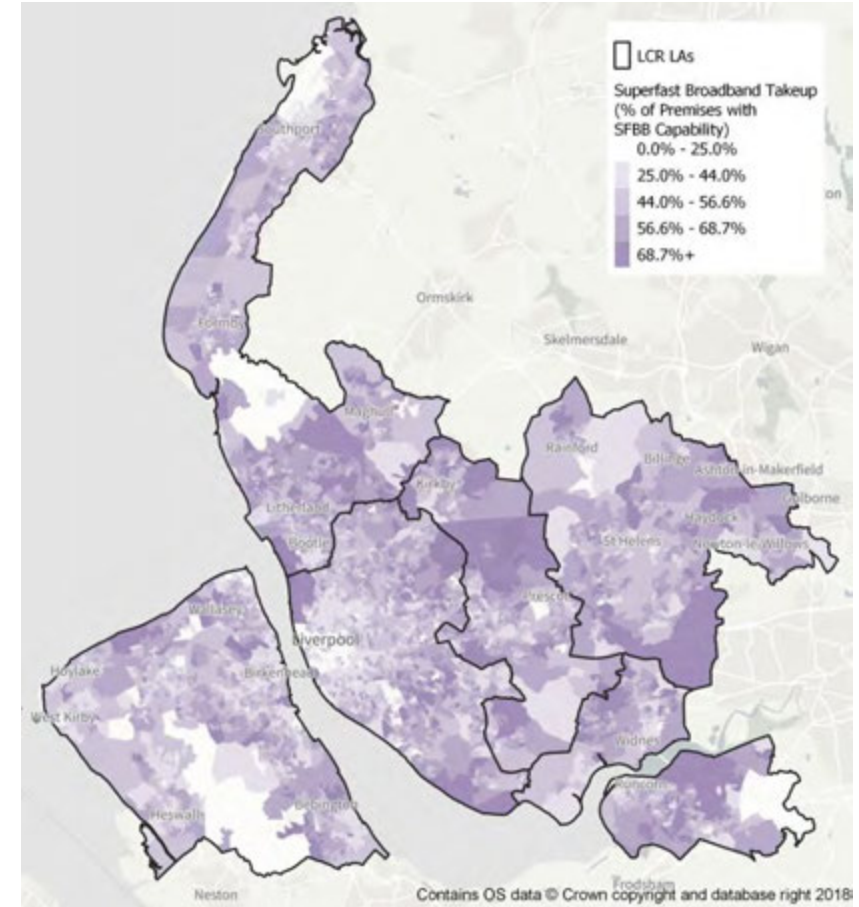
While this will partly be down to a lack of perceived need or skills, for some it will be a question of cost. Some residents are still not able to access good quality, affordable broadband.

Proportion of Premises that Have Taken Up a Broadband Connection, 2019



Source: Ofcom Connected Nations, 2019

Proportion of Premises that Have Taken Up a Superfast Broadband Connection, 2019



Many areas of the City Region have low average speeds

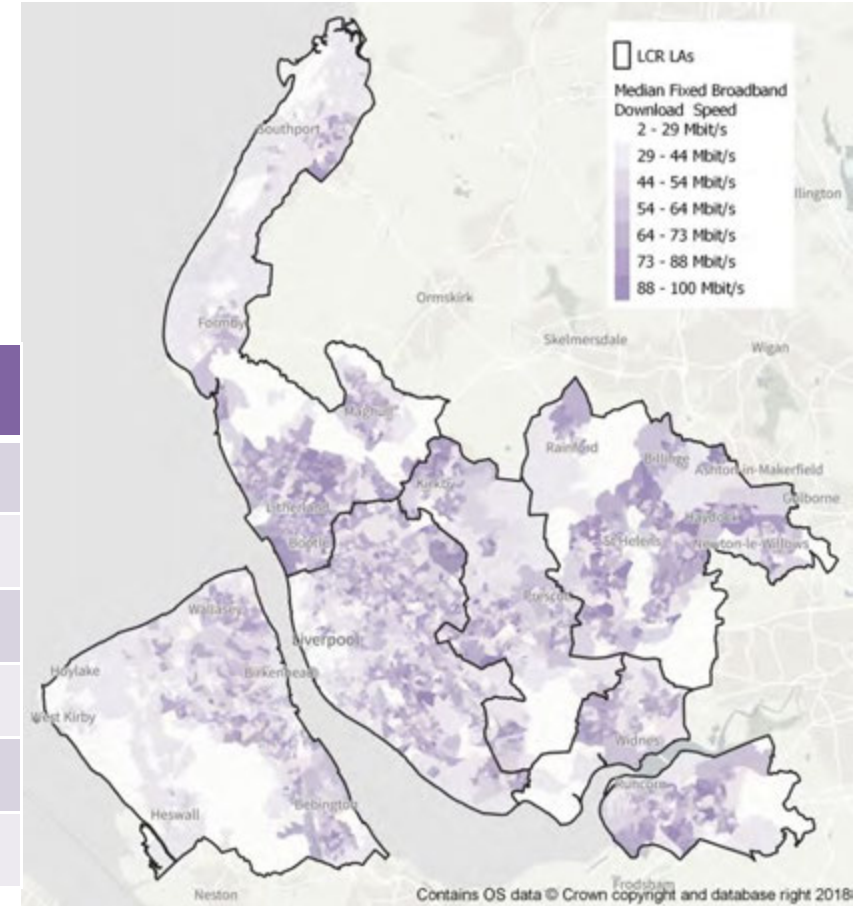
On average, residents with connections in Liverpool City Region local authorities have good download speeds. This is particularly true in St. Helens, which ranks in the top 15% of local authorities. However, Wirral has a worse median download speed than average at 40 Mbit/s, reflecting relatively low superfast take up rates.

Median Download Speed (Mbit/s)

Area	Median download speed (Mbit/s)	Rank (out of 382 Local Authorities)
Halton	50	105
Knowsley	51.3	100
Liverpool	50	105
Sefton	50	105
St. Helens	57.9	56
Wirral	40	173

Source: Ofcom Connected Nations, 2019

Median Fixed Broadband Download Speed, 2019

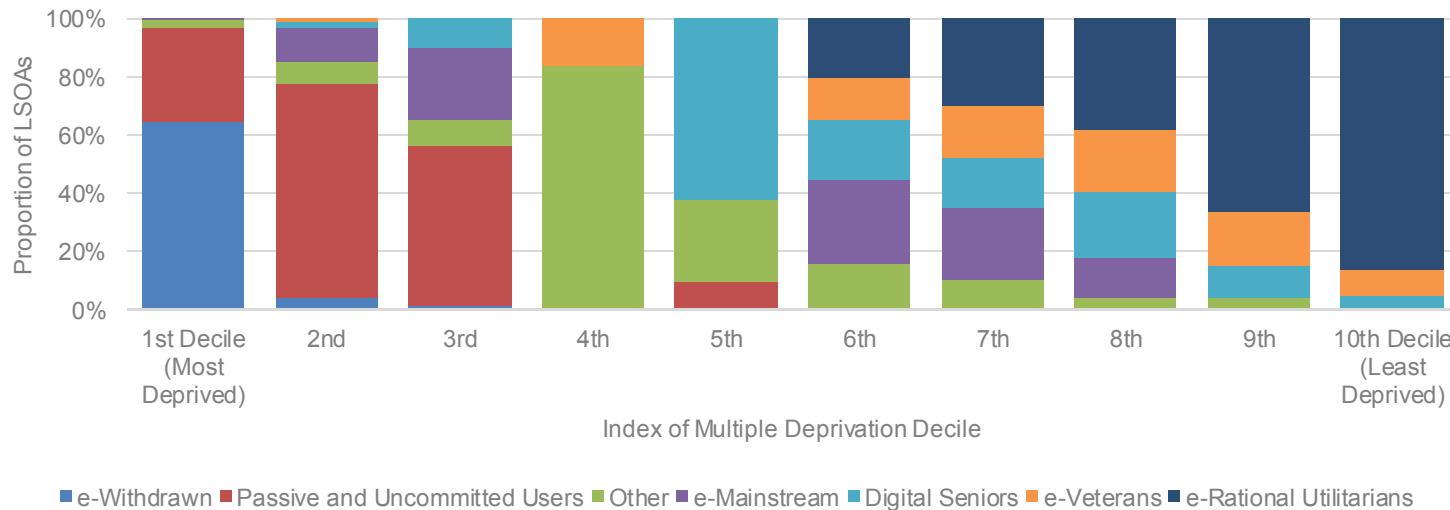


Many City Region residents are not digitally engaged

A large proportion of City Region neighbourhoods tend to be disengaged in the digital world. These neighbourhoods also tend to be the most deprived. Over 60% of City Region neighbourhoods in the most deprived 10% nationally are characterised as e-withdrawn, compared to just 23% overall.

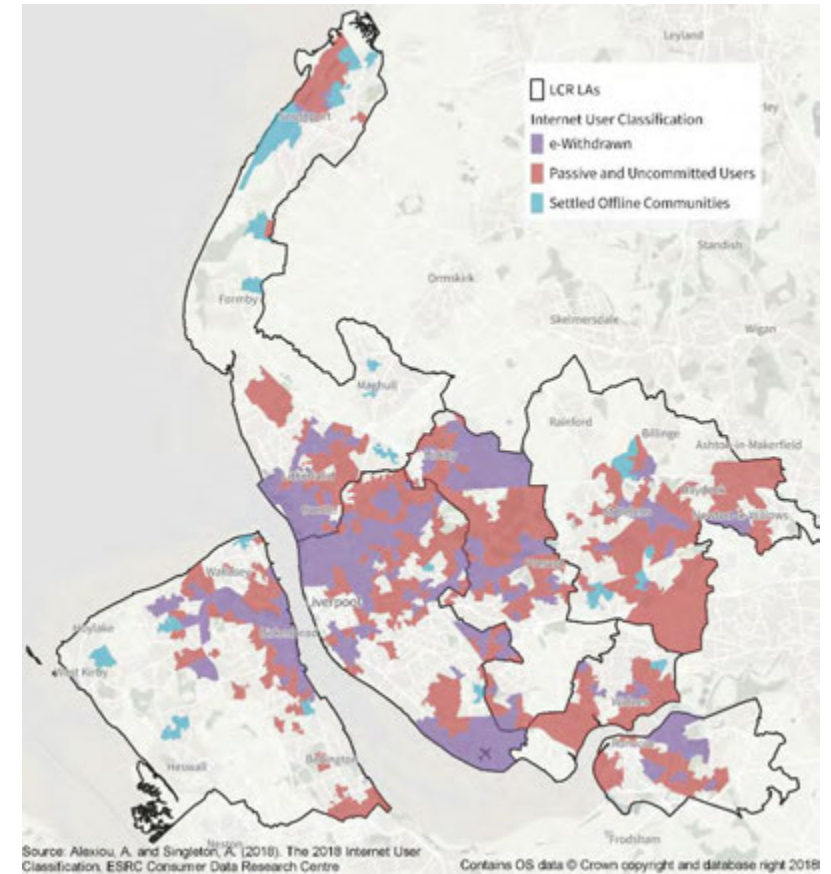
This will be driven by a number of issues including affordability, availability, skills and necessity.

Relationship Between Deprivation and Internet User Classification



Source: Alexiou, A. and Singleton, A (2018)

Internet User Classification, 2018



Note: Click [here](#) to see detailed explanation of the Internet User Classification.

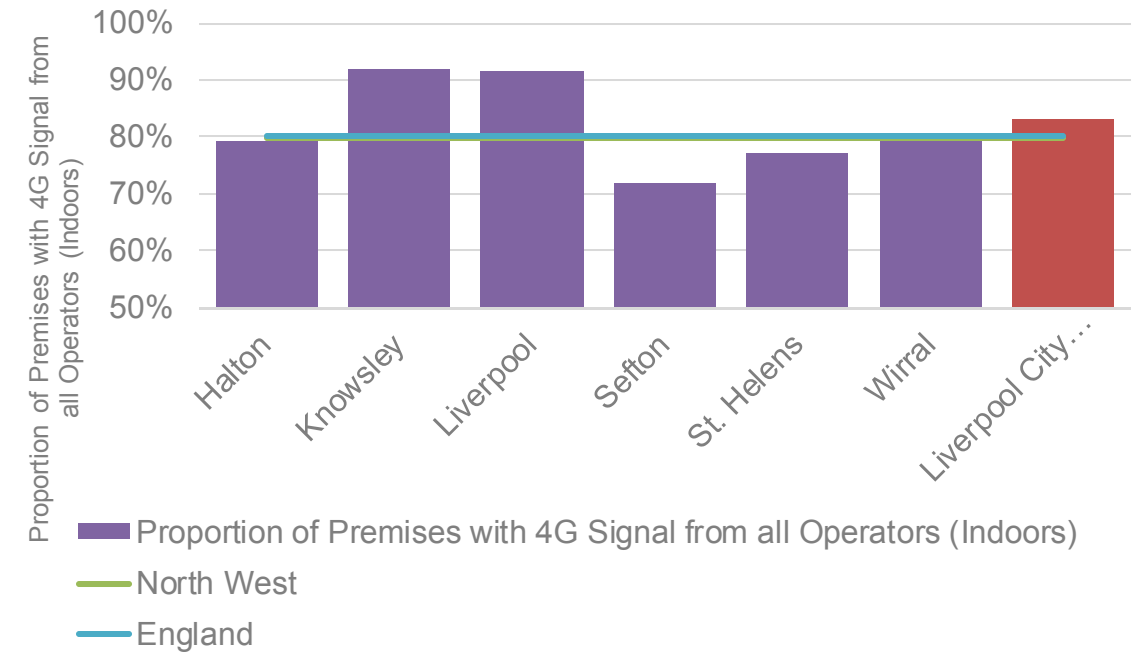
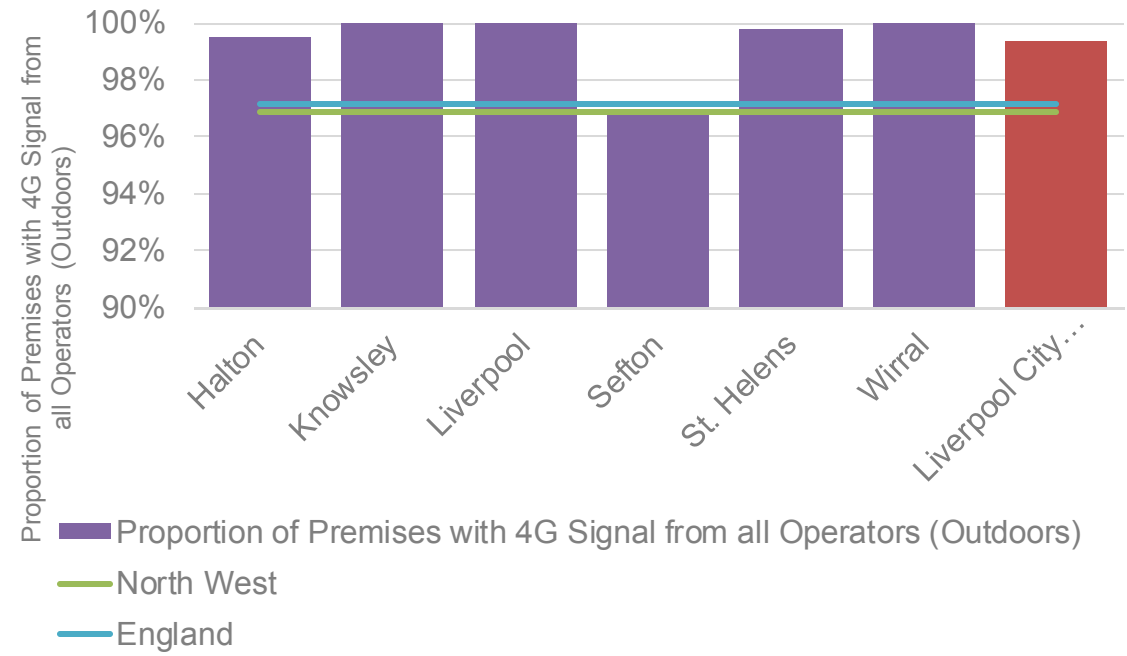
4G mobile coverage is good and 5G operators are investing in Liverpool City Region

Compared to national and regional averages, a greater proportion of City Region premises have good 4G services from all operators both outdoors and indoors.

Within the City Region, mobile service quality is poorest in Sefton, and below average indoors in Halton and St. Helens.

Proportion of Premises with 4G Signal from all Operators (Outdoors)

Proportion of Premises with 4G Signal from all Operators (Indoors)



Source: Ofcom Connected Nations, 2020

Social Economy



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We have a large number of social organisations operating across the City Region

We have around 1,400 social enterprises registered in Liverpool City Region. These make up around 3% of all City Region businesses and contribute 7% of jobs. However, income and wealth in the social economy are heavily skewed towards a few large organisations. The 35 largest organisations account for 75% of all income assets and jobs in the social economy. Most of the social organisations are very small.

Overview of the Social Economy in Liverpool City Region

Area	Social Organisations		Employees		Income (£m)	Net Assets (£m)
	Number	Share of Businesses	Number	Share of Jobs		
Halton	75	2%	6,370	10%	185	125
Knowsley	119	3%	5,920	9%	455	509
Liverpool	696	4%	18,460	7%	1,530	2,901
Sefton	147	2%	5,920	6%	311	381
St. Helens	87	2%	2,830	5%	162	150
Wirral	244	2%	5,450	5%	312	316
Liverpool City Region	1,368	3%	44,950	7%	2,955	4,382

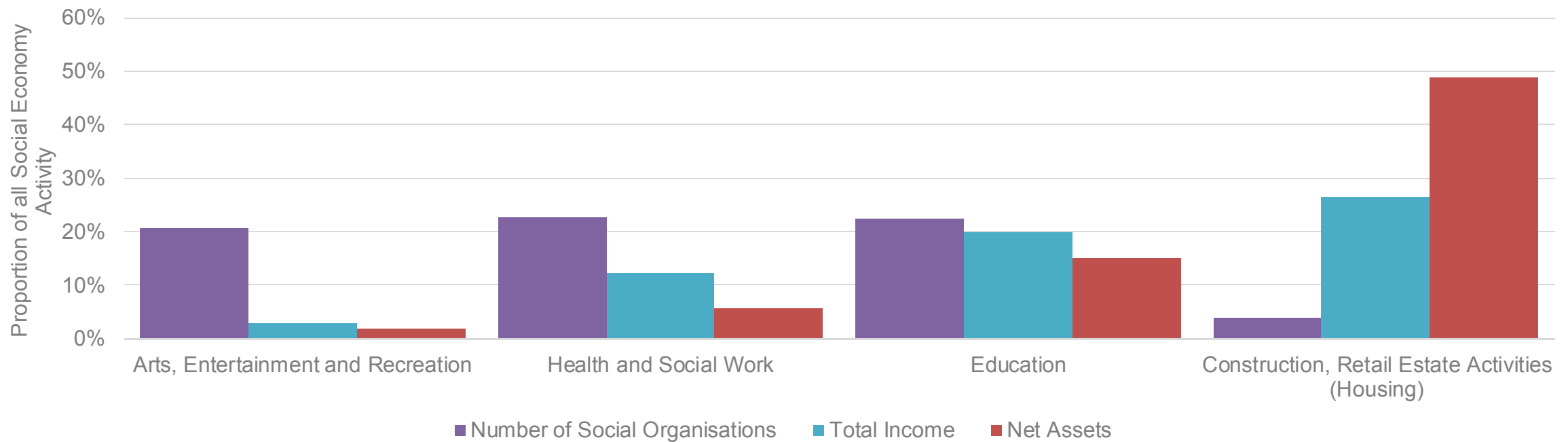
Source: The Scale, Scope and Value of the Liverpool City Region Social Economy, 2017; ONS Business Register and Employment Survey, 2018; ONS UK Business Counts, 2019

The majority of social organisations are concentrated in a few sectors

Arts, entertainment and recreation; health and social work; education; and construction and retail estate activities account for over half of the number of social organisations and around 90% of annual income, employment and net assets.

However, this is skewed by construction and retail estate organisations, which account for nearly 50% of net assets, despite only making up 4% of organisations. On the other hand, arts and entertainment, and health and social care tend to have low levels of income and assets.

Lead Sectors in the Liverpool City Region Social Economy

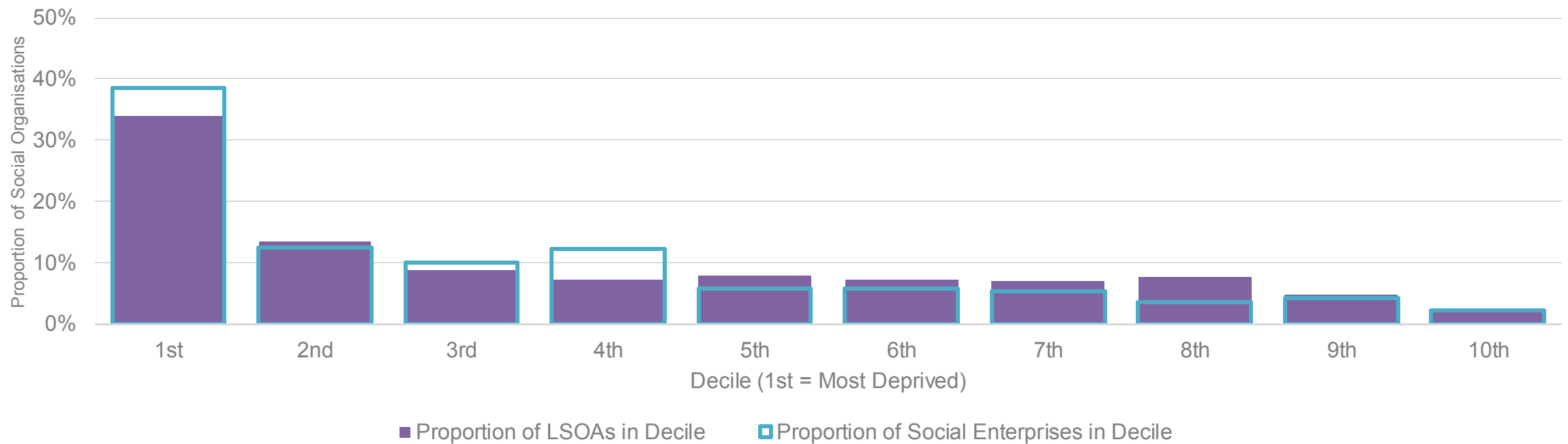


Source: The Scale, Scope and Value of the Liverpool City Region Social Economy, 2017

Many social organisations are located in more deprived areas

Over 500 (39%) social enterprises are located in neighbourhoods that are in the top 10% most deprived neighbourhoods nationally. These neighbourhoods have a greater than average prevalence of social enterprises. In fact, 74% of Liverpool City Region's social enterprises are located in the top 4 deciles of deprivation.

Proportion of Social Organisations in Each Deprivation Decile



Source: The Scale, Scope and Value of the Liverpool City Region Social Economy, 2017; MHCLG Indices of Multiple Deprivation, 2019

Rural Economy



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Liverpool City Region is a predominantly urban City Region

While Liverpool City Region is predominantly urban, there are some rural areas. All eight of the LSOAs are located on the City Region's border.

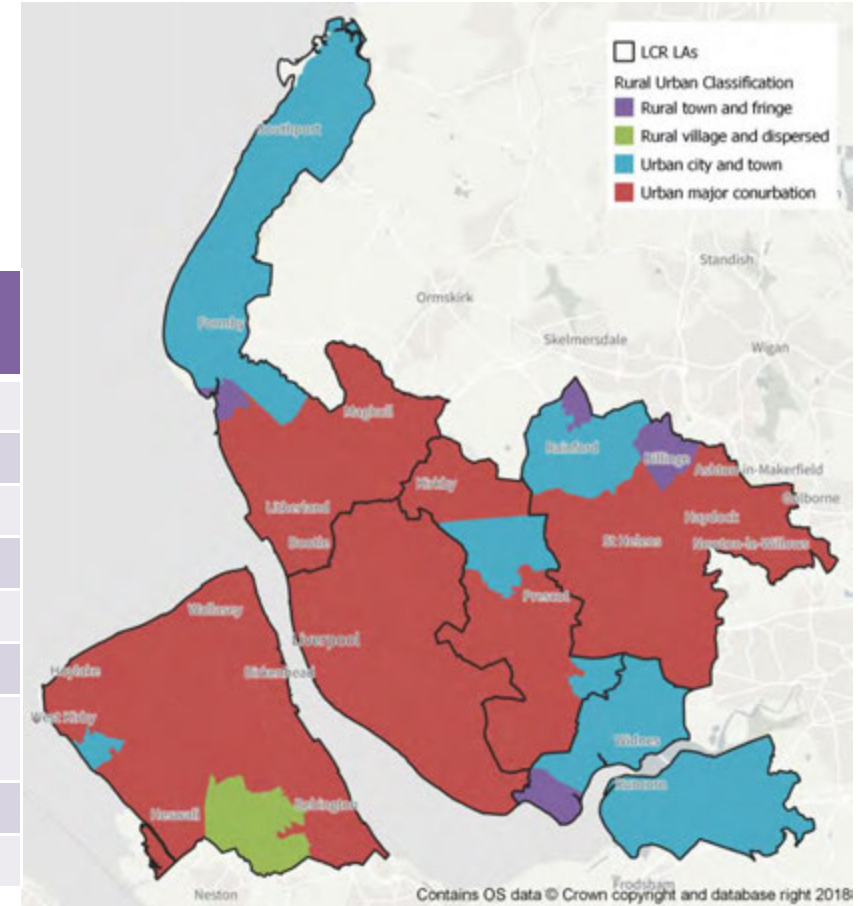
The City Region is home to around 320 agriculture, forestry and fishing businesses, with around 1,250 associated jobs. It produces an estimated £100m GVA per year. Compared to the North West and England, the City Region does not have a high concentration of jobs, businesses or GVA in this sector. However, St. Helens produces slightly more GVA than these comparators.

Contribution of Agriculture to the Liverpool City Region Economy

Area	Agriculture, Forestry and Fishing (Share of Total)			Share of LSOAs Classified as Rural
	GVA	Jobs	Businesses	
Halton	0.1%	0.1%	0.8%	1%
Knowsley	0.1%	0.2%	1.0%	0%
Liverpool	0.0%	0.0%	0.1%	0%
Sefton	0.6%	0.3%	0.8%	1%
St. Helens	1.7%	0.7%	1.7%	4%
Wirral	0.4%	0.3%	0.7%	0%
Liverpool City Region	0.3%	0.2%	0.6%	1%
North West	1.4%	1.1%	3.8%	10%
England	1.6%	1.3%	3.8%	17%

Source: ONS Business Register and Employment Survey, 2018; ONS UK Business Counts, 2019; ONS Regional GVA (Balanced) by Local Authority, 2018; ONS Rural Urban Classification, 2011

Rural – Urban Classification



The City Region has limited very good or excellent agricultural land

Only 40% of land in Liverpool City Region is classified as agricultural, with around half of this land classified as very good or excellent quality. The majority of agricultural land is located in Sefton, St. Helens and Wirral.

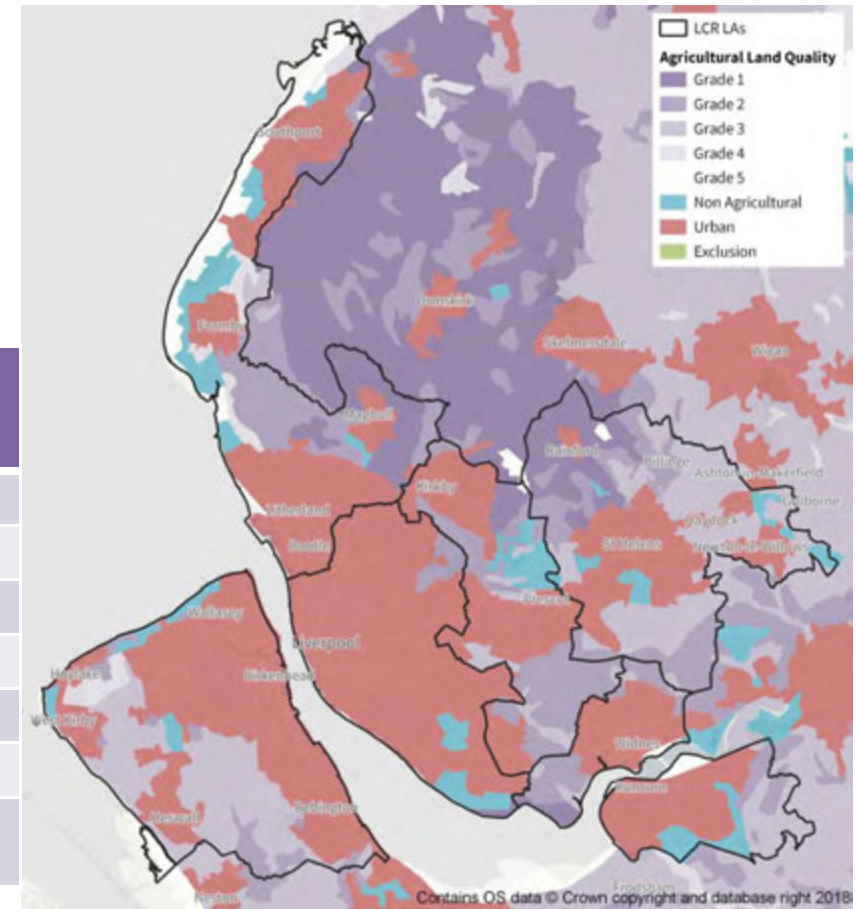
There is a significant amount of excellent agricultural land to the north east of the City Region border in West Lancashire.

Agricultural Land Quality Breakdown

Area	Grade 1 – Excellent	Grade 2 – Very Good	Grade 3 – Good to Moderate	Grade 4 – Poor	Grade 5 – Very Poor	Urban	Non-Agricultural
Halton	3%	17%	14%	0%	3%	56%	7%
Knowsley	4%	32%	8%	0%	0%	48%	8%
Liverpool	1%	4%	0%	0%	0%	90%	6%
Sefton	14%	14%	1%	5%	11%	45%	9%
St. Helens	15%	18%	32%	0%	0%	30%	5%
Wirral	0%	6%	29%	3%	1%	58%	3%
Liverpool City Region	7%	14%	15%	2%	3%	53%	6%

Source: DEFRA Agricultural Land Quality Classification, 2019

Agricultural Land Quality



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Health and Wellbeing



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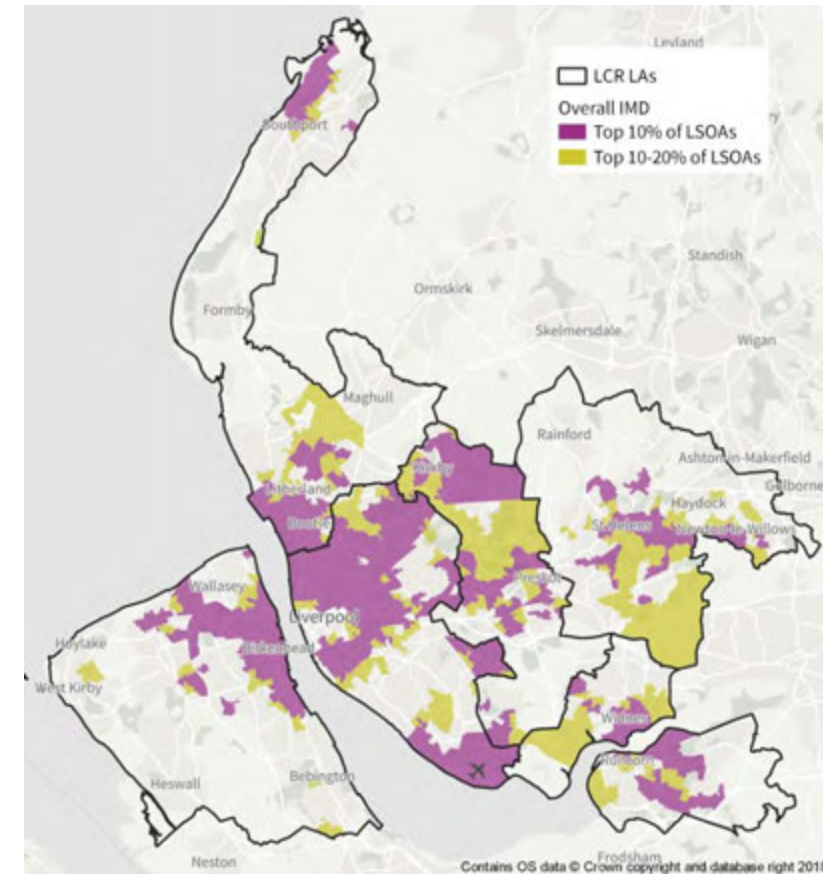
Liverpool City Region is significantly more impacted by deprivation than the national average

Lower Super Output Areas (LSOAs) in Liverpool City Region in the Top 10% and 20% of the Most Deprived in England, 2019

Almost a third of lower super output areas (LSOAs), commonly referred to as “neighbourhoods”, within Liverpool City Region are within the top 10% most deprived in England, making the conurbation significantly more deprived than the national average.

The deprivation score given to each LSOA is based on seven ‘domains’ combined together to give an overall picture of deprivation within each area. These domains are: income, employment, education and skills, health and disability, crime, barriers to housing and services, and living environment.

There is a particular concentration of neighbourhoods impacted by deprivation in a corridor running from east Wirral, through north Liverpool/south Sefton to north Knowsley.



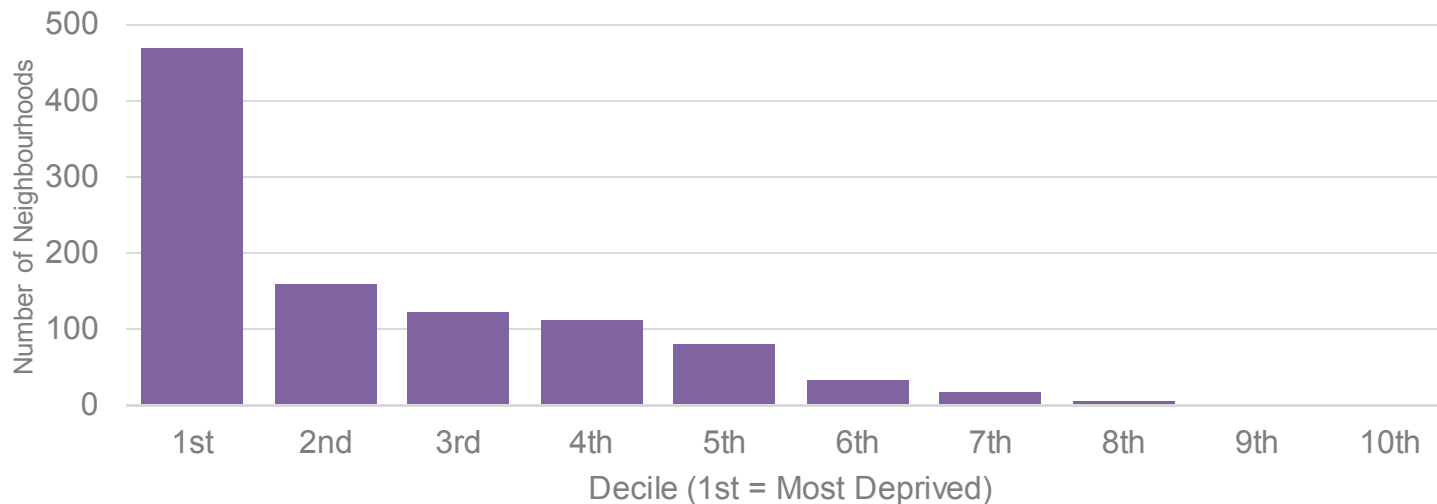
Source: Ministry of Housing, Communities and Local Government, 2019 English Indices of Deprivation

Liverpool City Region has high levels of health deprivation and disability

Liverpool City Region has a large number of neighbourhoods with high concentrations of health deprivation, indicating poor health outcomes and high levels of work-limiting illness and disability.

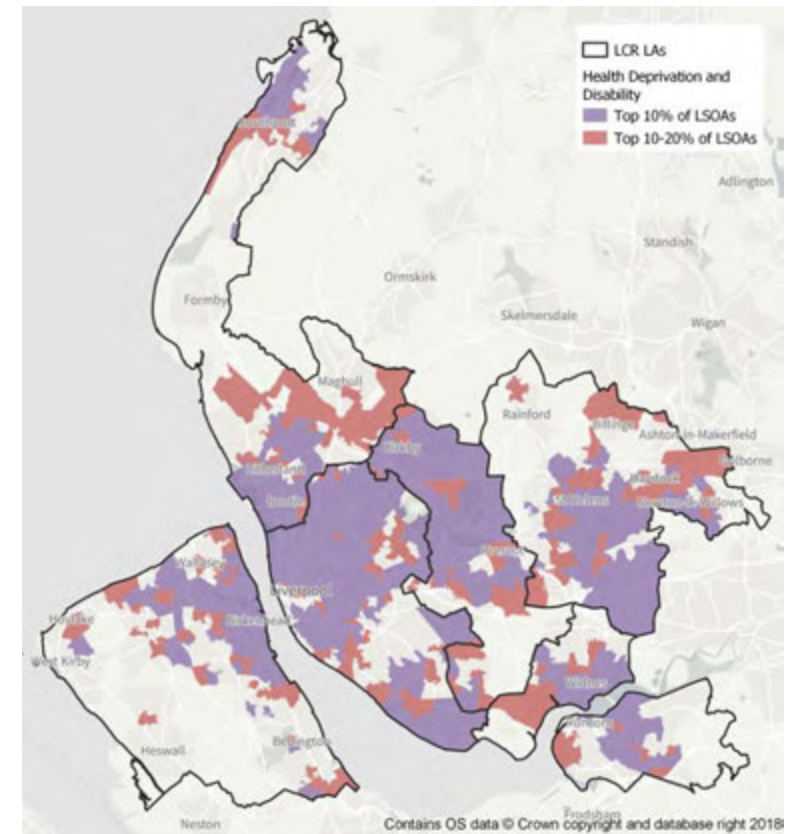
47% of our neighbourhoods are in the top 10% most deprived in the country, underlining the extent of poor health, and potentially mobility issues, in the City Region.

Number of Neighbourhoods in Liverpool City Region by Health Deprivation Decile



Source: Ministry of Housing, Communities and Local Government, Indices of Multiple Deprivation, 2019

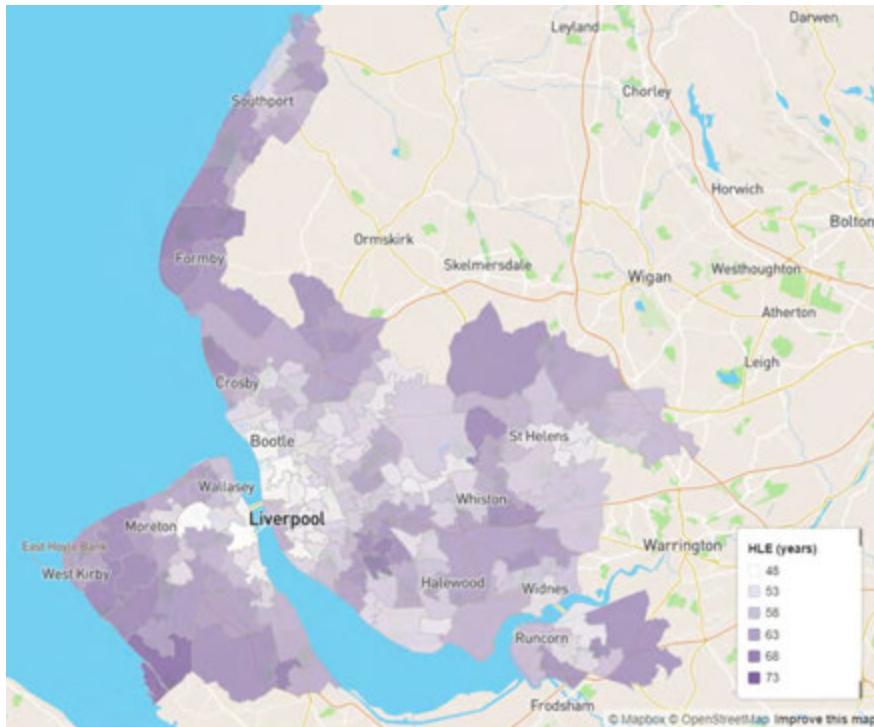
Lower Super Output Areas (LSOAs) in Liverpool City Region in Top 20% Most Health Deprived in England, 2019



Most communities in Liverpool City Region have a lower healthy life expectancy than the national average

The estimated healthy life expectancy at birth within most areas of Liverpool City Region is below the national average of 63.5 for males and 64.8 for females. Healthy life expectancy is especially low within areas that are impacted by high levels of deprivation.

Healthy Life Expectancy at Birth of Males by Middle Super Output Area (MSOA), 2009-13



Source: Office for National Statistics

Healthy Life Expectancy at Birth of Females by Middle Super Output Area (MSOA), 2009-13



Healthy life expectancy is the amount of years lived in self-assessed good health

The City Region has proportionately more older people than the England average

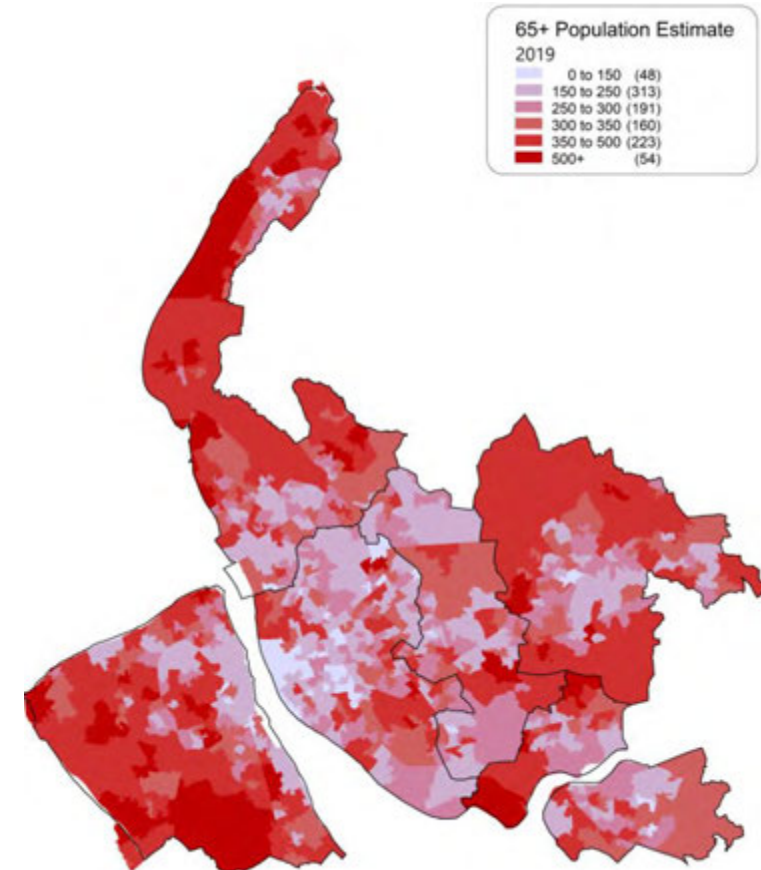
In 2019, it is estimated that 19.0% of the population of Liverpool City Region was aged 65 or above, higher than the figure of 18.4% for England.

The proportion of the population that is working age (i.e. those aged 16-64) was also higher within the City Region compared to nationally, at 62.7% and 62.4% respectively.

Spatially, residents aged 65 and above tend to live away from major population centres and are more concentrated around the rural parts of the City Region.

Population projections by the Office for National Statistics suggest that, by 2050, the 65 and over population will be 24.7% of England's total population.

Estimated Population Aged 65 and Above by Lower Super Output Areas (LSOAs) in Liverpool City Region, Mid-2019



Source: Office for National Statistics, 2019 Mid-Year Population Estimates

Air Quality



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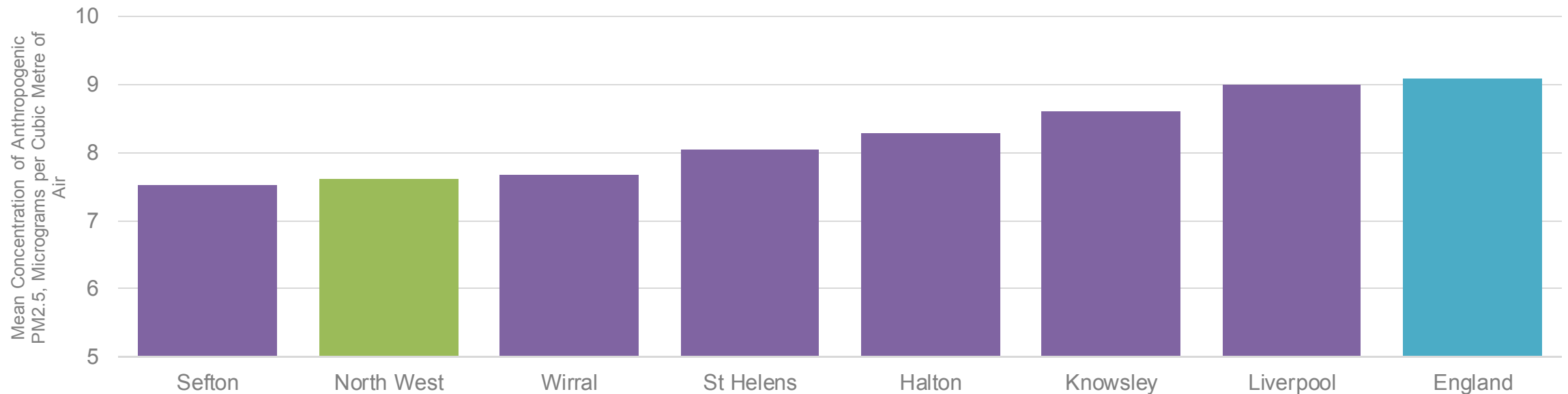
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Every local authority area in Liverpool City Region has a lower concentration of fine particulate matter than the national average

Every local authority area in Liverpool City Region had a lower mean concentration of fine particulate matter (PM_{2.5}) than England in 2018.

Particulate matter (PM) is used to describe the mixture of solid particles and liquid droplets in the air and can be emitted during the combustion of solid and liquid fuels; PM varies in size with PM_{2.5} referring to smaller, or fine particulate matter. Inhalation of these pollutants can cause adverse health effects.

Mean Concentration of Anthropogenic PM_{2.5} (Fine Particulate Matter), Micrograms per Cubic Metre of Air, 2018



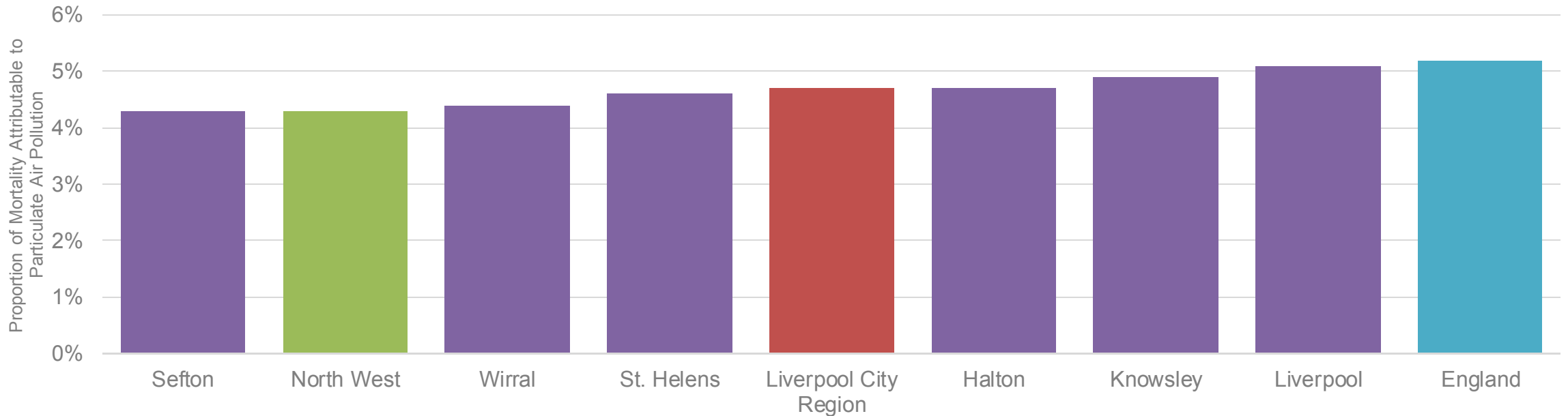
Source: Department for Environment, Food and Rural Affairs via Public Health England Fingertips

Almost 1 in 20 deaths in Liverpool City Region can be attributed to particulate air pollution

In Liverpool City Region in 2018, it is estimated that 4.7% of deaths could be attributed to particulate air pollution (i.e. high concentrations of particulate matter in the air). This was below that of the England average, which was 5.2%.

Out of all the local authority areas in the North West, Liverpool and Knowsley had the highest and second highest proportion of deaths attributable to particulate air pollution in 2018.

Proportion of Deaths Attributable to Particulate Air Pollution, 2018



Source: Public Health England Fingertips

Major roads and urban centres within the City Region have higher levels of nitrogen dioxide concentration

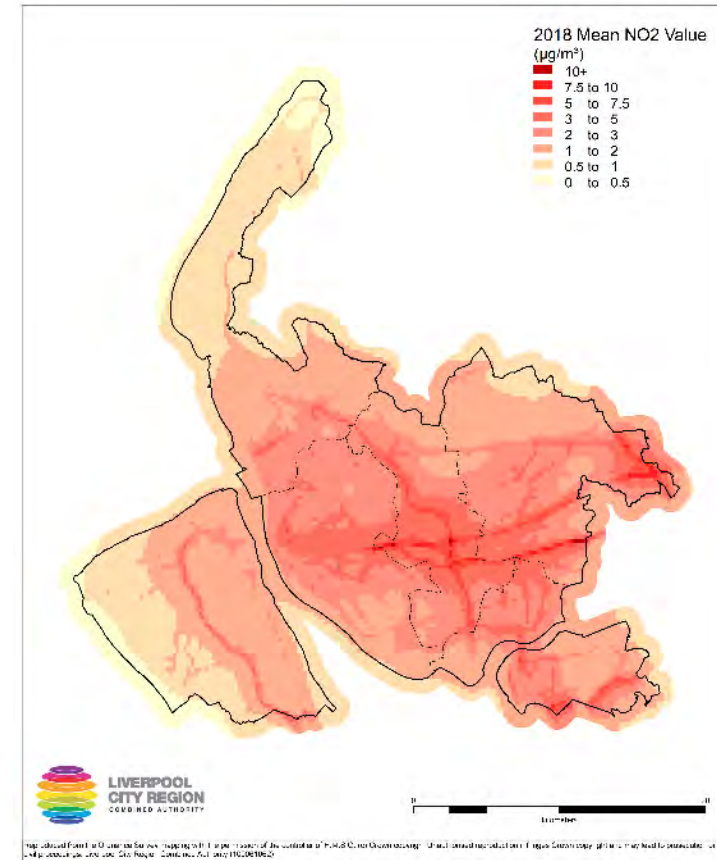
Mean Concentration of Nitrogen Dioxide, Micrograms per Cubic Metre of Air, 2018

The map on the right shows the average amount of nitrogen dioxide (NO₂) in the air during 2018 across the City Region.

Areas of relatively very high concentration of NO₂ within the City Region tend to be around major roads and urban centres, with more rural areas seeing smaller concentrations of the pollutant.

NO₂ is one of the pollutants that are measured to analysis air quality. It is part of a group of chemicals called nitrogen oxides, the most common and harmful of these being nitrous oxide and nitrogen dioxide (NO₂).

Nitrogen oxides can cause lung irritation and can lower resistance to respiratory infections and illnesses.

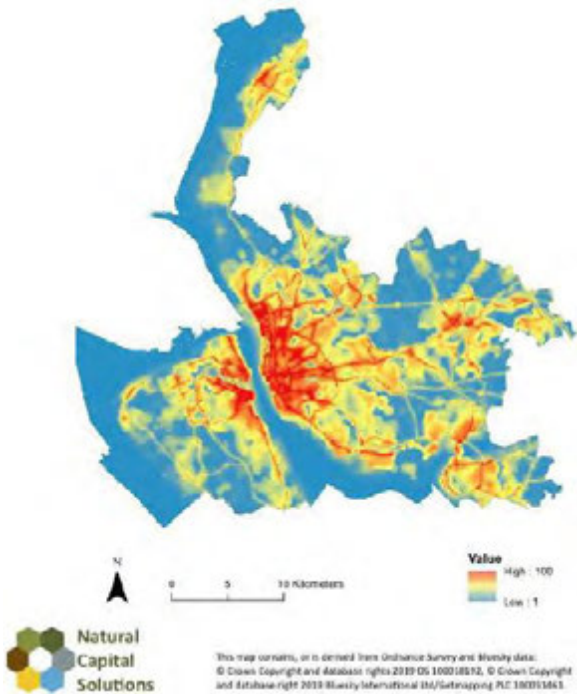


Source: Modelled NO₂ Level Data, Liverpool City Region Combined Authority

Areas of the City Region most in need of reductions in poor air quality lack the natural capital to help regulate it

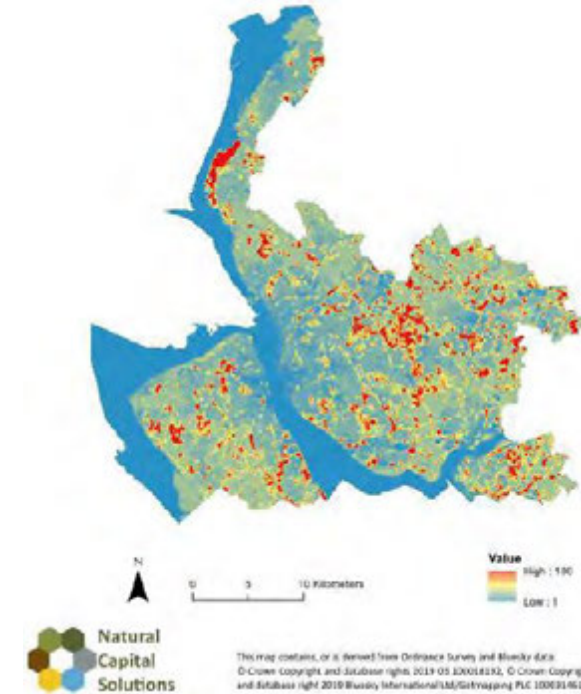
The City Region has many areas with high amounts of greenspace and natural capital that can help to regulate air quality. However there is limited amounts capability for this around the areas of the City Region that are most in need of reductions in poor air quality (shown here as air quality demand), such as Liverpool and east Wirral.

Areas of Air Quality Demand



Source: *A Liverpool City Region Natural Capital Baseline*, Liverpool City Region Natural Capital Working Group

Areas with High Air Quality Regulation Capability



Air quality demand is based on a combination of distance to roads, population density, man made surface cover and health deprivation

Motor vehicle and car usage has increased in Liverpool City Region over the last two decades, and continues to rise

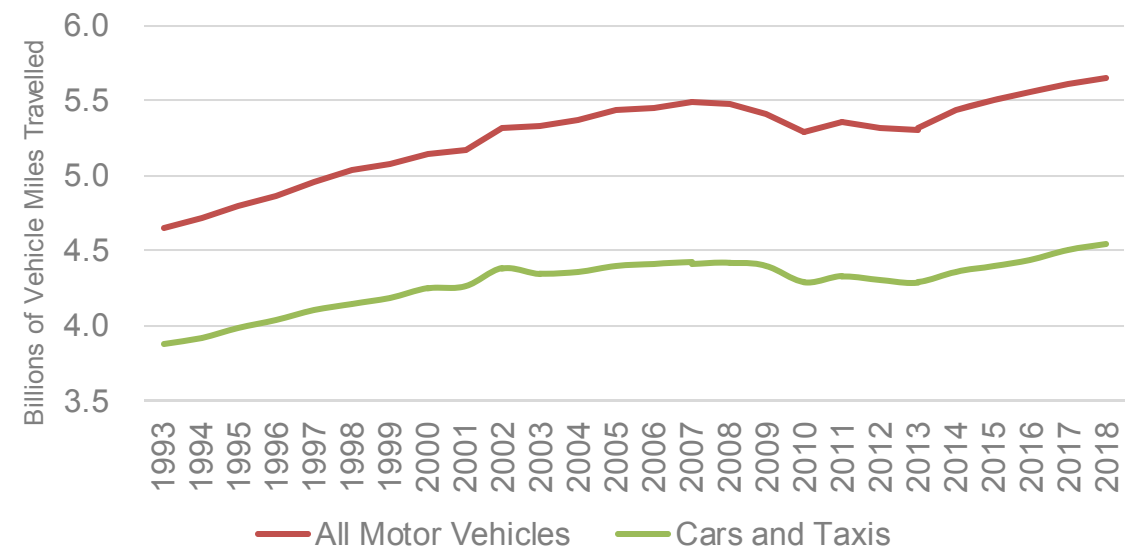
In 2018, an estimated total of 5.65 billion motor vehicle miles were travelled within Liverpool City Region; of these, an estimated 4.54 billion were travelled by cars and taxis.

Since 1993, the amount of total motor vehicle miles, and miles travelled by cars and taxis, has increased within the City Region. This is despite a significant fall in mileage travelled around the 2008 recession in both cars and taxis, and motor vehicles overall.

Billions of Vehicle Miles by All Motor Vehicles by Local Authority Area, 2018



Billions of Vehicle Miles by Vehicle Type in Liverpool City Region, 1993 – 2018



Source: Department for Transport, Road Traffic Statistics

Physical Activity



**LIVERPOOL
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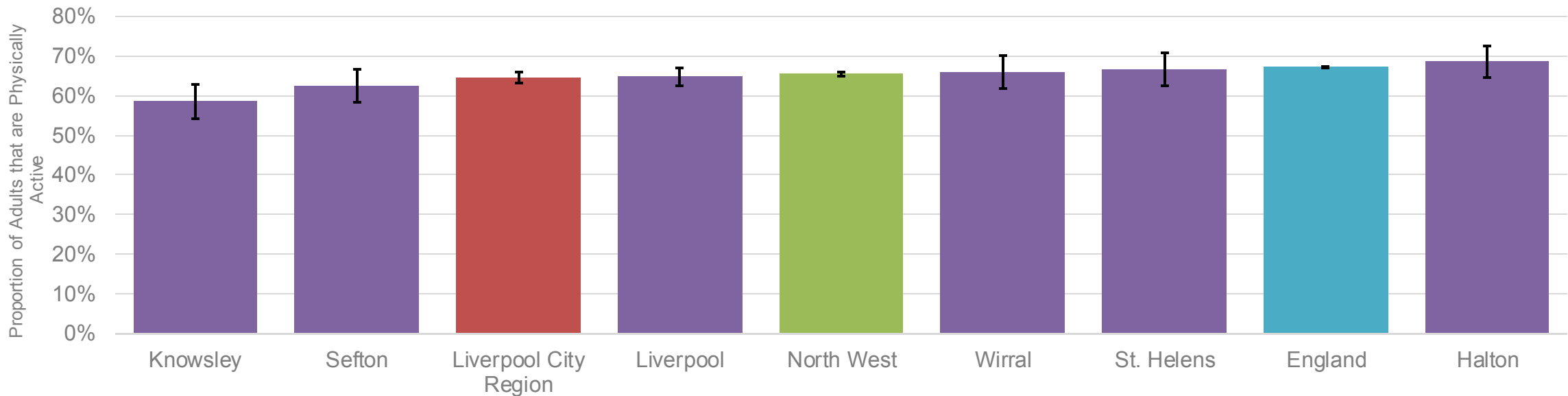
METROMAYOR
LIVERPOOL CITY REGION

Less than two-thirds of adults in Liverpool City Region are physically active

An estimated 64.6% of adults in Liverpool City Region were physically active in 2018/19, compared to the England average of 67.2%.

Because of the data's wide confidence intervals, only the residents of Knowsley, Sefton and Liverpool can be confidently said to have been less physically active than the residents of England overall during 2018/19.

Proportion of Adults (Aged 19+) that are Physically Active, 2018/19



Source: Public Health England (based on the Active Lives Adult Survey, Sport England) via Public Health England Fingertips

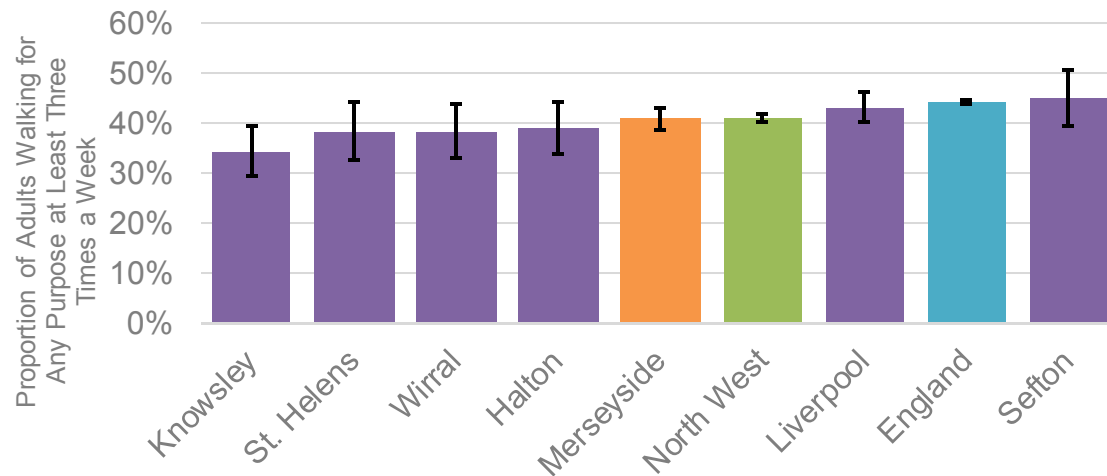
Figures presented are the proportion of valid responses of those aged 19 and over doing at least 150 moderate intensity equivalent (MIE) minutes physical activity per week in bouts of 10 minutes or more in the previous 28 days; figures presented with 95% confidence intervals

Within certain local authority areas in the City Region, residents are much less likely to regularly walk or cycle compared to the national average

Residents of Knowsley and Wirral can be said to have been less likely to walk for any purpose three or more times a week than the average across England in 2018/19.

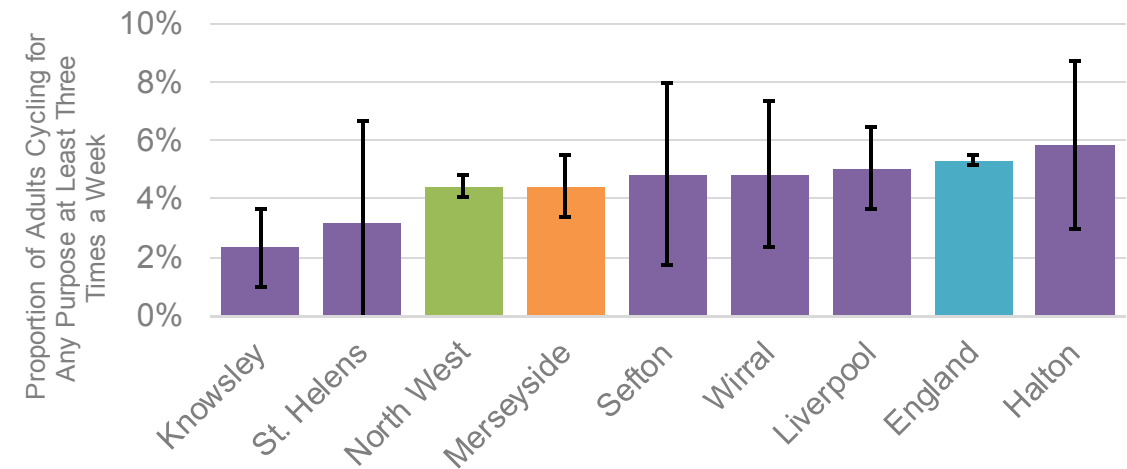
The residents of Knowsley can be said to be less likely to regularly cycle compared to the national average; an estimated 5.3% of adults across England cycled at least three times a week in 2018/19, whilst in Knowsley the estimated figure was 2.3%.

Proportion of Adults (Aged 16+) Walking for Any Purpose at Least Three Times a Week, 2017/18



Source: Department for Transport (based on the Active Lives Adult Survey, Sport England)

Proportion of Adults (Age 16+) Cycling for Any Purpose at Least Three Times a Week, 2018/19



Walking is defined as any continuous walk of over 10 minutes; cycling is defined as any cycling regardless of length; figures presented with 95% confidence intervals; Merseyside refers to the metropolitan county (i.e. Liverpool City Region, excluding Halton)

Food Businesses



**LIVERPOOL
CITY REGION**
COMBINED AUTHORITY

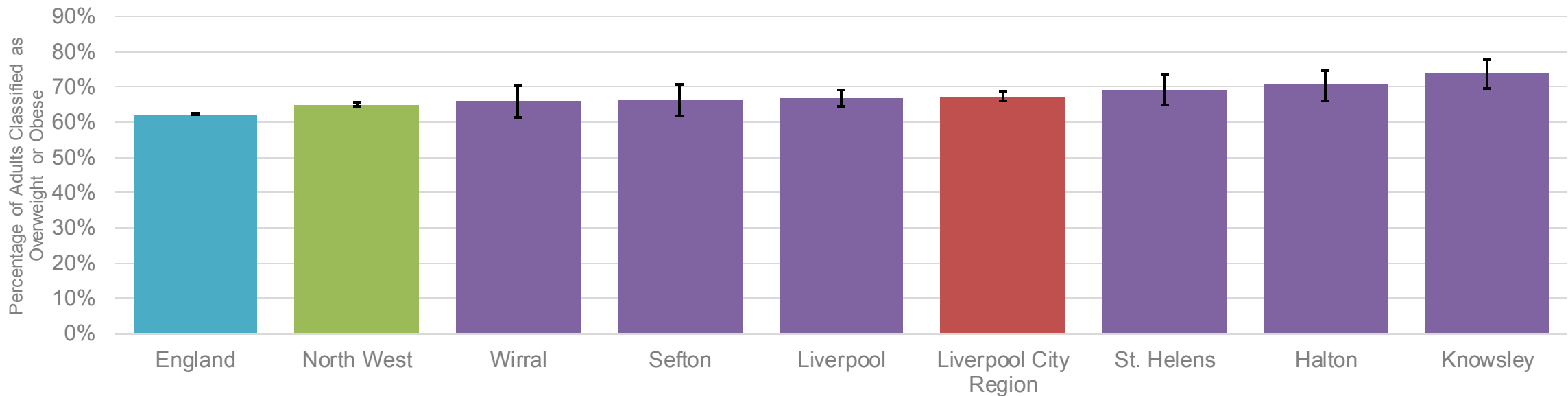
METROMAYOR
LIVERPOOL CITY REGION

Over two-thirds of adults in Liverpool City Region are overweight or obese

An estimated 67.4% of adults in Liverpool City Region were overweight or obese in 2018/19, compared to the England average of 62.3%.

Every local authority area in the City Region, with the exception of Wirral and Sefton, can be confidently said to have had a higher rate of overweight or obese adults than the national average in 2018/19.

Percentage of Adults (Aged 18+) Classified as Overweight or Obese, 2018/19



Source: Public Health England (based on the Active Lives Adult Survey, Sport England) via Public Health England Fingertips

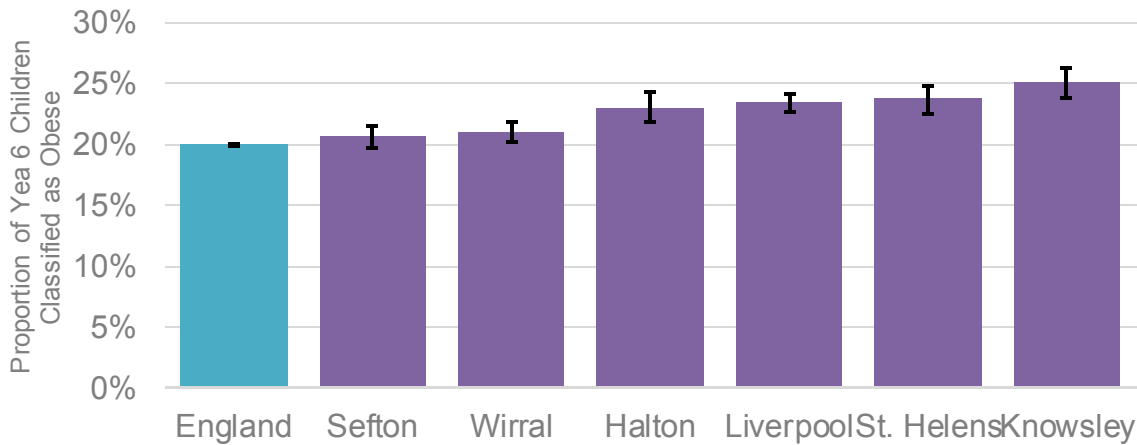
Figures presented with 95% confidence intervals

Almost every local authority area within Liverpool City Region has an obesity rate above the national average amongst children in Year 6

With the exception of Sefton, between 2015/16 and 2017/18 there was a higher obesity rate amongst children aged 10-11 within every local authority area in Liverpool City Region.

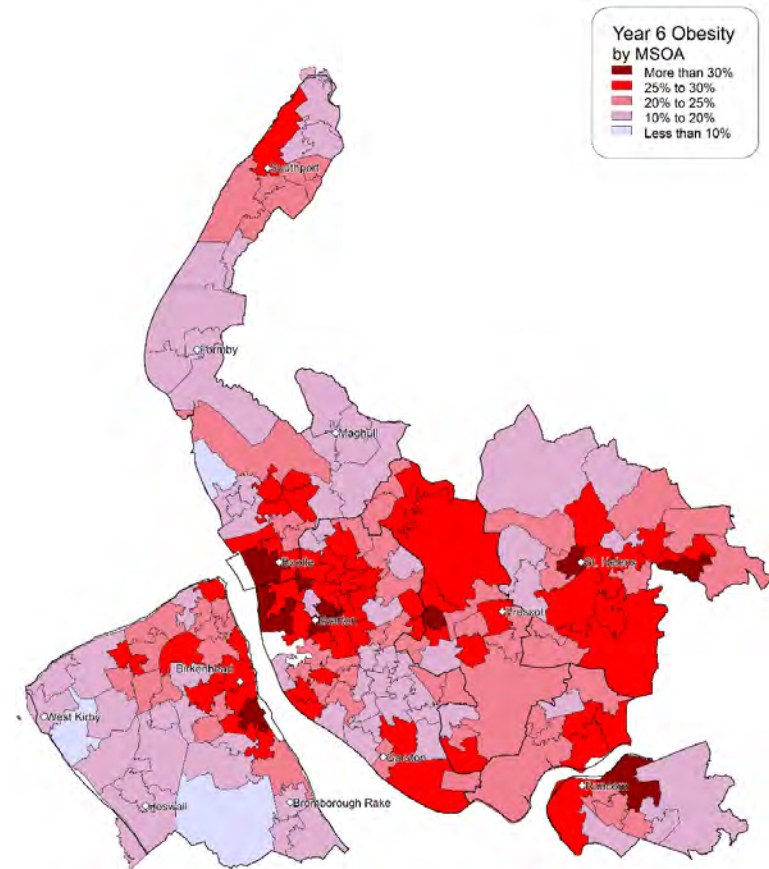
Spatially, more urban areas of the City Region tended to have a higher proportion of Year 6 children classified as obese.

Prevalence of Obesity Among Year 6 Children (Aged 10-11), 2015/16 – 2017/18



Source: Public Health England, National Child Measurement Programme

Prevalence of Obesity Among Year 6 Children (Aged 10-11) by Middle Super Output Area (MSOA), 2015/16 – 2017/18



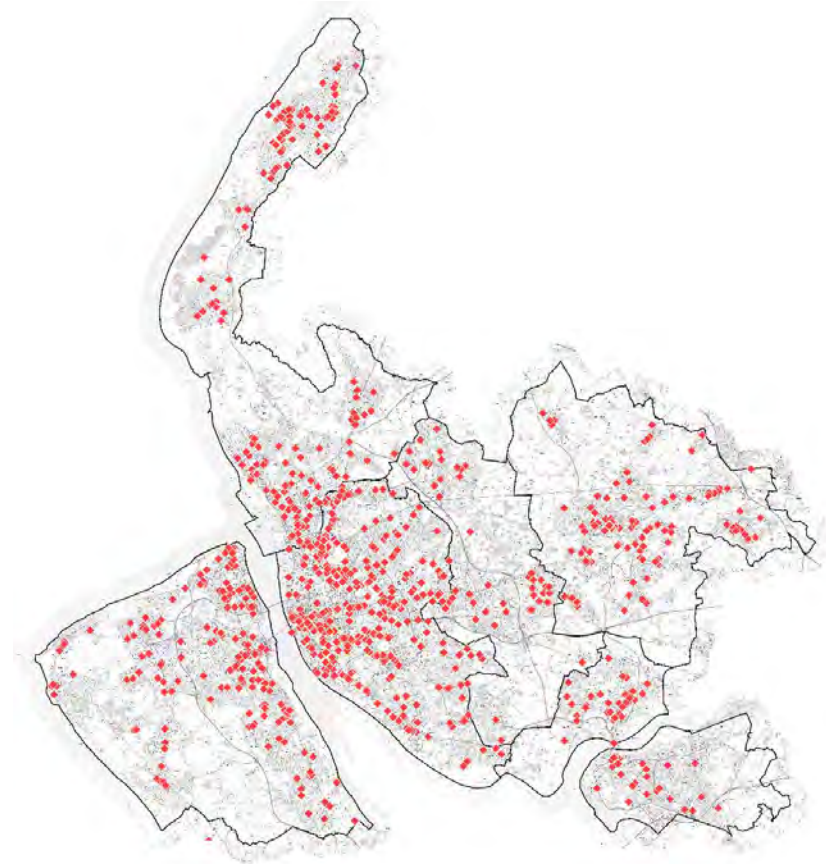
Figures presented with 95% confidence intervals

Takeaways in Liverpool City Region tend to be concentrated around the main population centres

Location of Takeaways in Liverpool City Region Registered with the Food Standards Agency, 2020

The map on the right shows the location of every takeaway within Liverpool City Region.

Takeaways are spread throughout the City Region, but tend to be centred around major population centres, such as central Liverpool, east Wirral and south Sefton.



Source: Food Standards Agency, 2020

There are areas within the City Region with few supermarkets, but many takeaways

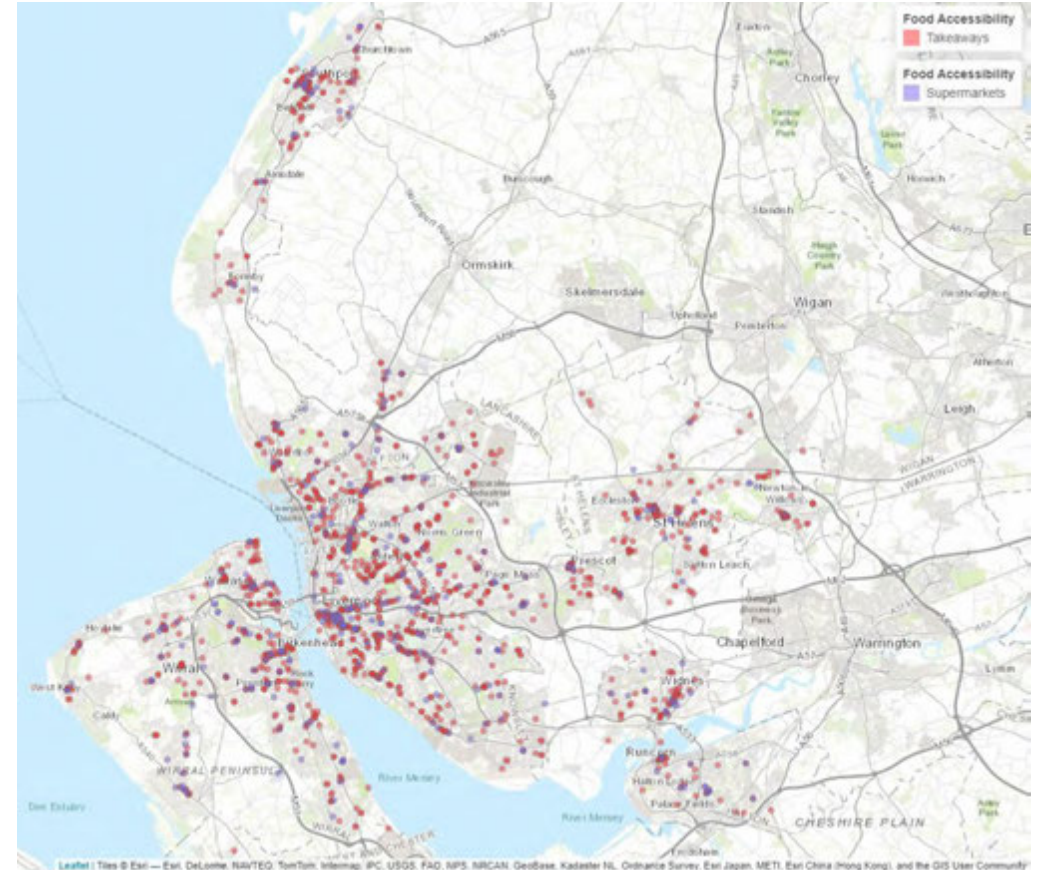
Location of Takeaways and Supermarkets in Liverpool City Region Registered with the Food Standards Agency, 2020

The map on the right shows the location of supermarket, as well as the location of takeaways within the City Region.

There are many areas of the City Region without easy access to a supermarket. A recent report by Kellogg highlighted a number of 'food deserts' within the City Region. These are areas without easy access to food stores and will therefore find it hard to get access to fresh and healthy produce.

The Kellogg's report found that, of the ten most deprived food deserts in England, Liverpool City Region was home to four of them.

Worryingly, there are areas within the City Region with a large cluster of takeaways and no supermarkets. These are areas where access to food stores is limited, but takeaways are easily accessible.



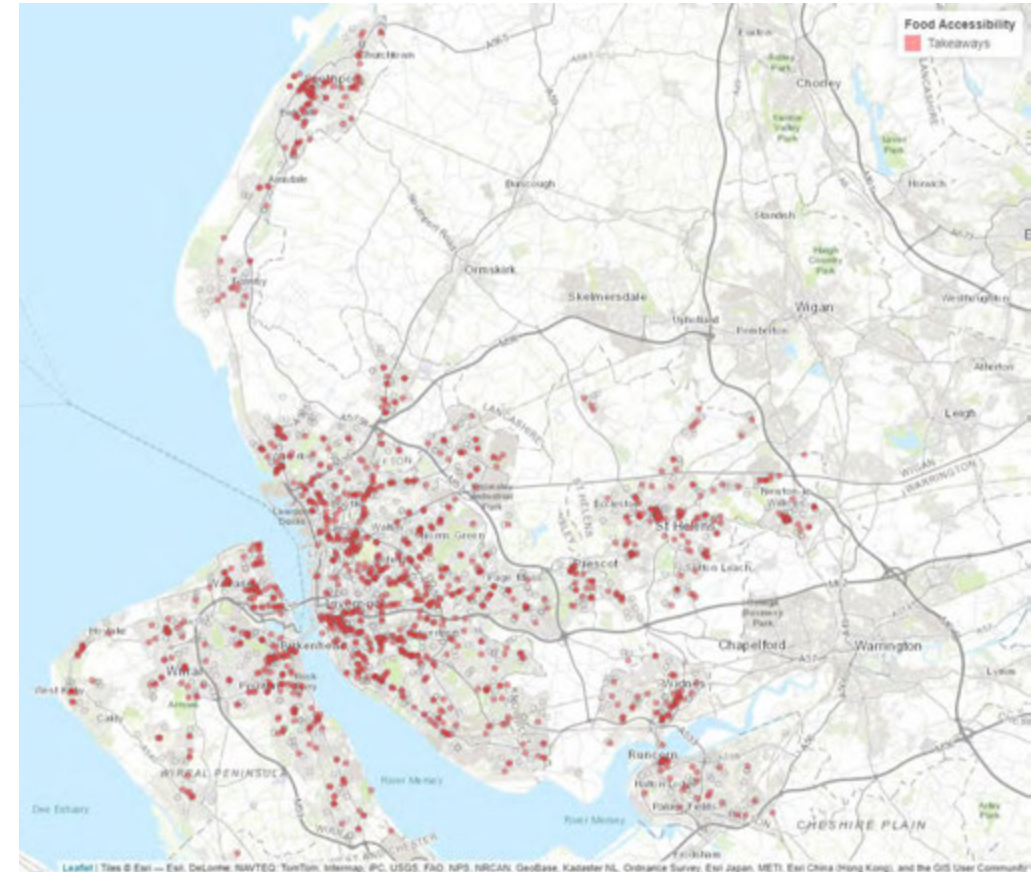
Source: Food Standards Agency, 2020 and *Can everyone access affordable, nutritious food? A picture of Britain's deprived food deserts*, Kellogg's, 2018

Two-thirds of schools and colleges in the City Region are within 400 metres of a takeaway

Location of Takeaways Registered with the Food Standards Agency and Educational Establishments in Liverpool City Region

The map on the right shows the location of takeaways in the City Region (in red) as well as the location of schools and colleges (in the pale circles).

Analysis suggests that around two-thirds of educational institutions within the City Region are within 400 metres of a takeaway. In Liverpool, the figure is almost 80%.



Source: Food Standards Agency, 2020 and Department for Education, 2019

Access to Services



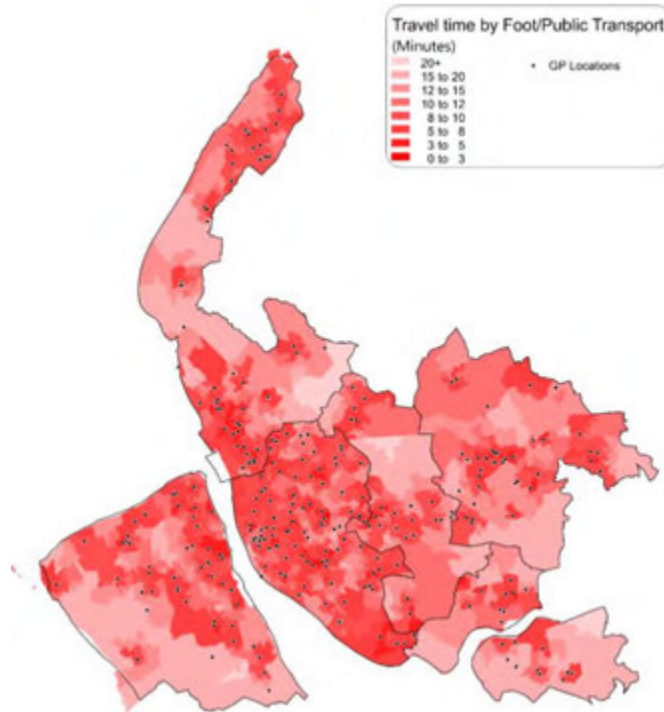
**LIVERPOOL
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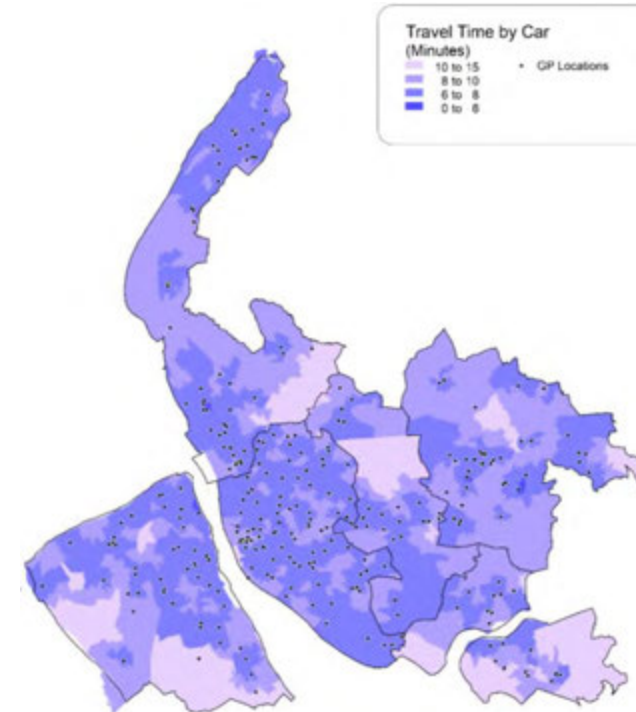
Travel time to general practices is generally below 10-15 minutes across most of the City Region, especially for those with access to a car

The two maps below show the travel time to the nearest general practice (GP) by foot/public transport and by car. Within much of the City Region, the nearest GP is close by, though in some areas the nearest GP is over 20 minutes away for those without access to a car.

Travel Time by Foot/Public Transport to the Nearest General Practice, 2017



Travel Time by Car to the Nearest General Practice, 2017

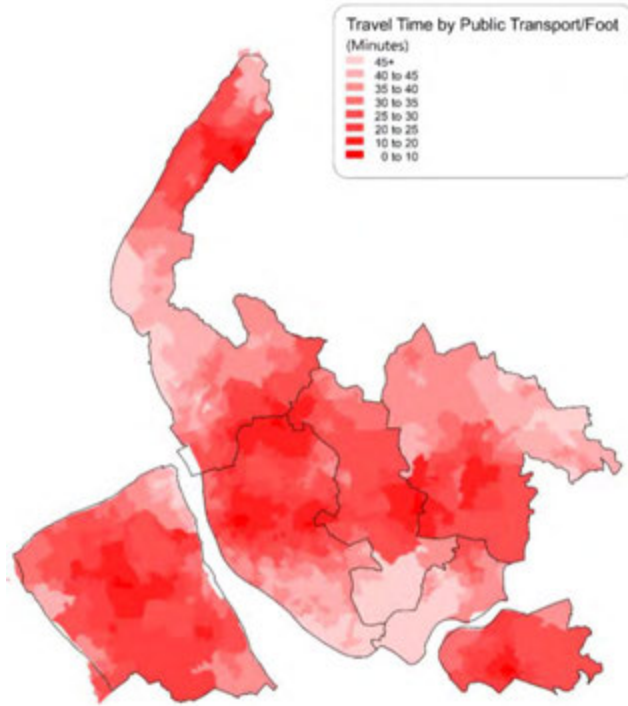


Source: Department for Transport, Journey Time Statistics

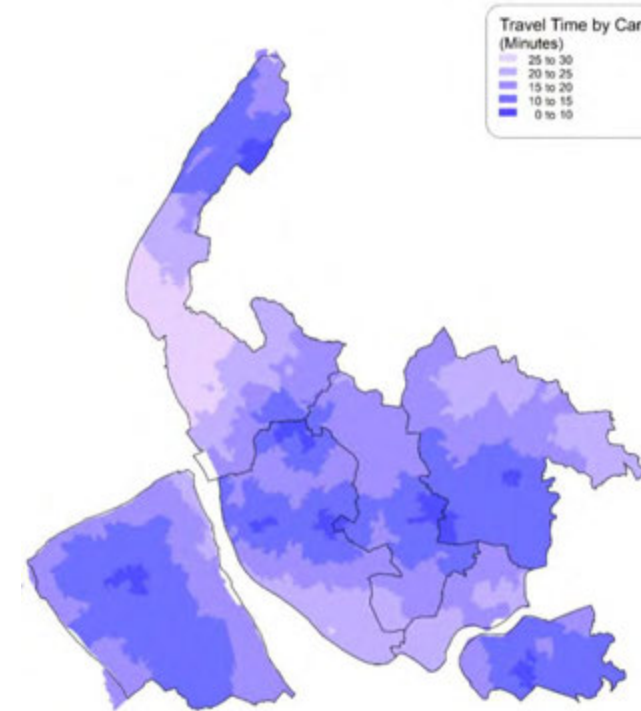
Travel time within some areas of the City Region to hospitals is over 25 minutes even by car

The two maps below show the travel time to the nearest hospital by foot/public transport and by car. There are areas within the City Region where, even in a car, the nearest hospital is over 25 minutes away and 45 minutes or more if travelling by foot or public transport.

Travel Time by Foot/Public Transport to Nearest Hospital, 2017



Travel Time by Car to Nearest Hospital, 2017

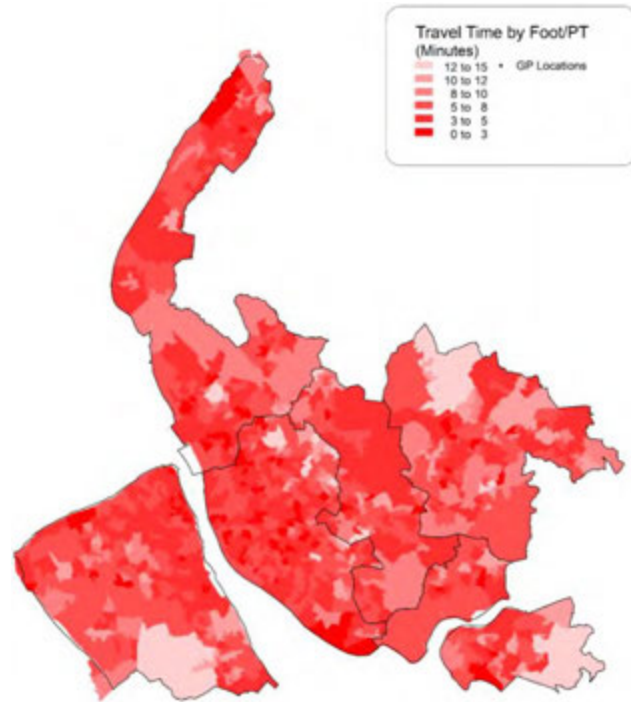


Source: Department for Transport, Journey Time Statistics

Travel time to employment sites is below 10 minutes within most of the City Region, even by foot or public transport

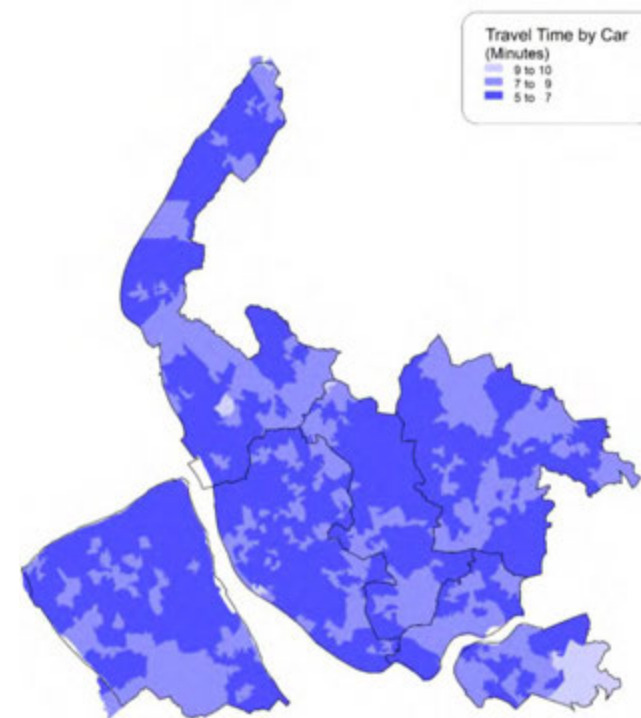
The two maps below show the travel time to the nearest employment site by foot/public transport and by car. For most areas of the City Region, travel time to employment sites is below 10 minutes even for those without access to a car.

Travel Time by Foot/Public Transport to the Nearest Employment Site, 2017



Source: Department for Transport, Journey Time Statistics

Travel Time by Car to the Nearest Employment Site, 2017

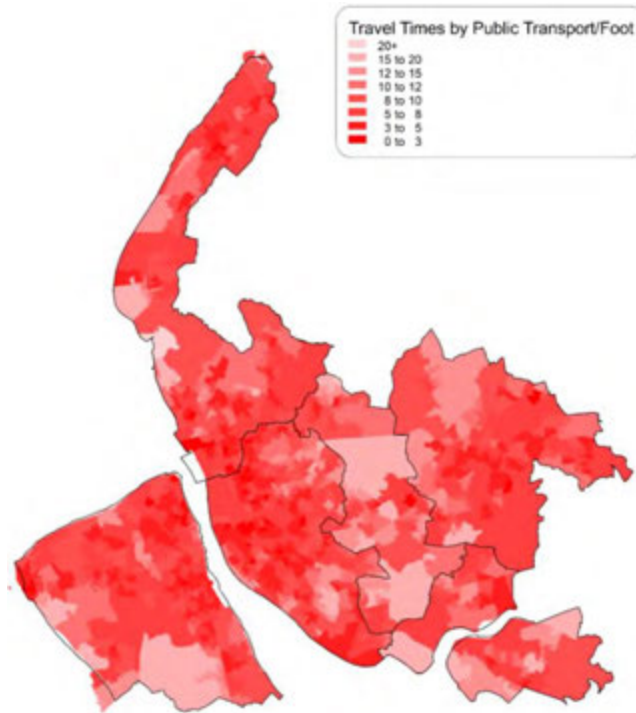


Employment site are defined as the sites where there are 100 jobs or more located there

Travel time to food stores is over 10 minutes away within certain areas of the City Region even by car

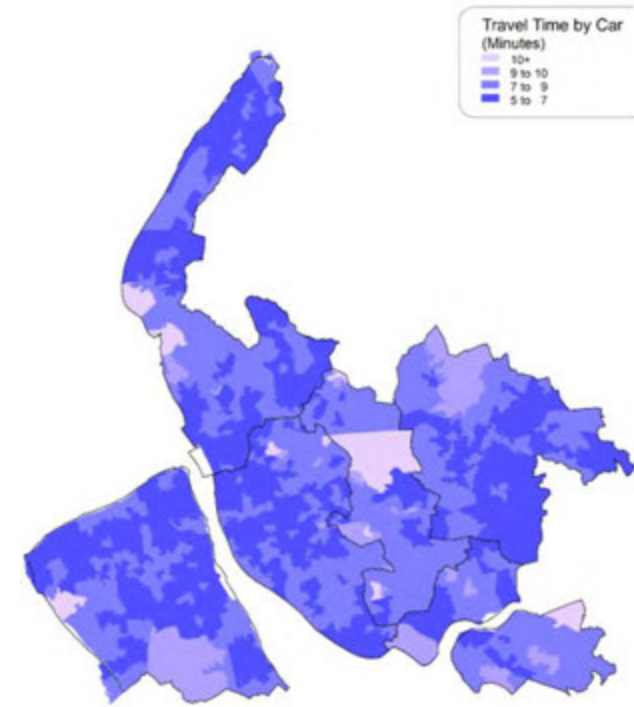
The two maps below show the travel time to the nearest food store by foot/public transport and by car. Most areas of the City Region are within a short distance to a food store, however there are areas where even by car the nearest food store is over 10 minutes away.

Travel Time by Foot/Public Transport to the Nearest Food Store, 2017



Source: Department for Transport, Journey Time Statistics

Travel Time by Car to the Nearest Food Store, 2017



Food stores are defined as grocery, supermarket or convenience stores

Mental Health



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Common mental health disorders are as – or more – prevalent within all the City Region’s local authority areas compared to the national average

Residents aged 16 and above within Liverpool, Knowsley and Halton were all estimated to be more likely to suffer from a common mental health disorder in 2017 compared to the national average.

The remaining local authority areas within the City Region cannot be confidently said to have recorded a lower or higher rate than the England overall due to overlapping confidence intervals associated with the estimated.

Estimated Prevalence of Common Mental Disorders Amongst those Aged 16 and Above, 2017



Source: Adult Psychiatric Morbidity Survey via Public Health England Fingertips

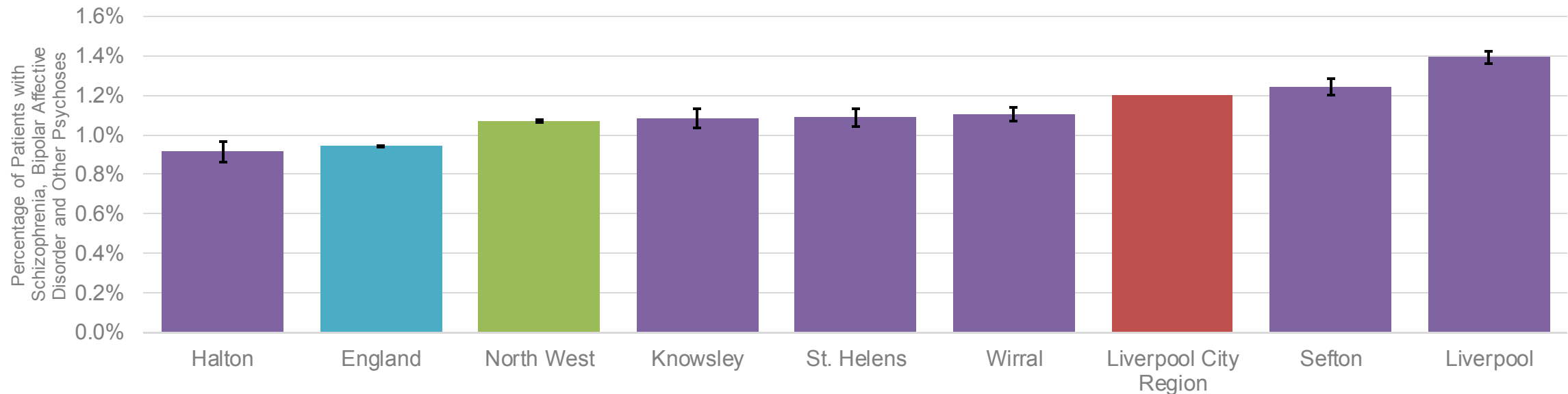
A common mental disorder is defined as any type of depression or anxiety; figures presented with 95% confidence intervals

The prevalence of severe mental health disorders is higher within the City Region than nationally

During 2017/18, it is estimated that around 1.2% of patients registered at general practices were recorded as having schizophrenia, bipolar disorder or an other form of psychoses. This is higher than the national average of 0.9%.

Liverpool recorded a particularly high rate of patients registered as having one of these illnesses, at 1.4%. Every local authority area within the City Region, with the exception of Halton, was estimated as having a higher rate of these illnesses than the national average.

Percentage of Patients with Schizophrenia, Bipolar Affective Disorder and Other Psychoses, 2017/18



Source: NHS Digital, Quality and Outcomes Framework via Public Health England Fingertips

The data presented here covers all General Practices in England that participate in the Quality and Outcomes Framework, which in 2017/18 was 94.8% of the total number; figures presented with 95% confidence intervals

School pupils in the City Region are more likely to have social, emotional and mental health needs compared to the national and regional average

In 2018, 2.9% of school pupils in the City Region were registered as having a social, emotional and mental health need – higher than the percentage of school children nationally and within the North West.

Across the City Region's local authority areas, Sefton had a lower rate of social, emotional and mental health needs amongst school children compared to the national figure, whereas the other local authority areas all had a higher prevalence compared to England overall.

Percentage of School Pupils who are Identified as Having Social, Emotional and Mental Health Needs, 2018



Source: Department for Education, Special Educational Needs Statistics via Public Health England Fingertips

Figures presented with 95% confidence intervals

Young people are also more likely within the City Region to be admitted to hospital because of a mental health disorder

In 2018/19 the estimated rate of hospital admissions for people under the age of 18 because of a mental health disorder was 121 per 100,000. This was significantly higher than the rate across England of only 88 per 100,000.

Sefton, St. Helens and Wirral all had higher rates of admissions than England, whereas, because of overlapping confidence intervals, the other local authority areas in the City Region cannot be said to have been significantly different compared to the national average.

Inpatient Admission Rate for Mental Health Disorders Per 100,000 Population Aged 0-17 Years, 2018/19



Source: Hospital Episode Statistics via Public Health England Fingertips

Figures presented with 95% confidence intervals

Liverpool City Region Spatial Development Strategy Evidence Base

Climate Change and the Environment



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In 2018, Liverpool City Region emitted almost 7,000 kilotonnes of carbon dioxide

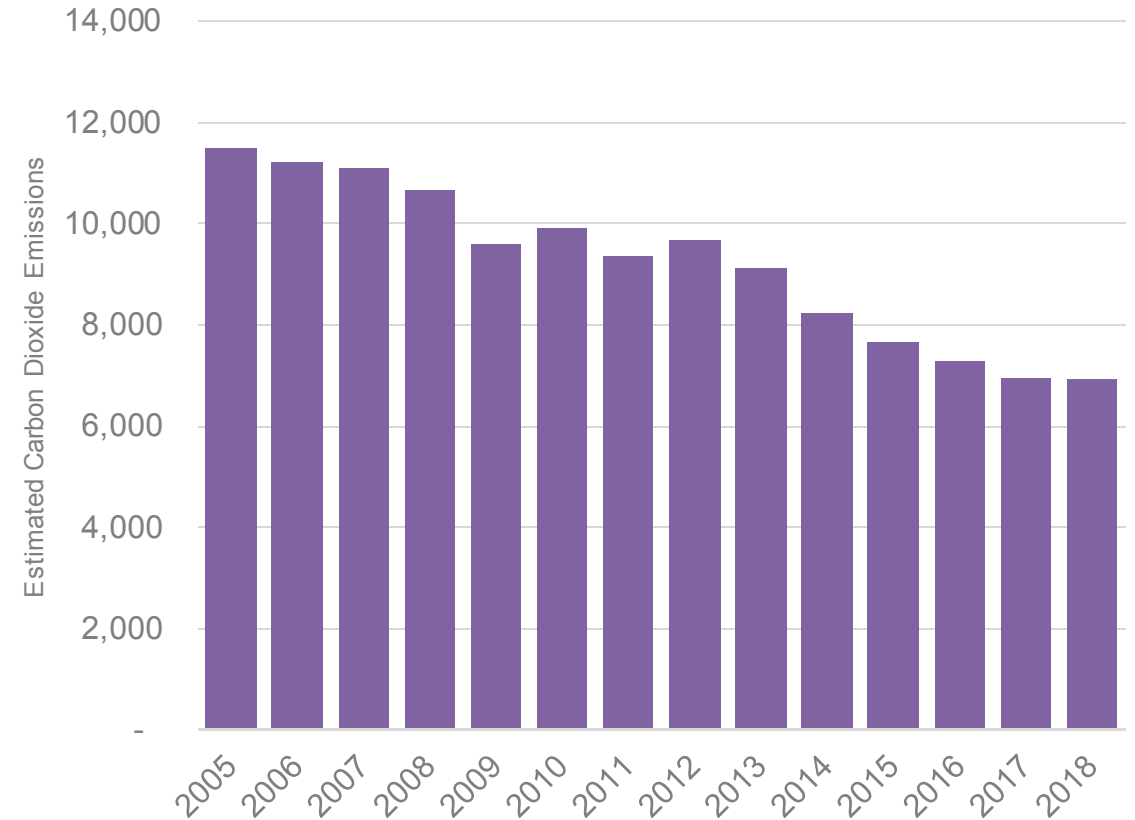
According to the latest data from the Department for Business, Energy & Industrial Strategy (BEIS), Liverpool City Region emitted an estimated 6,926 kilotonnes of carbon dioxide emissions in 2018.

This is down significantly from 2005, during which BEIS data estimates the City Region produced 11,489 kilotonnes of carbon dioxide.

These estimates from BEIS are national statistics and provides a spatial disaggregation of the CO2 emissions from the UK Greenhouse Gas Inventory on an end user basis.

All emissions included in the national inventory are covered by these, with the exception of some elements for which BEIS deem there is no obvious basis for allocation to local areas.

Estimated Carbon Dioxide Emissions, Kilotonnes, Liverpool City Region, 2005 to 2018



Source: Department for Business, Energy & Industrial Strategy

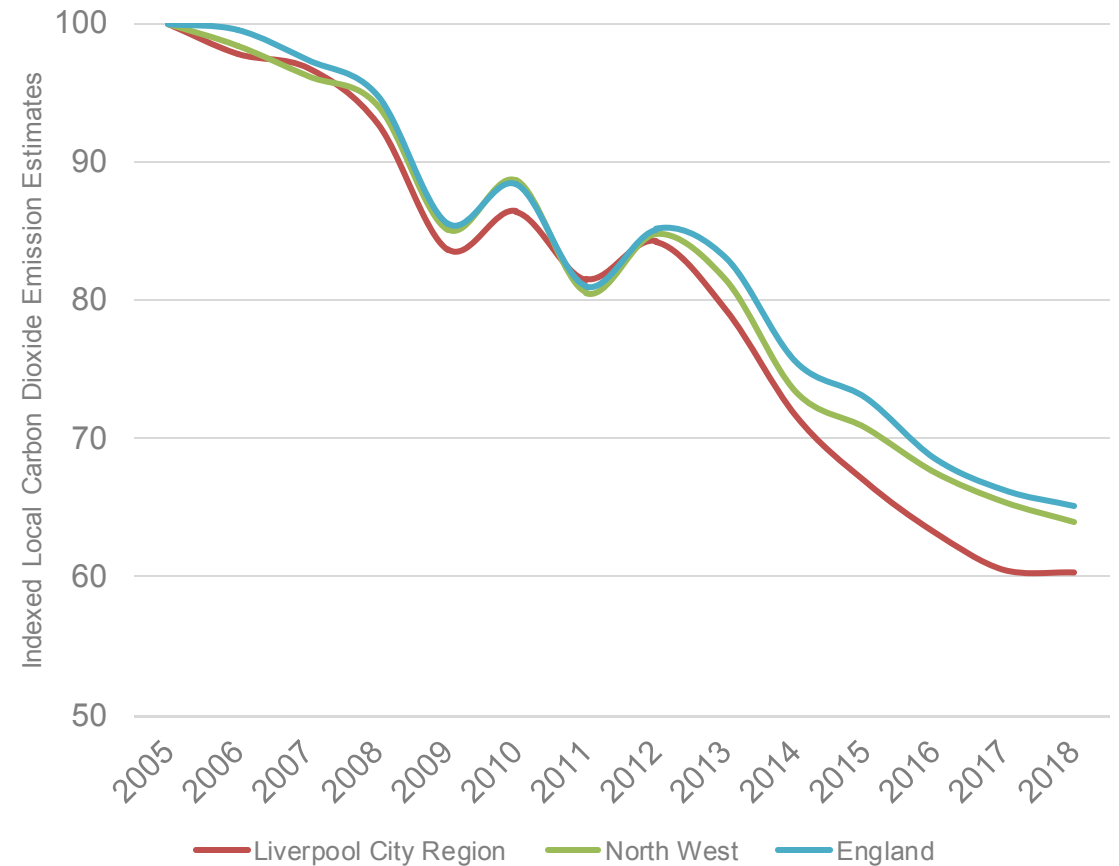
Estimated carbon dioxide emissions attributed to Liverpool City Region have fallen by almost 40% since 2005

According to data from BEIS, since 2005 carbon dioxide emissions have fallen substantially across most parts of the country.

Estimated carbon dioxide emissions attributed to Liverpool City Region by BEIS data in 2018 had fallen by almost 40% compared to 2005. This is higher than the fall in estimated emissions over this time period for both the North West and England.

However, the rate of decline in emissions has slowed in recent years; between 2017 and 2018 the estimated carbon dioxide emissions of the City Region fell by only 0.33%.

Indexed Estimated Local Carbon Dioxide Emission, 2005 to 2018



Source: Department for Business, Energy & Industrial Strategy

Halton has seen their carbon emissions fall the furthest of any local authority area in the City Region since 2005

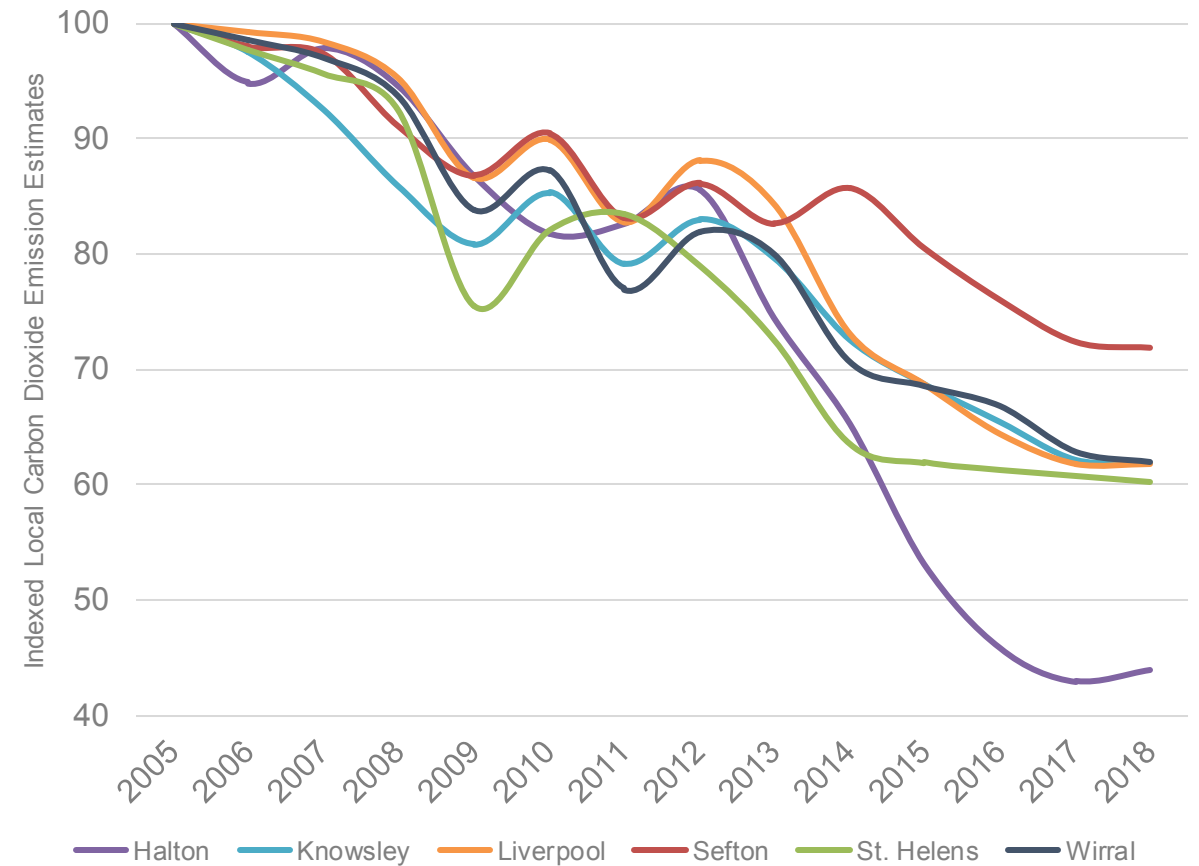
All six local authority areas of the City Region have seen reductions in the carbon dioxide they emit since 2005.

Halton has seen the largest reductions, with the local authority area reducing the amount of carbon dioxide it emit since 2005 by 56%.

Conversely, Sefton has had the lowest relative reduction, with carbon dioxide emissions falling by only 28%.

This said, given its population size, Sefton emitted a small amount compared to other areas of the City Region in 2005 and so can be said to have started from a low base of carbon dioxide emissions.

Indexed Estimated Local Carbon Dioxide Emission, 2005 to 2018



Source: Department for Business, Energy & Industrial Strategy

In 2018, Liverpool and Wirral had the lowest per capita emissions in the City Region

In 2018, Liverpool City Region had a per capita carbon dioxide emissions rate of 4.5 tonnes, lower than both the rate of England and the North West at 5 and 5.3 tonnes respectively. It is also lower than the UK's per capita rate of 5.2 tonnes per person in 2018.

Three of the City Region's six local authority areas had per capita emission rates below that of the national, regional and City Region average; namely Liverpool, Wirral and Sefton. Conversely, St. Helens had the highest per capita emissions rate at 6.5 tonnes.

Estimated Per Capita Local Carbon Dioxide Emission, Tonnes per Resident, 2018



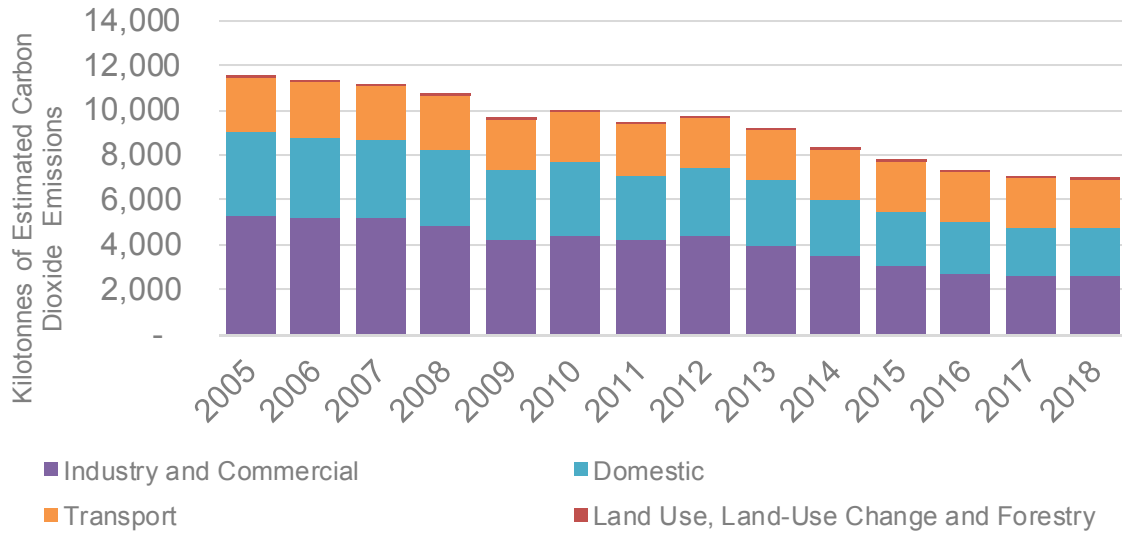
Source: Department for Business, Energy & Industrial Strategy

Emissions from the industrial and domestic sectors have fallen since 2005, whilst transport emissions have been relatively stable

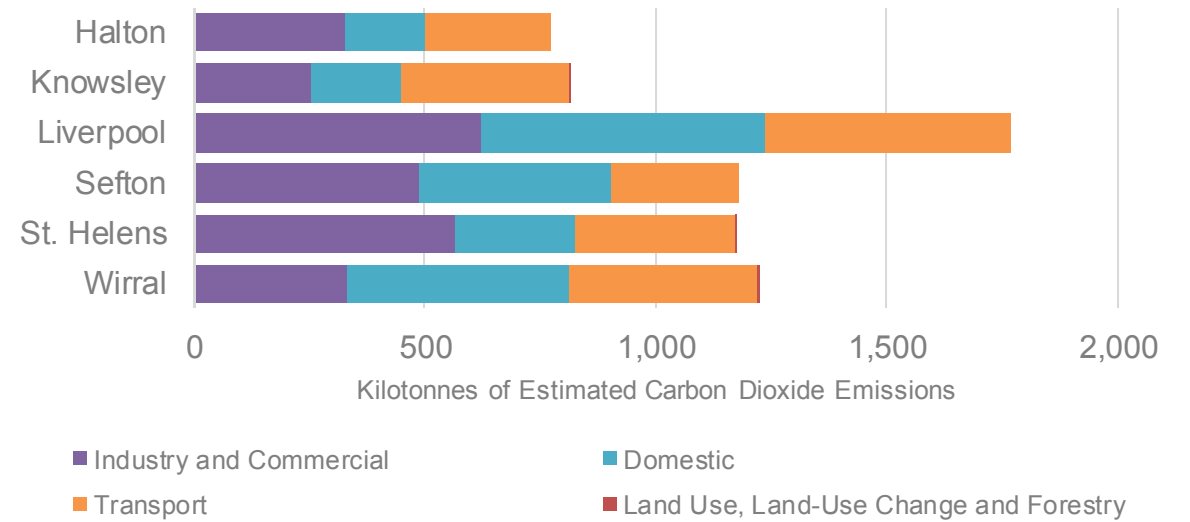
Since 2005, emissions produced by the City Region have fallen in both the industrial and commercial and domestic sectors, however they have remained fairly static in the transport sector.

It is important to note that electricity emissions from train travel are included in the industrial and commercial sectors within the BEIS estimates used in this analysis, as this energy use cannot be isolated to rail usage.

Estimated Carbon Dioxide Emissions by Sector, Kilotonnes, Liverpool City Region, 2005 to 2018



Estimated Carbon Dioxide Emissions by Sector, Liverpool City Region Local Authority Areas, Kilotonnes, 2018



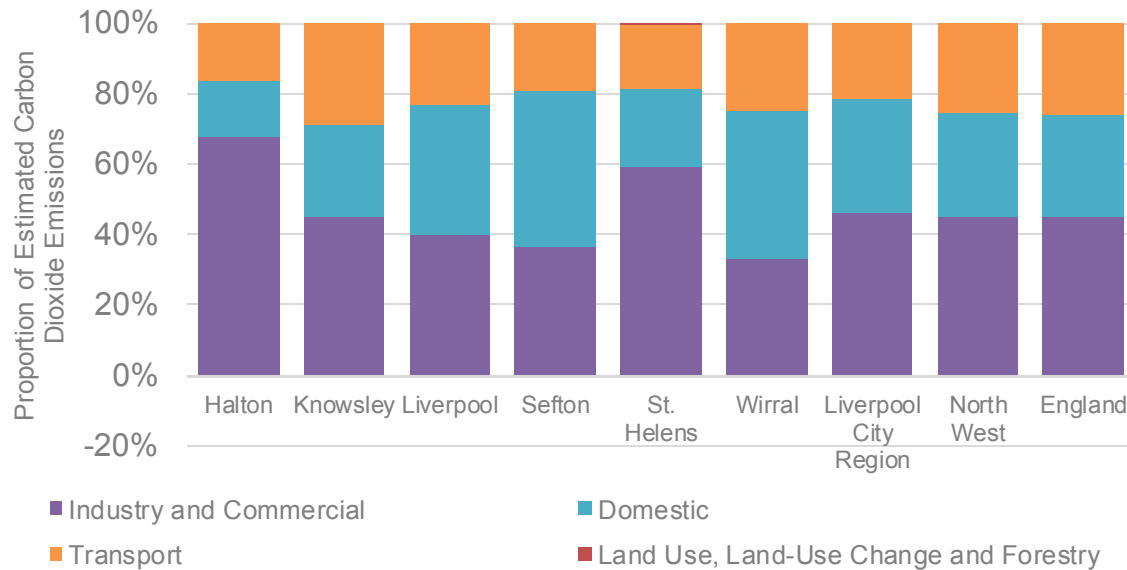
Source: Department for Business, Energy & Industrial Strategy

In both 2005 and 2018 the City Region had proportionally lower emissions from transport compared to the North West and England

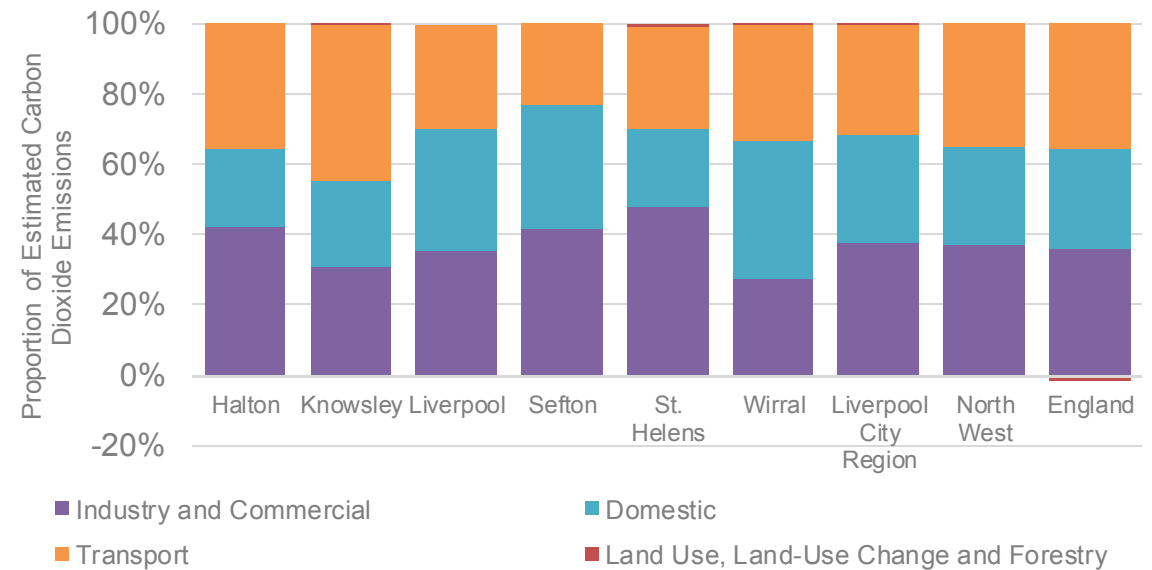
The City Region had proportionally lower carbon dioxide emissions from transport compared to the North West and England in both 2005 and 2018, but with proportionally higher emissions in the industrial and commercial sector in both years.

As a result of fairly stable emissions from transport sources, transport emissions in the City Region have risen from 22% of the total in 2005, to 32% in 2018. In contrast, industrial and commercial emissions have fallen from 46% of the City Region's total in 2005 to 37% in 2018.

Estimated Carbon Dioxide Emissions by Sector, Kilotonnes, 2005



Estimated Carbon Dioxide Emissions by Sector, Kilotonnes, 2018



Source: Department for Business, Energy & Industrial Strategy

Liverpool City Region Spatial Development Strategy Evidence Base

Placemaking and Communities



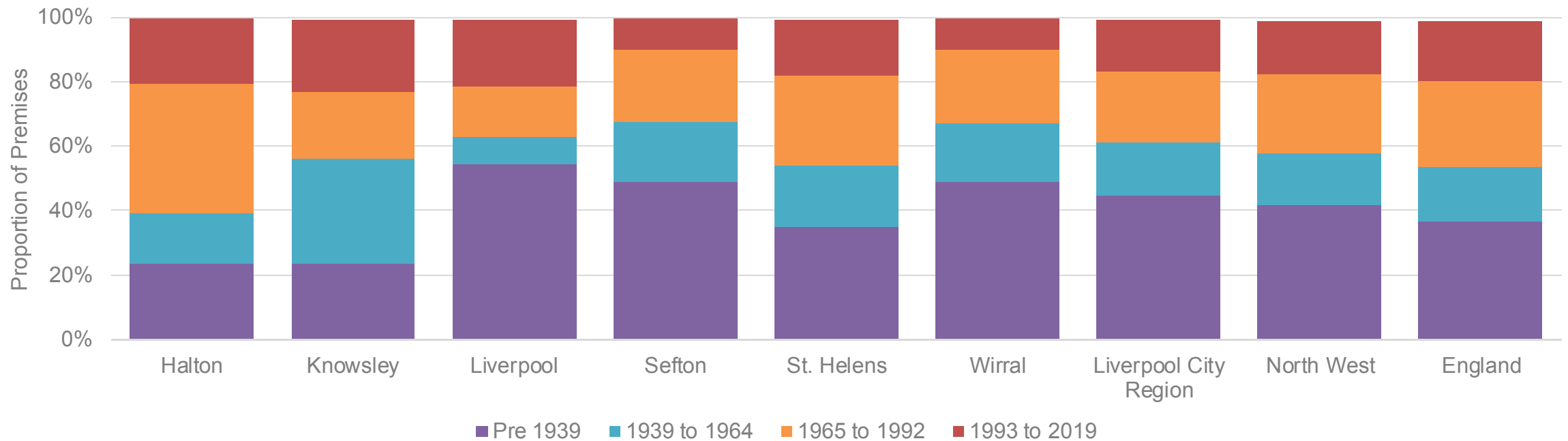
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LIVERPOOL CITY REGION

Liverpool City Region has a high proportion of older domestic properties

Liverpool City Region has an older housing stock than the regional and national averages, with 44% of its dwellings built before 1939 compared to 37% nationally. The estimated median build year of City Region dwellings was 1952 (1936 in Liverpool) compared to 1960 in England.

Age of Domestic Properties by Local Authority Area



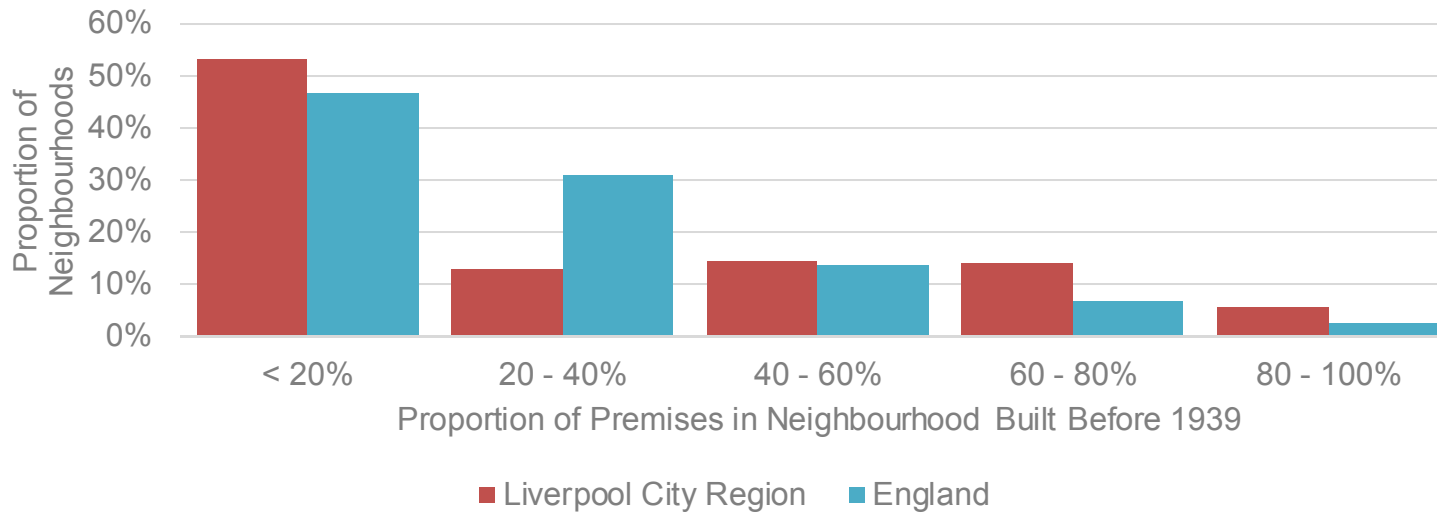
Source: Valuation Office Agency Council Tax: Stock of Properties, 2019

Many of the City Region's neighbourhoods have large concentrations of old housing

More than 60% of dwellings were built before 1939 in a fifth of Liverpool City Region neighbourhoods. This compares to 9% of national areas.

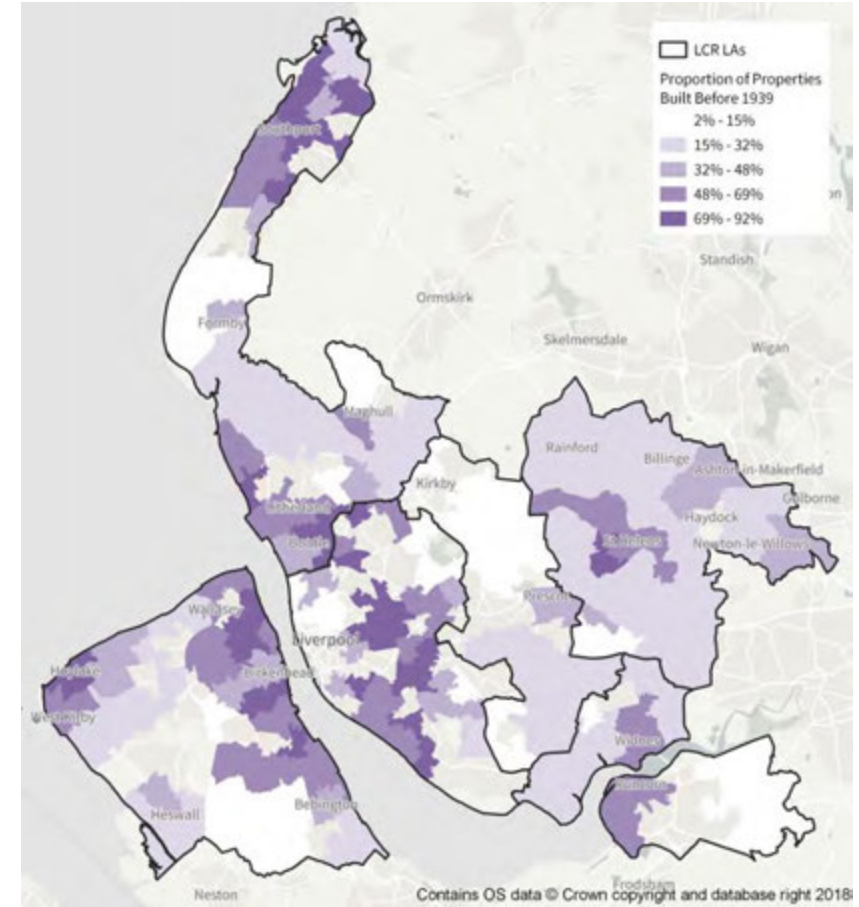
The majority of these areas with older housing stocks are in Liverpool, while there are none of these densely concentrated neighbourhoods in Halton, Knowsley and St. Helens.

Proportion of Neighbourhoods With a Large Pre-War Housing Stock



Source: Valuation Office Agency Council Tax: Stock of Properties, 2019

Proportion of Properties Built Pre 1939



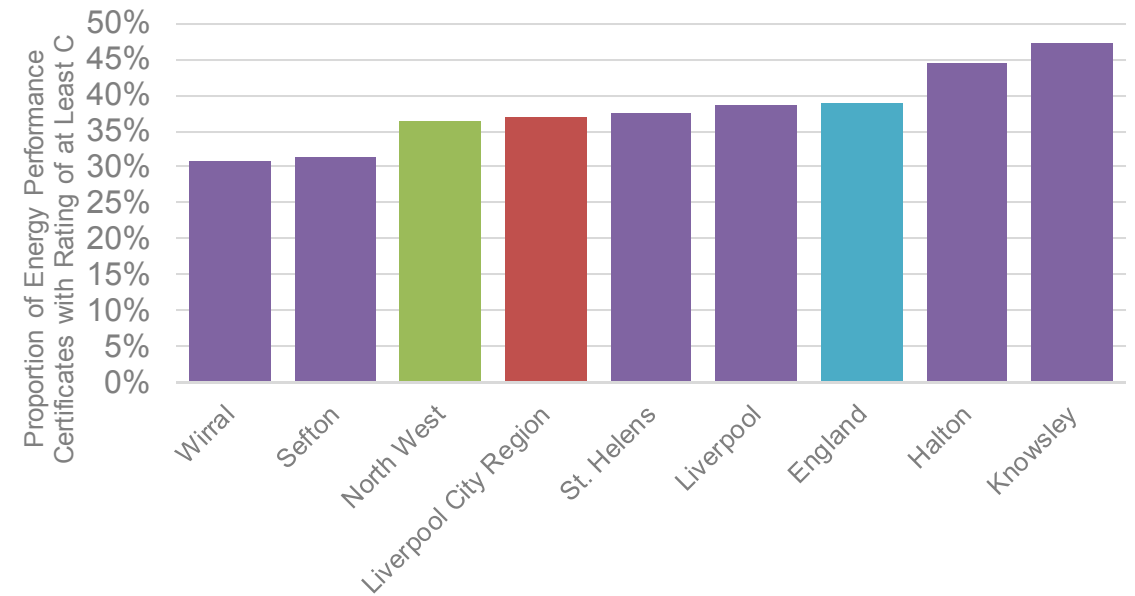
Nearly two thirds of domestic properties in the City Region have low energy efficiency

37% of domestic Energy Performance Certificates (EPCs) lodged in the City Region since 2008 have had an energy efficiency rating of C or better. This is similar to the regional and national averages of 36% and 39% respectively. However, this data excludes dwellings that have not changed occupier since 2008, which is a significant proportion of the housing stock.

Domestic Energy Performance Certificates by Rating Lodged Since Quarter 4 2008



Proportion of Domestic Energy Performance Certificates with Energy Efficiency Rating of at Least C Lodged Since Quarter 4 2008



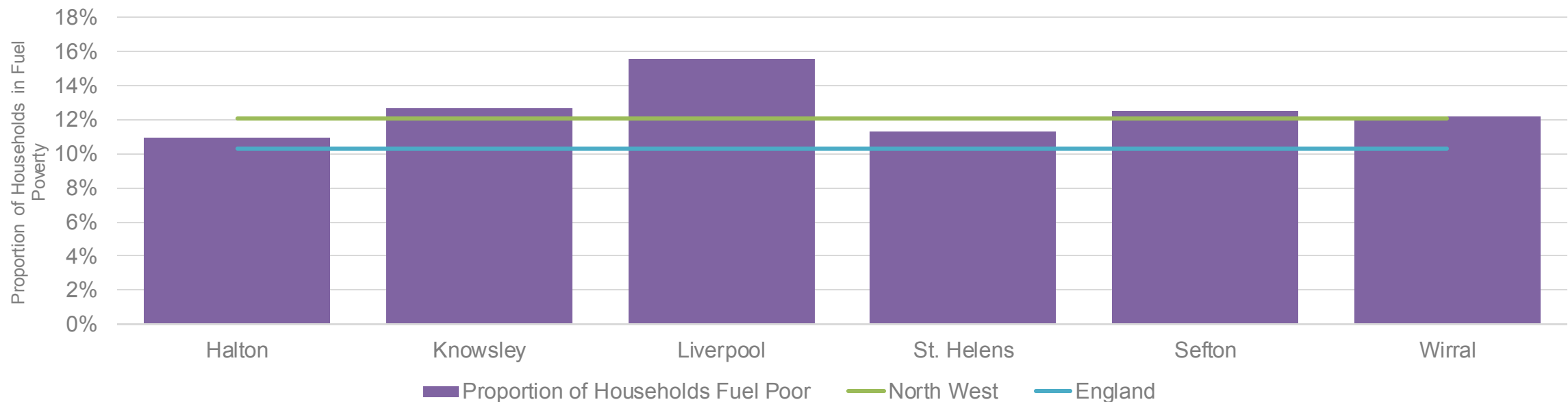
Source: Ministry of Housing, Communities and Local Government, Live Tables on Energy Performance of Building Certificates, 2020

Every local authority area in Liverpool City Region has a higher rate of fuel poverty than the national average

In 2018, within every local authority area of the City Region, a higher proportion of households were in fuel poverty than the national rate of 10.3%. The City Region overall had an estimates fuel poverty rate of 13.2%.

Liverpool had the highest proportion of households in fuel poverty at 15.6%, whilst Halton and St. Helens had the lowest rate of 10.9% and 11.3% respectively.

Proportion of Households in Fuel Poverty, 2018



Source: Sub-Regional Fuel Poverty, Department for Business, Energy & Industrial Strategy

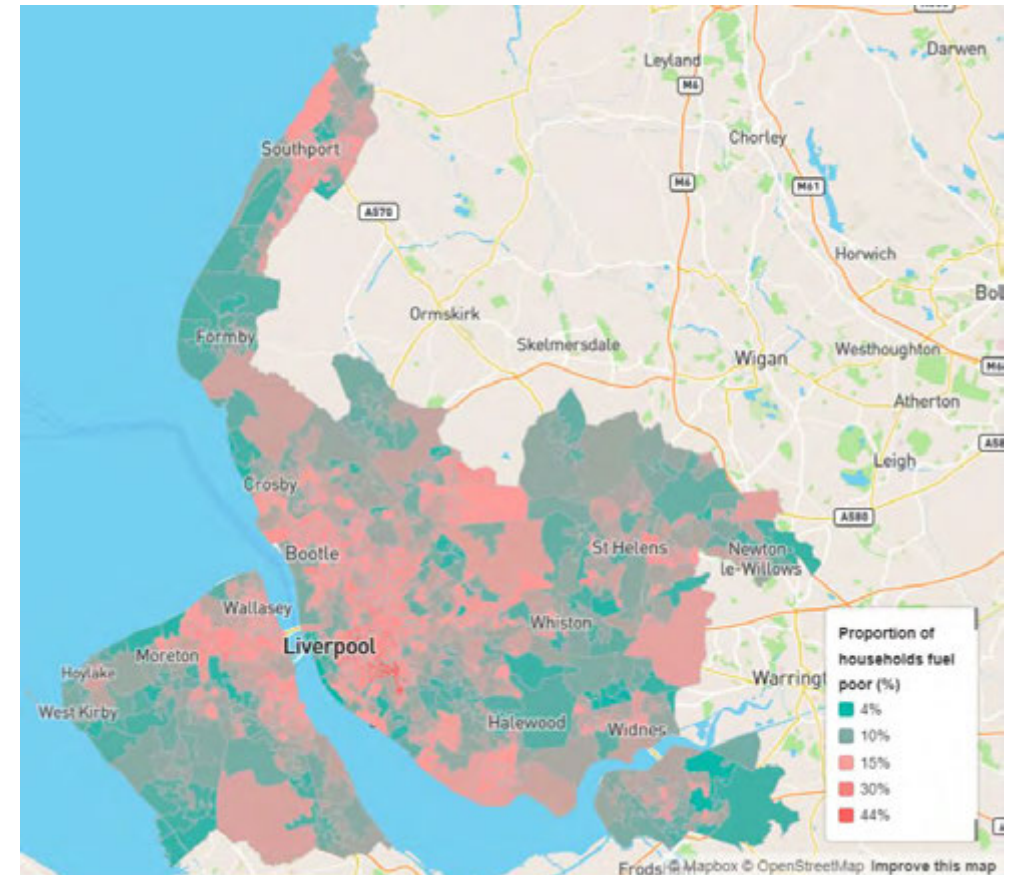
Fuel poverty is mainly concentrated in the deprived areas of the City Region

Lower Super Output Areas (LSOAs) in Liverpool City Region by Proportion of Households in Fuel Poverty, 2018

The map on the right shows the proportion of households in fuel poverty within each neighbourhood of the City Region.

Generally speaking, the more deprived areas of the City Region have the highest rates of fuel poverty. In particular, areas in north and south Liverpool, east Wirral and south Sefton are most impacted by fuel poverty.

Within some areas of Liverpool, the proportion of households in fuel poverty is in excess of 40%.



Source: Sub-Regional Fuel Poverty, Department for Business, Energy & Industrial Strategy

The City Region has proportionately more older people than the England average

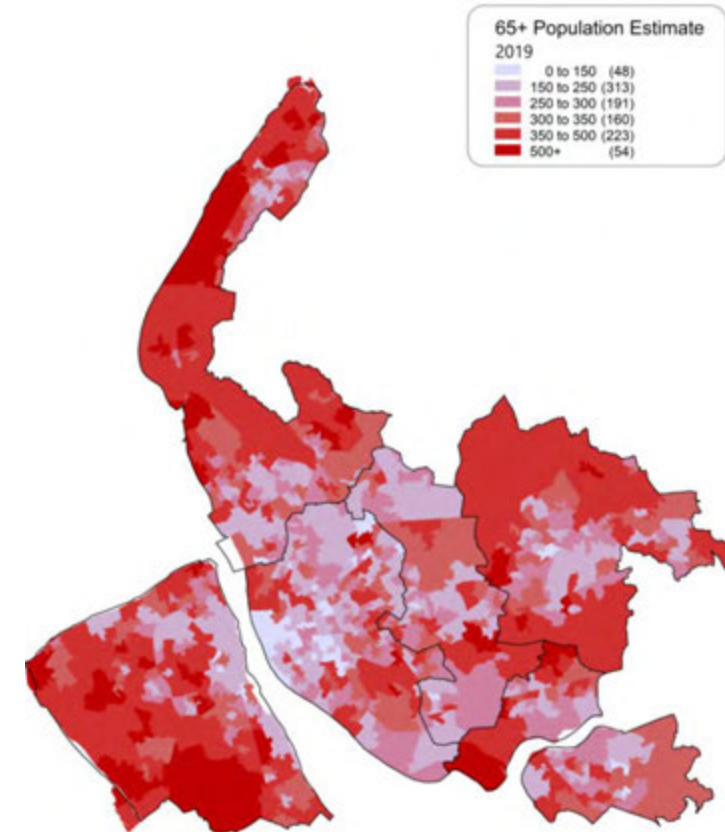
In 2019, it is estimated that 19.0% of the population of Liverpool City Region was aged 65 or above, higher than the figure of 18.4% for England.

The proportion of the population that is working age (i.e. those aged 16-64) was also higher within the City Region compared to nationally, at 62.7% and 62.4% respectively.

Spatially, residents aged 65 and above tend to live away from major population centres and are more concentrated around the rural parts of the City Region.

Population projections by the Office for National Statistics suggest that, by 2050, the 65 and over population will be 24.7% of England's total population.

Estimated Population Aged 65 and Above by Lower Super Output Areas (LSOAs) in Liverpool City Region, Mid-2019



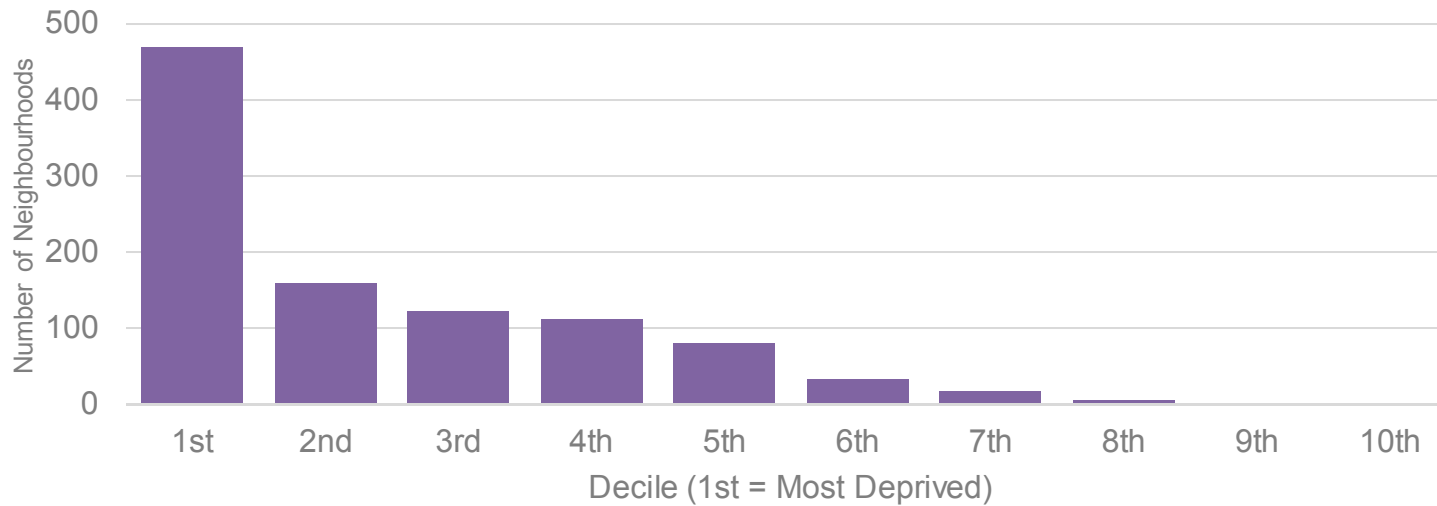
Source: Office for National Statistics, 2019 Mid-Year Population Estimates

Liverpool City Region has high levels of health deprivation and disability

Liverpool City Region has a large number of neighbourhoods with high concentrations of health deprivation, indicating poor health outcomes and high levels of work-limiting illness and disability.

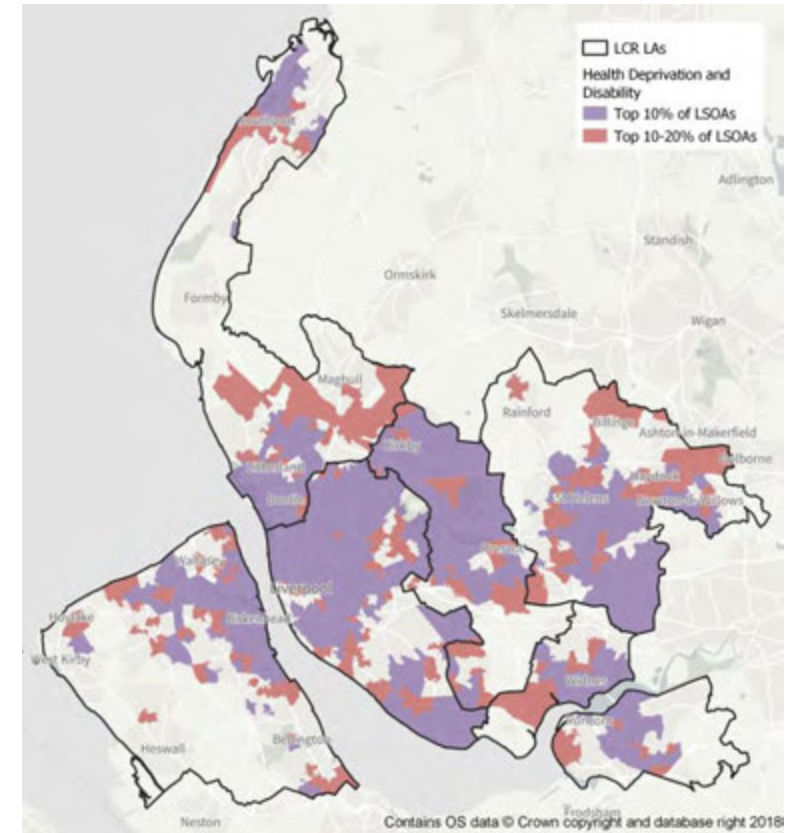
47% of our neighbourhoods are in the top 10% most deprived in the country, underlining the extent of poor health, and potentially mobility issues, in the City Region.

Number of Neighbourhoods in Liverpool City Region by Health Deprivation Decile



Source: Ministry of Housing, Communities and Local Government, Indices of Multiple Deprivation, 2019

Lower Super Output Areas (LSOAs) in Liverpool City Region in Top 20% Most Health Deprived in England, 2019

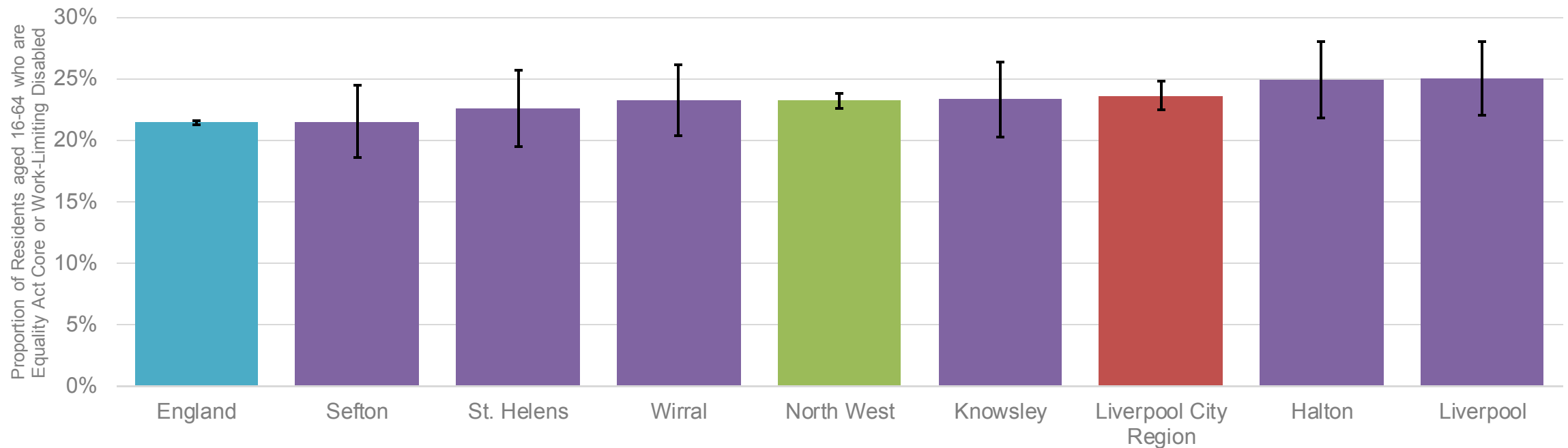


Almost 230,000 people aged 16-64 in Liverpool City Region have a long-term disability that limits their lives or ability to work

Data collected between April 2019 and March 2020 suggests that almost 230,000 people aged 16-64 in Liverpool City Region have a long-term disability that substantially limits their day-to-day activities or limits their ability to work, 23.6% of the total 16-64 population.

This is higher than the rate in England, which is 21.4% of the 16-64 population. The uncertainty in the data makes it difficult to draw any conclusions on the relative proportions of working age disability across the City Region's local authority areas.

Proportion of Residents aged 16-64 who are Equality Act Core or Work-Limiting Disabled, April 2019 – March 2020



Source: Office for National Statistics, Annual Population Survey

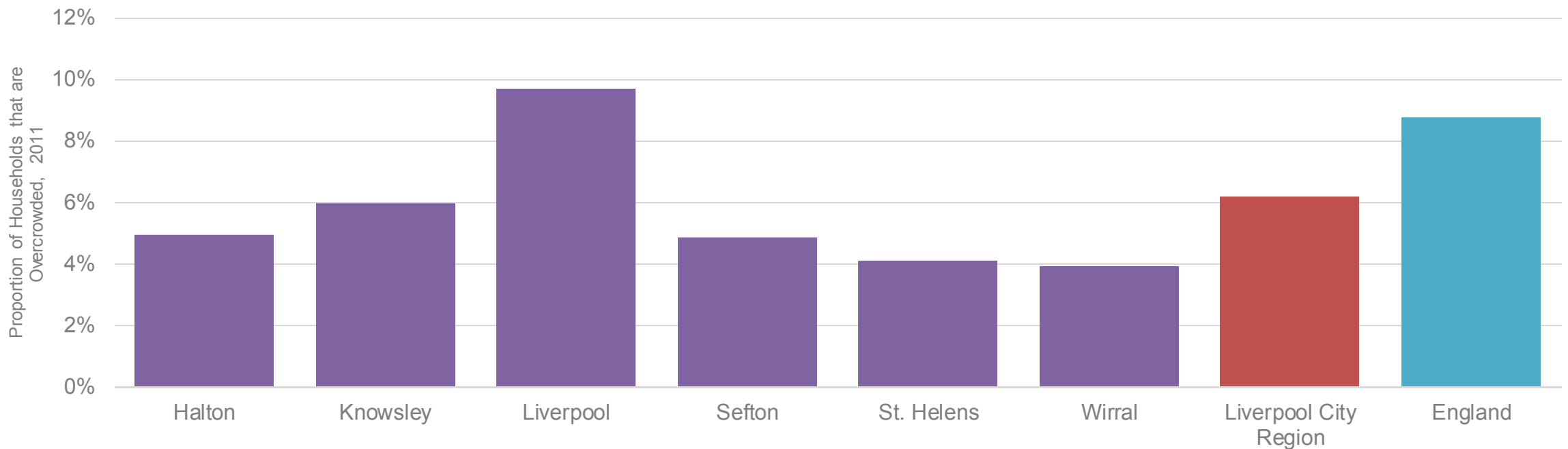
Figures presented with 95% confidence intervals

Fewer City Region residents live in overcrowded households compared to the national average

Around 6% of properties in the City Region are overcrowded, with 1% of properties severely overcrowded. While this is below national average, it is still impacting the quality of life of a significant number of residents.

Liverpool faces the biggest challenge in the City Region, with 10% of households overcrowded. This is the only local authority with a higher proportion overcrowded than the national average.

Proportion of Households that are Overcrowded, 2011



Source: Office for National Statistics, 2011 Census