



**LIVERPOOL
CITY REGION**
COMBINED AUTHORITY

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Liverpool City Region Combined Authority

Local Transport Plan Four Integrated Impact Assessment

Non-Technical Summary





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1 Introduction

1.1 Overview

- 1.1.1. Liverpool City Region Combined Authority (herein referred to as LCRCA) is currently preparing its Fourth Local Transport Plan (LTP4) which will cover the period 2023-2040.
- 1.1.2. As stated in the [Developing a vision for the Local Transport Plan](#) the LTP4 is being developed to allow LCRCA to address new and emerging transport needs to help the city region 'plan for, and deliver a clean, safe, resilient, accessible and inclusive transport system for the movement of people and goods in a way that will deliver its economic, social and environmental ambitions, and achieving a net zero carbon emitting city region by 2035 or sooner'.
- 1.1.3. Through the new LTP4, the LCRCA hopes to bring together its multi-faceted transport systems into a more established and sustainable integrated network.
- 1.1.4. The Liverpool City Region includes the City of Liverpool local authority area plus the Metropolitan Boroughs of Knowsley, St Helens, Sefton, Wirral and the Borough of Halton in North West England. The LCRCA area is shown in **Figure 1-1** overleaf.

1.2 Local Transport Plan 4

- 1.2.1. The LTP4 is being developed to allow LCRCA to address new and emerging transport needs within the region and will be the first local transport plan since the creation of the Combined Authority in 2017.
- 1.2.2. LTP4 will identify transport plans, policies and ambitions for transport services and transport investment for the period 2023-2040, to manage and maintain the City Region's transport network.
- 1.2.3. The LTP's purpose is to set out plans for transport services and investment to 2040. This will help to inform and shape decisions for the future of travel across the City Region. It will play an important in drawing down and allocating the different funds needed to help deliver transport from Government, delivery bodies and third parties.

Figure 1-1 – Liverpool City Region Local Authorities



2 Methodology

2.1 What is IIA?

- 2.1.1. Sustainability Appraisal is a systematic process that is undertaken during the preparation of a plan. Its role is to promote sustainable development by assessing environmental, social and economic impacts, as well as mitigating any potential adverse effects that the plan might otherwise have.
- 2.1.2. The IIA combines the following assessment processes:
- Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment - SEA);
 - Health Impact Assessment (HIA);
 - Equalities Impact Assessment (EqIA); and
 - Habitats Regulations Assessment (HRA).
- 2.1.3. An integrated assessment approach enables synergies and cross-cutting impacts to be identified and avoids the need to undertake and report on separate assessments and seeks to reduce any duplication of assessment work. A single process can improve efficiencies in the assessment itself, as many of the issues covered in the different forms of assessment overlap. This process also helps to simplify outcomes and recommendations for policymakers.

2.2 IIA Components

- 2.2.1. Each component of the assessment has been described below:
- **SA:** The SA process is carried out during the preparation of transport plans and spatial development strategies. Its role is to promote sustainable development by assessing the extent to which emerging plans will help to achieve relevant environmental, economic and social objectives.
 - **EqIA:** The EqIA process focuses on assessing and recording the likely equalities effects as a result of a policy, project or plan. It seeks to ensure that the policy, project or plan does not discriminate or disadvantage people and enables consideration of how equality can be improved or promoted. It covers the following ten Personal Protected Characteristics:

- Age;
 - Disability;
 - Gender;
 - Gender reassignment;
 - Marriage and civil partnership;
 - Pregnancy and maternity;
 - Race;
 - Religion or belief;
 - Sexual orientation; and
 - Socioeconomic status.
- **HIA:** The HIA process is used to identify the likely health effects of plans, policies or developments and to implement measures to avoid negative impacts and promote opportunities to maximise the benefits. There is no formally adopted methodology for HIA although there is a body of practice and guidance at a policy level.
 - **HRA:** The HRA assessment is undertaken to identify whether plans or projects will be likely to have a significant effect on a designated site. The stages of HRA assessment are as follows:
 - Stage 1: Screening: initially identifies the likely impacts upon a Natura 2000 site (sites designated as Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) in the UK) of a plan or project, either alone or in combination with other plans or projects, and considers whether these impacts are likely to be significant;
 - Stage 2: Appropriate Assessment: the detailed consideration of the impact on the integrity of the Natura 2000 sites of the plan or project, either alone or in combination with other plans or projects. This is to determine whether there will be adverse effects on the integrity of the site;
 - Stage 3: Assessment of alternative solutions: the process which examines alternative ways of achieving the objectives of the plans or projects that avoid adverse impacts on the integrity of the Natura 2000 site; and

- Stage 4: Assessment where no alternative solutions exist and where adverse impacts remain: an assessment of whether the development is necessary for imperative reasons of overriding public interest (IROPI).

2.3 IIA Methodology

2.3.1. IIA is a continual process of gathering data and evidence, assessment of environmental effects, developing mitigation measures and making recommendations to refine plans or programmes in view of the predicted environmental effects.

2.3.2. The key stages of the IIA process are the following:

- **Stage A:** Production of a scoping report which sets the context of the Transport Plan, identified other relevant policies, plans and programmes, baseline information and sustainability objectives. This was undertaken in May 2023.
- **Stage B :** Assessment of draft policies and alternative polices and strategic and alternative sites and the preparation of the IIA Report. HIA and EqIA assessments are undertaken at the same time and the findings incorporated into the IIA Report. The report is then consulted on alongside the draft Transport Plan;
- **Stage C:** Assessment of preferred policies and sites and the preparation the IIA Report. HIA and EqIA assessments are undertaken at the same time and the findings incorporated into the IIA Report;
- **Stage D (this stage):** Consultation on the preferred Transport Plan and the IIA Report. The Transport Plan and IIA then undergo independent examination; and
- **Stage E:** Monitoring the significant effects of implementing the Transport Plan.

2.3.3. Full details on the methodology can be found in **Section 3** of the IIA Report.

2.4 Identification of Sustainability Issues and Opportunities

- 2.4.1. The IIA Scoping Report, outlined key baseline information, identified key sustainability issues in the borough and identified future trends which could occur without implementation of the Transport Plan.
- 2.4.2. Following the findings identified at scoping, and updates based on changes in legislation and best practice guidance, an IIA Appraisal Framework has been produced, which was used to guide the assessment process of the plans and strategies.
- 2.4.3. This Appraisal Framework has guided the IIA assessment of the Transport Plan and is shown in **Table 2-1** below.

Table 2-1 – IIA Appraisal Framework

IIA Objective
IIA1: Population and Equalities - To build inclusive communities by increasing connectivity, reducing social exclusion, promoting equity and equality and respecting diversity.
IIA2: Human Health - To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, and green spaces to enable people to connect with nature, supporting active travel, and encouraging healthy lifestyles.
IIA3: Economy and Employment - To support a diverse local economy to foster sustainable economic growth and support Liverpool’s city centre and region and local centres across the LCR
IIA4: Community Safety - To improve the overall safety of the transport network, reduce crime and the fear of crime and ensure all transport users feel safe
IIA5: Biodiversity and Natural Capital - To protect and enhance protected habitats, species and valuable ecological networks that contribute to ecosystem functionality in the LCR contributing to biodiversity net gain.

<p>IIA Objective</p>
<p>IIA6: Landscape and Townscape - To protect and enhance the Combined Authority’s townscapes and landscapes, including both urban and rural environments.</p>
<p>IIA7: Historic Environment - To conserve and enhance the historic environment, including heritage assets (designated and non-designated) and their settings.</p>
<p>IIA8: Flood Risk - To reduce the risk and vulnerability to flooding.</p>
<p>IIA9: Water Quality - To maintain and enhance water quality by reducing levels of pollution from the transport network.</p>
<p>IIA10: Air Quality - To protect and enhance air quality by reducing emissions from the transport network</p>
<p>IIA11: Climate Change Resilience - Ensure that the LCR region is resilient to the effects of climate change.</p>
<p>IIA12: Greenhouse Gases - To reduce greenhouse gas emissions across the transport network, support national and local decarbonisation initiatives and encourage energy efficiency.</p>
<p>IIA13: Noise and Vibration - To reduce exposure to transport related noise and vibration, including noise pollution and nuisance.</p>
<p>IIA14: Waste - To reduce the amount of waste produced and minimise the amount sent to landfill and promote sustainable use of resources and seek opportunities to promote a circular economy.</p>
<p>IIA15: Sustainable use of Resources - To ensure the efficient use of land and protection of soils and geological sites</p>

3 IIA Assessment Findings

3.1 Assessment of Policies

- 3.1.1. The assessment of the Transport Plan policies was carried out in relation to the IIA Objectives. A summary of the significant effects are detailed in **Table 3-1** below. No significant negative effects were identified.
- 3.1.2. It should be noted that the assessment of policies within themes have been standalone assessments, which purely assess the outcome of the application of those policies rather than their relationship with other policies within the Transport Plan.
- 3.1.3. Further details on the assessment of the Transport Plan policies can be found within **Section 6** of the main IIA Report and **Appendix F** to the main IIA Report.

Table 3-1 – Summary of Significant Effects - Policy Assessment

Significance	Number of Significant Effects	Summary of Effects
Significant Positive (++)	25	<ul style="list-style-type: none"> ■ Policies that build inclusive communities through promotion of equity and equality in access to jobs, services, and education improving the overall quality of life (IIA1). ■ Policies that could increase physical activity, healthy lifestyles or mental wellbeing, improving overall health (IIA2). ■ Policies that could increase employment opportunities and encourage investment (IIA3). ■ Policies that could enhance road safety and boost overall community safety (IIA4). ■ The retrofitting of existing transport network facilities with green infrastructure will support wider biodiversity and nature recovery plans (IIA5). ■ Policies aimed at improving placemaking across the region and improving overall townscape (IIA6). ■ New and retrofitted infrastructure will be developed to eliminate negative implications on the drainage network, improving water quality across the region (IIA9). ■ Policies that could result in reductions in air pollutants, improving air quality across the city region (IIA10).

Significance	Number of Significant Effects	Summary of Effects
Significant Positive (++)	25	<ul style="list-style-type: none"> ■ Policies that could improve the borough’s resilience to the effects of climate change including flooding, heat, and storm events (IIA11). ■ Policies that could support reductions in greenhouse gas emissions from the transport network (IIA12). ■ The focus on maximising resources will help to reduce waste quantities associated with transport network construction activities (IIA14).
Uncertain (?)	9	<ul style="list-style-type: none"> ■ Policies where the design and implementation of accessibility features is unclear (IIA1). ■ Policies that do not specify the scale of development in order to assess the impact this will have on the landscape and townscape setting (IIA6). ■ Whilst a modal shift to active travel may reduce noise on the transport network, increased capacity and frequency on public transport may increase noise levels. As a result, there are uncertain conclusions on the overall outcome on noise and vibration at this stage (IIA13). ■ The potential for construction activities to generate wate is currently unknown (IIA14).

3.2 Assessment of Alternatives

- 3.2.1. The SEA Regulations require an assessment of the plan and its “reasonable alternatives”, in addition to those proposed within the draft plan. Without this, there cannot be a proper environmental evaluation of the preferred plan. The assessment of reasonable alternatives does not need include all possible alternatives, but only those that are realistic.
- 3.2.2. The assessment has considered the four alternative whole plan scenarios set out in the LTP. These are as follows:
- **Just about managing:** A business-as-usual model where population and economic growth is weak. Travel use remains car-based, public transport demand is weak and climate change effects start to be felt.
 - **Prioritised Places:** Economic growth is moderate and homeworking rates grow. People increasingly move to more rural and coastal areas and work/life balance is important. Electric vehicles take up is relatively high and people adopt shared forms of travel.
 - **Digitally Distributed:** Green growth has boomed, and electric vehicles and new forms of mobility are growing, making the movement of people and goods much more efficient. More people work from home and live in cities and towns.
 - **Urban Zero Carbon:** The LCR is part of a thriving green economy and people choose to live in cities where public transport use is high as are levels of walking and cycling. Technology makes it easy for people to mix and match how they travel, and transport is much more efficient.
- 3.2.3. The IIA concludes that the preferred approach.

3.3 Findings from other IIA Assessments

EqlA Findings

- 3.3.1. Overall, the policies will likely result in positive impacts on protected characteristic group members in the LCRCA. The policies aim to address a wide range of issues, identified by the key themes above. An overall neutral impact has been given where positive impacts will affect the general public equally and not specifically those from protected characteristic groups.
- 3.3.2. The main protected characteristic groups that will particularly benefit include:
- **Age:** Older people who have reduced mobility and require access to health and other services. Also, children who require access to education and other services;
 - **Disability:** People with a variety of disabilities will benefit from a more accessible, less congested / crowded transport system; and
 - **Deprivation:** Low income groups who require support in accessing employment and education opportunities.

HIA Findings

- 3.3.3. The HIA assessed the LTP4 policies and considered their impact on the key determinants of health. These have been detailed in **Table 3-2** below.

Table 3-2 – HIA Findings

Determinant	Effects
Air Quality	Positive air quality effects are associated predominantly with most policies and the. Improved air quality will have positive health outcomes for all residents, especially infants and young children who are particularly vulnerable to pollutants.
Noise	Indirectly, the reduction in congestion on key highways across the city region as a result of the modal shift away from private vehicle usage may reduce noise pollution on key routes.

Determinant	Effects
Housing	Few policies are likely to enact change to housing and homelessness across the city region. The consideration of strategic housing sites in the specification of enhanced active travel, bus and rail links will, however, support convenient and advantageous housing for residents.
Economy and employment	Positive effects have been identified through the policies in relation to economy and employment. Greater connectivity through inter-regional transport options will enable residents to access employment in a wider area than their immediate residency. A safer, more attractive public space will support good economic growth in the city region, generating investment and boosting the quality of living and health for all residents.
Skills and Education	Positive effects have been identified in relation to skills and education. The strong focus on technological innovation will likely generate a new sector for upskilling and future employment across the city region.
Social cohesion and community safety	A mix of positive and negative outcomes have been identified under social cohesion and community safety. Public realm improvements, alleviation of congestion, and technological innovation will all contribute to lessening the risk of road traffic accidents, fostering feelings of elevated safety and comfort for users. However, the increased ease and affordability of e-scooter usage may generate an increase in road traffic accidents.

Determinant	Effects
Access to services	The transport and spatial planning integrated approach will ensure homes, shops, workplaces, schools and facilities are strategically located and accessible via public and active travel. Ensuring key areas of growth are well serviced by bus and rail will result in positive health outcomes.
Physical Activity	The LTP4 supports the transport hierarchy, positioning active travel modes such as walking and cycling a first-choice travel options. Improved attractiveness of these options will encourage higher engagement with active travel and therefore higher levels of physical activity in the day-to-day lives of residents.
Green Infrastructure	A small number of positive effects have been identified through the policies set out in LTP4 in relation to green infrastructure. Existing infrastructure will be retrofitted and incorporate green infrastructure to help mitigate impacts of climate change on the transport network.
Climate Change Resilience	A small number of positive effects have been identified in relation to climate change resilience. In designing transport systems that are resilient to the effects of climate change as well as retrofitting existing infrastructure to include features equipped to manage weather events such as heat, wind and storm surges.

HRA Findings

- 3.3.4. There are 21 Habitats sites within Liverpool City Region and 10km of its boundary, and there will be implications for some of these sites from the proposals and objectives in the draft LTP4.
- 3.3.5. The draft LTP4 proposes an approach for addressing current and future transport issues in the LCRCA and in this document it has been subject to HRA screening for potential LSE on Habitats sites at a strategic level.
- 3.3.6. The majority of policies have been screened-out due to their nugatory or beneficial effects on Habitats sites. However, it has not been possible to screen out LSE entirely as a number of the identified Habitats sites are located in close proximity (200m) of local and/or strategic road routes and areas of land that may be affected by the non-location/detail specific high-level measures. Therefore, six policies (G2-2, G2-4, G2-5, G2-6, G2-7 and G3-2) have been screened-in for their further consideration at Stage 2 – Appropriate Assessment.
- 3.3.7. These policies are related primarily to driving a modal shift towards sustainable transport options but contain aspects that suggest either land take to facilitate active travel and/or the potential for traffic re-distribution arising as a direct result of the policies. Due to the uncertainty of where new measures may be constructed or where traffic re-distribution may occur, which could contribute to an increase in air pollution impacts at Habitat sites where this is a known pressure or threat, it cannot be concluded that there is no pathway to likely significant effects associated with these policies.

4 Cumulative Effects

4.1 Introduction

4.1.1. A cumulative effects assessment was undertaken for the IIA. This looked at two different types of cumulative effects – Intra-project and Inter-project. These are defined as follows:

- **Intra-project effects:** Consideration of how different proposed policies and sites within the LCRCA may interact and cause cumulative effects on a receptor; and
- **Inter-project effects:** How the proposed policies and sites within the LCRCA could cause cumulative effects in association with other plans, policies and projects in the surrounding area.

4.2 Intra-project Effects

- 4.2.1. The proposed policies within the Transport Plan resulted in the following intra-project cumulative effects. Further details on the assessment of the inter-project cumulative effects can be found within **Section 9.2** of the main IIA Report.
- 4.2.2. Positive effects have largely been identified for IIA objectives where policies contribute to improving the health, safety, employment and overall quality of life for city region residents. For example, the uptake of active travel encouraged by all goals will directly boost physical activity levels and the health and wellbeing of those engaging with it. Positive effects have also been identified in relation to air quality, climate change resilience, greenhouse gases and waste.
- 4.2.3. Mixed positive and negative effects have been identified for noise and vibration and sustainable use of resources. Whilst a well maintained, less congested network will contribute to reduced noise levels, construction of new transport infrastructure will likely cause a temporary increase in noise and vibration pollution in the local area. Given policies do not specify sites for the construction of transport infrastructure, a mix of positive and negative effects may arise dependant on sites selected. Construction on brownfield will be beneficial to the sustainable use of land across the city region, whereas construction on open land will have adverse effects on biodiversity and natural capital.

- 4.2.4. Negligible effects have been identified for historic environment, flooding and water quality. These three IIA objective are not anticipated to be affected as a result of the LTP4, resulting in an absence of cumulative effects.

4.3 Inter-Project Effects

- 4.3.1. An assessment of the potential cumulative effects of the Transport Plan in association with other plans, policies and projects in the surrounding area was completed, looking at the potential impacts at a strategic level. Further details on the assessment of the inter-project cumulative effects can be found within **Section 9.3** of the main IIA Report.
- 4.3.2. The following plans were considered:
- Liverpool City Region Plan for Prosperity 2022;
 - Liverpool City Region Corporate Plan 2021-2024;
 - Neighbouring Local Plans; and
 - Neighbouring Transport Plans.
- 4.3.3. Potential positive effects were identified for population and equalities, human health, economy and employment, community safety, and climate change resilience.
- 4.3.4. Potential negative effects were identified for population and equalities, human health, landscape and townscape, air quality, and noise and vibration.
- 4.3.5. Potential mixed positive and negative effects were identified for population and equalities, human health, biodiversity and natural capital, landscape and townscape, air quality, climate change resilience, greenhouse gas emissions, waste and sustainable use of resources.

5 Mitigation, Enhancements and Monitoring

5.1 Mitigation and Enhancements

- 5.1.1. Mitigation of significant negative effects of the plan and enhancement of positive effects are a key purpose of IIA. The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan.
- 5.1.2. The mitigation measures proposed in **Table 5-1** are designed to avoid or reduce the effects identified as potentially negative through the policy assessment and cumulative effects assessment on the IIA Objectives. The table also includes enhancement measures, that aim to optimise positive impacts and enhance sustainability.

Table 5-1 – Mitigation and Enhancement Measures

IIA Objective	Mitigation / Enhancement
IIA1: Population and Equalities	Ensure the needs and aspirations of groups with protected characteristics are considered in delivering transport solutions, in addition, including those from low income households.
IIA1: Population and Equalities	Educational measures will need to be in place to support the transition to both digital ticketing and payment for travel.
IIA1: Population and Equalities	The accessibility of sustainable transport modes including the use of e-scooters and e-bikes can be improved through frequent, convenient, and affordable parking provisions throughout the city region. Parking and facilities for these schemes should not present physical barriers to users.
IIA1: Population and Equalities IIA2: Human Health	Active travel infrastructure should be accessible and inclusive. Cycleways should provide enough space for adapted cycles such as tricycles, tandems and wheelchair cycles.

IIA Objective	Mitigation / Enhancement
IIA1: Population and Equalities IIA2: Human Health IIA6: Landscape and Townscape	Improvements to public realm and particularly street furniture should also seek to improve wayfinding and provide permeability across the transport network, especially for those with mobility constraints e.g. Wheelchair users, pushchair users.
IIA3: Economy and Employment	Where technological innovation generates employment opportunities, jobs should be filled by city region residents in the first instance.
IIA4: Community Safety	Educational measures will need to be in place to support the introduction of e-scooters to the city regions highways.
IIA4: Community Safety	Energy saving plans including the provision of LED lights for streetlighting should not compromise feelings of safety travelling through the city region at night.
IIA5: Biodiversity and Natural Capital	Green infrastructure and urban greening should be incorporated into public realm adjustments for an integrated transport network.
IIA5: Biodiversity and Natural Capital	Consideration needs to be given to the potential effects of construction of developments (noise, vibration and air pollution) on biodiversity, including designated sites. A Lighting Strategy should be prepared to minimise light spill onto retained or newly created habitat features.
IIA5: Biodiversity and Natural Capital	Increasing habitat for pollinators along the transport corridors will lead to long term enhancements for insects and the species that depend upon them.

IIA Objective	Mitigation / Enhancement
IIA5: Biodiversity and Natural Capital	Plants and trees should be carefully considered, in particular, hardy species that are resistant to pollution. Further inclusion of bird boxes and bug hotels will help to boost biodiversity.
IIA6: Landscape IIA7: Historic Environment	Sensitive design should be considered for any new developments to ensure positive effects on local heritage assets and landscapes.
IIA7: Historic Environment	Promoters and designers should liaise closely with the LCRCA, local authorities and Historic England to avoid or minimise negative effects, such as land take and light pollution, whilst seeking to maximise benefits, such as tranquillity.
IIA7: Historic Environment	Where transport infrastructure is being built and/or improved within, or close proximity to designated historic assets, visual effects assessment should be undertaken to determine magnitude of impact and possible mitigation.
IIA7: Historic Environment	Site specific studies, such as archaeological desk-based assessment and fieldwork, may also be necessary to provide adequate information.
IIA8: Flooding	<p>As flood risk is a key risk in relation to climate change, any intervention that introduces physical infrastructure (either new infrastructure or upgraded) should provide flood defence opportunities or flood risk benefit where practicable.</p> <p>Sustainable urban drainage solutions should also be incorporated into design to further increase resilience to flooding and climate change.</p>

IIA Objective	Mitigation / Enhancement
IIA11: Climate Change	Development should ensure design that is resilient to the current and future risks of climate change i.e. extreme heat, cold and precipitation.
IIA11: Climate Change	Any form of construction and operation should be undertaken as sustainably as possible, making use of tools and processes, such as circular economy, waste hierarchy etc.
IIA12: GHGs	Sustainable design and construction techniques should be promoted such as low energy lighting and opportunities for renewable energy regeneration.
IIA13: Noise	Acoustic assessments should be undertaken to establish baseline noise. Where possible, new developments which could increase noise levels, should avoid existing noisy locations. Incorporation of low-noise surfaces and noise barriers should be considered as part of design.
IIA14: Waste	Interventions should consider waste generation and resource use in planning and design to increase resource efficiency and improve operational efficiency. Consideration at the procurement stage should be given to resource hierarchy.
IIA14: Waste	The reuse of existing materials should be done so under conditional circumstances, including contamination assessments.

IIA Objective	Mitigation / Enhancement
IIA15: Efficient use of Land	<p>Where land take is required, preference should be given to brownfield land/ previously developed land and avoidance of the best and valuable land.</p> <p>Proposed sustainable transport infrastructure such as cycle lanes, bus lanes and footpaths, should where appropriate, prioritise the reallocation of the highway network.</p>

5.2 Monitoring

- 5.2.1. The SEA Regulations require that monitoring is undertaken on a plan so that the significant effects of implementation can be identified, and remedial action imposed. The aim of monitoring is to check whether the plan is having the significant effects that were predicted in the IIA (including cumulative effects), and to deal with any unforeseen problems.
- 5.2.2. Those remaining significant effects (albeit uncertain effects) that remain following the implementation of the mitigation and enhancement measures above include the following:
- IIA5: The loss of biodiversity/ the number of new developments achieving biodiversity net gain;
 - IIA7: Potential negative effects from new developments on heritage assets; and
 - IIA13: Potential increases in noise at certain locations.
- 5.2.3. **Table 5-2** below sets out those monitoring measures which could be suitable in monitoring those uncertain residual effects outlined above. Targets have been taken from the draft LTP4.

Table 5-2 – Proposed Monitoring Measures

Potential Uncertain effect	What could be monitored?
Potential negative effects on biodiversity	<p>The number of biodiversity enhancement schemes implemented through LTP4 schemes.</p> <p>The loss biodiversity through the implementation of the LTP4.</p> <p>Seek the achievement of the biodiversity net gain through application of Natural England’s Biodiversity Metric 4.0.</p>
Potential negative effects on the historic environment	<p>The number of historic assets (statutory and non-statutory) negatively affected by LTP4 schemes.</p> <p>The number of historic assets (statutory and non-statutory) benefiting from conservation and enhancement measure as a result of LTP4.</p>
Increase in noise in NIAs	<p>The number of developments located within NIAs.</p> <p>Noise assessments submitted with planning applications within NIAs.</p>

6 Next Steps

- 6.1.1. LCRCA is seeking the views of statutory bodies, the public and other stakeholders on the results of the IIA. Consultation at this stage continues to ensure that the IIA provides a robust assessment of the LTP.
- 6.1.2. This IIA Report will be issued to consultees for consultation alongside the draft LTP for a 10-week period between October and December 2024.
- 6.1.3. An indicative timetable of the remaining stages of the IIA and LTP have been included in **Table 6-1** below.

Table 6-1 – Indicative Transport Plan and IIA Timetable

IIA/ Transport Plan Stages	Timescales
Consultation	October - December 2024
IIA Updates	Winter 2025
LTP4 Adoption	Winter - Spring 2025
IIA Post Adoption Statement	Winter - Spring 2025



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