SOCIO - ECONOMIC IMPACT ASSESSMENT

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20. SOCIO - ECONOMIC IMPACT ASSESSMENT (SEIA)

20.1 Introduction

20.1.1 This chapter describes the likely significant effects which have the potential to occur as a result of the construction and operation of the Project including the Proposals pursuant to the Further Applications on social receptors within and surrounding Halton Borough1. Social receptors used within the assessment are detailed further in paragraph 20.5.5 and include all human receptors within the study area. To do this, the principles of social impact assessment, defined as “the process of analysing, monitoring and managing the potential intended and unintended socio-economic consequences, both positive and negative, of planned interventions (such as policies, programs, plans, Projects) and any social change processes invoked by those interventions.” (Ref.1), were used.

20.1.2 The Project including the Proposals has the potential to have significant beneficial and adverse effects to individuals and groups within the study area through a number of impacts. Some of the resulting effects have the potential to be exacerbated by the fact that Halton Borough has high levels of deprivation compared to the rest of the UK. It is now ranked 27th of 354 local authorities in England. It is therefore of increased importance that the Proposals facilitate where possible the reduction of deprivation within Halton Borough. To that end, the development of the Mersey Gateway Sustainable Transport Strategy, together with the Mersey Gateway Regeneration strategy and their subsequent impact on the LTP3 and the revised Core Strategy provide important mitigation for potential socio-economic effects of the Project including the Proposals and are discussed in the mitigation section.

20.1.3 The Proposals comprised in the Further Applications affect the Project specifically as follows:

a. Adoption of Open Road Tolling Technology from opening, as opposed to the barrier tolling authorised by the Permissions and Orders;

b. Redesign of the on- and off-slips at the formerly proposed Widnes Loops Junction to remove the loops configuration from the proposals and provide a grade separated roundabout junction;

c. Changes to the vertical alignment of the mainline of the Project as a result of other design changes;

d. Adjustments to the alignment at Lodge Lane Junction to remove the need to replace the existing busway bridge; and

e. Adoption of urban highway standards in some locations where rural standards had been used

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1 Within this Chapter reference is made to Halton Borough and Halton Borough Council. In the interests of clarity and for the purpose of this chapter and supporting figures/appendices ‘Halton Borough’ refers to the geographic unit and ‘Halton Borough Council’ to the administrative.

2 Although termed Social Impact Assessment it should be noted that it is within the scope of that process to examine socio-economic effects, that is, effects on employment but only at a local level; not wider economic effects.
20.2 Purpose of the Study

20.2.1 This study was carried out in order to assess the effects of the Project and the inclusion of the Proposals on social receptors within and surrounding the Borough of Halton. The importance of assessing social effects in policy terms is outlined in Table 20.22 by reference to relevant legislation, policy and background information. Although not traditionally formally part of the requirements in EIA legislation, recent government policy and plans have recognised the need to assess potential impacts in a more holistic manner, using sustainability goals and aspirations. Therefore, the inclusion of social and economic factors is now seen as an important method of assessing the implications of proposed Projects. Details of the Project including the Proposals can be found in Chapter 2. This assessment also assesses the options proposed for Victoria Road, Widnes and for St Helens Canal Bridge. The impact of each of the options is considered as part of the different sections of this chapter.

Table 20.22 Summary of Proposals:

<table>
<thead>
<tr>
<th>Area</th>
<th>Summary of Proposals</th>
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| A – Speke Road | a. Toll plazas removed;  
b. Extent of overall works reduced to reflect removal of toll plazas;  
c. Slip roads and embankments re-designed to reflect removal of toll plaza, low retaining wall added on northern off slip; and  
d. The reduced extent of the works means there will be no requirement for any works that might affect either Stewards Brook or the Old Lane Subway. |
| B - Ditton Junction to Freight Line | a. Toll plazas removed;  
b. Slip roads and embankments re-designed to reflect removal of toll plazas;  
c. Main alignment shifted north to reduce adverse effects during construction in terms of disruption to road users; and  
d. Providing flexibility in approach to structure design |
| C - Freight Line to St Helens Canal including the Widnes Loops Junction | a. Toll plazas removed;  
b. Junction, slip road and embankments re-designed (as roundabout) to reflect the removal of the toll plazas;  
c. Alternative construction of embankment / structures at Victoria Road;  
d. Revisions to the alignment to take account of the changes including a reduction in the vertical alignment and moving of the horizontal alignment to the south; and  
e. Providing flexibility in approach to structure design |
| D - Mersey Gateway Bridge | a. Provision of greater flexibility in design details of the New Bridge covering the deck design and cable arrangements including removal of potential provision for future light rapid transit;  
b. Revision to the northern abutment and the New bridge to tie into the lower vertical alignment in Area C. This revision does not affect the navigational clearances and the clearance over St Helens Canal’s canal is maintained;  
c. Re-location of the northern abutment to avoid high pressure gas main on the southern side of St Helens Canal, this will involve the abutment moving to the south east (towards the salt marsh) and alteration to the extent of the narrowing of the canal;  
d. Alternative construction of St Helens Canal Bridge; and  
e. Providing flexibility in approach viaduct design |
| E - Astmoor Viaduct | a. Provision of greater flexibility in design details of the New Bridge covering the deck design; and  
b. Providing flexibility in approach viaduct design |
| F - Bridgewater Junction | a. Minor re-alignment of slip roads and associated embankments;  
b. Extent of slip road works reduced; and  
c. Providing flexibility in approach to structure design |
| G - Central Expressway, | a. Re-alignment of Calvers Road omitted;  
b. Merge / diverge to Halton Lea reinstated;  
c. Addition of retaining walls and traffic signals at Central Expressway slips to |
<table>
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<tr>
<th>Area</th>
<th>Summary of Proposals</th>
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</table>
| Lodge Lane and Weston Link Junction       | accommodate design developments;  
d. Existing Busway bridge retained with adjustments in line / level to fit alignment through existing bridge;  
e. Simplified route for footway/bridleway at Weston Link Junction; and  
f. Overall extent of slip road works reduced; and  
g. Providing flexibility in approach to structure design. |
| H - M56 Junction 12                       | a. No changes to proposals.                                                          |
| I - Silver Jubilee Bridge and Widnes De-Linking | a. Removal of toll plazas; and  
b. Queensway reduced to three lanes to accommodate cycle/footway over existing structures |

20.2.2 A scoping exercise was undertaken in 2007 to determine the geographical extent of the socio-economic assessment and the social groups that would form the focus of the assessment. This was updated and inputted to the 2011 scoping report (ref 58). In addition, the social issues addressed throughout the impact assessment were determined based on technical experience, relevant guidance, social literature and relevant case studies. The output of the scoping exercise identified which key vulnerable groups within the study area should be included within the assessment. The vulnerable groups and data used to define these groups within this study are detailed in Table 20.2. Census data referred to within Table 20.2 was collected for all Lower Layer Super Output Areas (LSOAs) within Halton Borough Council.

20.2.3 The impact assessment was undertaken in line with The International Principles for Social Impact Assessment (Ref. 1), produced by the International Association of Impact Assessment (IAIA2003).

20.2.4 Vanclay (2003) (Ref. 1) states that SIA can be defined as ‘analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of planned interventions (policies, programmes, plans, Projects) and any social change processes invoked by those interventions’. Vanclay (2003) (Ref. 1) states that a comprehensive SIA should include an assessment of changes to the following:

  a. People’s way of life;  
  b. People’s culture;  
  c. People’s communities;  
  d. The current political systems;  
  e. The current environment;  
  f. Health and Wellbeing;  
  g. Personal and Property Rights; and  
  h. Fears and Aspirations.

20.2.5 This chapter has taken these criteria into consideration within the effects assessment of the Project. This chapter particularly considers the socio-economic consequences of the Project and the inclusion of the Proposals, and also the consequences of their inclusion. Particular regard has been had to impacts on population structure, local employment opportunities, perception of, or actual health and safety issues for individuals in Halton Borough, access to

3 Vulnerable is used to mean those people who might be more susceptible to negative health or social impacts from the proposed development. It is acknowledged that not all people within a ‘vulnerable group’ will be equally vulnerable. However, there will be more people who are vulnerable within the specific group than are vulnerable outside that group.

4 These are areas of equal population size (an average of 1500 people) and are therefore comparable. In addition, they will not change with alterations to ward boundaries, as they are not politically based.
facilities and social networks around Halton Borough and availability of amenity and recreational land in Halton Borough. Details of these aspects are in Table 20.4 in this Chapter.

20.2.6 A series of advanced works are either being carried out, or are planned to be carried out, for the Project including the Proposals. These comprise:

a. Site clearance
b. Demolition
c. Service and utilities diversions
d. Remediation at Catalyst Trade Park / Thermphos

20.2.7 The activities associated with these operations were assessed as part of the Orders ES and are covered by the assessments in the Further Applications ES.
20.3 Study Area

20.3.1 The study area for the socio-economic assessment has not changed since the Orders ES.

20.3.2 The geographical extent of the study of socio-economic effects was determined by the likely extent of direct social related effects associated with the Project including the Proposals. Social effects were primarily assessed at a local level within the Borough of Halton. Effects of the Project including the Proposals on social receptors from outside of Borough were also considered where relevant. The economic study area was defined using travel to work distances and the likely extent of travel in relation to the New Bridge and therefore, taken as a 40 minute drive from the New Bridge.

20.3.3 The study area used within the assessment incorporates the potential extent of changes in surface water quality, land use, landscape and visual amenity, contamination, waste, air quality, noise levels, navigation, traffic flows and wider economic impacts, resulting from the Project including the Proposals. The areas considered within these assessments, with regards to social receptors are detailed in Chapters 8, 9, 12, 14, 15, 16, 17, 18 and 19 of this ES. A specific emphasis was placed on those communities within LSOAs that are in close proximity to the Project including the Proposals. The Project including the Proposals passes directly through 14 LSOAs within the wards of Beechwood, Castlefields, Halton Castle, Halton Brook, Halton Lea, Heath, Mersey and Riverside, as shown in Figure 20.1. It is likely that impacts resulting from the Project including the Proposals will have the greatest effects to these communities as they are directly adjacent to Project activities.

20.3.4 In some cases reference within this chapter is made to specific Project including the Proposals construction areas designated A – I. These areas are detailed in Figure 2.1 (Chapter 2).

20.3.5 Consideration was also given to vulnerable groups within communities in Halton Borough Council who are likely to be particularly sensitive to effects associated with the development of the Project including the Proposals. These groups are detailed further in Table 20.2.
20.4 Relevant Legislation, Planning Policy and Background

20.4.1 Table 20.1 presents a summary of relevant national, regional and local legislation and policies applicable to the assessment of social issues within Halton Borough that are relevant to the Project including the Proposals. The policies and legislation detailed below were used to help determine the relevant socio-economic baseline of Halton Borough detailed in Section 20.6 and effects assessment categories used within this Chapter.

<table>
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<tr>
<th>Policy, Legislation and Background</th>
<th>Summary of key issues identified for the Socio-Economic Impact Assessment</th>
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<tbody>
<tr>
<td><strong>International</strong></td>
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<tr>
<td>European Structural Funding</td>
<td>At an international level Merseyside is recognised as an area eligible for European Structural Funding. European Funding is provided by the European Union (EU) and supports poorer regions of Member States by providing funds to help them regenerate their economies and create new jobs (Ref. 2). There are four funding initiatives provided, which include: European Regional Development Fund (ERDF); European Social Fund (ESF); European Agricultural Guidance and Guarantee Fund (EAGGF); and Financial Instrument for Fisheries Guidance (FIFG). Funding from these sources is provided at 3 levels, varying from Objective 1 (being the highest level of funding) to Objective 3 (lowest level of funding). Objective 1 funding is provided to areas to deliver structural adjustment and development in EU regions that are lagging behind. Eligible areas are those that have less than 75% of EU average Gross Domestic Product (GDP) per capita. Merseyside which lies adjacent to, but does not include the study area, is the only area eligible for Objective 1 funding within the North West. Projects and initiatives within Halton are funded under Objective 2. European Structural Funding under the Northwest European Regional Development Fund (ERDF) Programme 2007-2013, provides a single ERDF Programme for the Northwest, known as the Northwest Operational Programme (NWOP). Funding is outlined by the North West Competitiveness Operational Programme 2007-2013. Five priorities are set for the ERDF 2007-2013: 1. Stimulating Enterprise and Supporting Growth in Target Sectors &amp; Markets (£141m of ERDF) 2. Exploiting Innovation and Knowledge (£141m of ERDF) 3. Creating the Conditions for Sustainable Growth (£108m of ERDF) 4. Growing and Accessing Employment (£110m of ERDF) The NWOP provides the structure to achieving the ERDF targets which include: creating 26,700 net additional jobs, improving the region’s annual Gross Value Added (GVA) by £1.17 billion and a 25% reduction in additional CO₂ emissions generated from programme investments. Halton Borough Council is currently in receipt of European Structural Funding, for example the REECH (Renewables and Energy Efficiency in Community Housing) Project recently received £7.78 Million for energy efficiency improvements in residential buildings in Merseyside and Halton.</td>
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### Policy, Legislation and Background

<table>
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<tr>
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<td>Funding is awarded over seven year blocks and the current period runs from 2007-2013. There are 2 main types of funding:</td>
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<td>1. Structural Funds</td>
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<td>2. Community initiatives funding</td>
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The ‘Quality of Life’ within England has been targeted through a 1994 EU initiative; Single Regeneration Budget (SRB) Schemes. Nationally, Local Regeneration Partnerships bid for 6 rounds of SRB funding providing that their Project meets the eligible objectives set for each round. In total 1027 bids were awarded funding, worth over £5.7 billion. SRB funding aims ‘to enhance the quality of life of local people in areas of need by reducing the gap between deprived and other areas, and between different groups’ (Ref. 3). Halton Borough Council was awarded funding for three schemes, these schemes include:

SRB Round 2 – Runcorn on the Mersey (£12.7M awarded): This Project opened in 1996 and was completed in 2003. The programme aimed to revive Halton Borough Council through stimulating an increase in economic and social activity via increasing business in the area, increasing the skills base of the area, by providing community support services to residents and in making the area successful, prosperous and attractive;

SRB Round 4 – Realising the Benefits (£2.55M awarded): This Project aimed to create opportunities, remove barriers and promote inclusion in the full economic and social life of Halton. This Project ran from 1998 to 2004; and

SRB Round 5 – Focus for Change (£23M awarded): This Project opened in 1999 and continued until 2006. The focus of expenditure was primarily Widnes, as no previous SRB funding had been spent here. Focus for Change aimed to reduce areas of disadvantage and deprivation.

In addition to external EU government funding, the approved SRB bids attracted private sector investment. For the SRB programmes awarded funding within Halton Borough Council an additional £103M was provided from other private sources.

### National

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<tr>
<td>This document states that ‘The goal of sustainable development is to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life of future generations’. This strategy seeks to work on local, national and global levels to implement sustainable development through such measures and policies as enabling and encouraging behavioural changes, realising sustainable consumption and production, targeting energy consumption, greenhouse gas emissions and climate change, protecting natural resources and enhancing the environment.</td>
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<td>PPS4 was published in December 2009, replacing PPG4 (November 1992), PPG5 (November 1992), PPS6 (March 2005) and the economic development sections of PPS7 (August 2004). The guidance sets out the Government’s comprehensive policy framework for planning for sustainable economic development in urban and rural areas. It classifies economic development as development within the Business Use Classes (i.e. employment uses), public and community uses and main town centre uses such as retail, leisure, offices and tourism.</td>
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### Policy, Legislation and Background

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<td>This guidance establishes a number of objectives for achieving sustainable economic growth, namely:</td>
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<td>1. Build prosperous communities by improving the economic performance of cities, towns, regions, sub-regions and local areas, both urban and rural;</td>
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<tr>
<td>2. Reduce the gap in economic growth rates between regions, promoting regeneration and tackling deprivation;</td>
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<tr>
<td>3. Deliver more sustainable patterns of development, reduce the need to travel, especially by car and respond to climate change;</td>
</tr>
<tr>
<td>4. Promote the vitality and viability of town and other centres as important places for communities; and,</td>
</tr>
<tr>
<td>5. Raise the quality of life and the environment in rural areas by promoting thriving, inclusive and locally distinctive rural communities whilst continuing to protect the open countryside for the benefit of all.</td>
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The guidance advises that, in making their development plan and in planning for sustainable economic growth, regional planning bodies and local planning authorities should:

1. Set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth identifying priority areas with high levels of deprivation that should be prioritised for regeneration investment, having regard to the character of the area and the need for a high quality environment;
2. Plans for the delivery of the sustainable transport and other infrastructure needed to support their planned economic development and, where necessary, provides advice on phasing and programming of development; and,
3. At the local level, where necessary to safeguard land from other uses, identifies a range of sites, to facilitate a broad range of economic development.

|---|
| The Draft National Planning Policy Framework (DNPPF) was published in July 2011. Its objective is to promote sustainable growth whilst making the planning system less complex and more accessible. To deliver this, the guidance states that the planning system must be transparent, effective and efficient and protect the public interest through:

1. National policies which set out the Government’s requirements for the planning system and how these are expected to be addressed;
2. Local and neighbourhood plans, which empower local people to shape their surroundings; and
3. Development management, which allows planning applications to be considered on their merits, within this national and local policy framework. |

The DNPPF sets out the Government’s economic, environmental and social planning policies. When taken as a whole, these policies outline “the Government’s view of what constitutes sustainable development in practice and how the planning system is expected to deliver it”

Within the DNPPF a key section focuses on “Planning for People” and within that is a section on “Sustainable Communities” which emphasises the need to create inclusive and accessible communities for all:

**Sustainable communities**

**Objectives**

The Government’s objective is to create strong, vibrant and healthy communities, by creating a good quality built environment, with accessible local services that reflect community needs and support well-being. To achieve this objective the planning system should:
### Summary of key issues identified for the Socio-Economic Impact Assessment

1. Create a built environment that facilitates social interaction and inclusive communities
2. Deliver the right community facilities, schools, hospitals and services to meet local needs; and
3. Ensure access to open spaces and recreational facilities that promote the health and well-being of the community.

### Regional Planning Guidance (RPG) 13 (Regional Spatial Strategy (RSS))

The main aim of RPG13 is to promote sustainable patterns of spatial development and physical change. In order to achieve this aim, RPG13’s seven key objectives are:

- To achieve greater economic competitiveness and growth, with associated social progress;
- To secure an urban renaissance in the cities and towns of the North West;
- To ensure the sensitive and integrated development and management of the coastal zone and secure the revival of coastal resort towns;
- To sustain and revive the Region’s rural communities and the rural economy;
- To ensure active management of the Region’s environmental and cultural assets;
- To secure a better image for the Region and high environmental and design quality; and
- To create an accessible Region, with an efficient and fully integrated transport system.

RPG13 specifically highlights that a ‘very significant enhancement, in terms of image and opportunities for higher quality of life overall, is required in Runcorn and Widnes’.

### Regional Spatial Strategy (2008)

The Coalition Government intends to abolish Regional Spatial Strategies (RSS) under powers of the Localism Act 2011 (s109) until the Secretary of State issues the relevant order, to revoke whole or parts of the RSS, the RSS for the North West remains part of the statutory plan.

The Regional Spatial Strategy for the North West of England (the RSS), published on 30 September 2008. This is a revision of the Regional Spatial Strategy (formerly known as the Regional Planning Guidance for the North West (RPG 13, March 2003)).

The RSS provided a regional framework for development and investment up to 2021, and was, for the time being, part of the statutory development plan for the North West region.

The RSS set out broad strategic policies at the regional and sub-regional level where there are matters which need to be considered on a scale wider than the area of a single planning authority. In terms of built development the guidance advises that the main focus for development should be the regional centres of Manchester and Liverpool. Key policies that are relevant for this Chapter, are Sustainable Communities Policy DP 2 and Promoting Sustainable Economic Development Policy DP3:

**Policy DP2 – Promote Sustainable Communities**

The policy prioritises the building of sustainable communities that “meet the diverse needs of existing and future residents, promote community cohesion and equality and diversity, be sensitive to the environment, and contribute to a high quality of life.” Policy DP2 sets out a series of guiding principles for the promotion of sustainable communities.

The accompanying text states that the creation of sustainable communities “is about addressing disparities and improving quality of life; increasing jobs and
### Policy, Legislation and Background

<table>
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<td>economic growth; encouraging people to get involved in the decisions that affect their community…</td>
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#### Policy DP3 – Promote Sustainable Economic Development

The policy states that a fundamental principle of the RSS is “to improve productivity, and to close the gap in economic performance between the North West and other parts of the UK.” As well as strengthening the region’s economy,

Policy DP3 further seeks to reduce inequalities between different parts of the North West.

The accompanying text notes that “building a strong, stable and sustainable economy is a key factor in improving quality of life.”

### Future North West (2010)

Future North West: Our Shared Priorities was published in 2010 and provides a high level statement of strategic priorities and framework for activity over the next 20 years. This statement is based on a substantial programme of work by private, public and third sector partners from the length and breadth of the North West. This work was originally undertaken to support the development of the North West Regional Strategy. The following is from the Vision:

**Vision**

The quality of life for the people of the North West will be excellent and the area will become more prosperous, more equitable and low carbon. By 2030 it will be a better place to live, learn, work, visit and invest in, with:

1. job opportunities for all in a highly productive, well-skilled, internationally competitive, knowledge-based and resource-efficient economy which is adapting to climate change and living within environmental limits; and high levels of health and social wellbeing, minimal deprivation and child poverty, good housing and excellent physical and digital connectivity;

The document introduces a set of themes. A key theme relevant to this chapter is Theme 3:

**Theme 3: Release the potential of our people and tackle poverty**

This theme will deliver the following outcomes:

1. Communities and places which are sustainable and safe, less deprived and less disadvantaged.
2. A world-class skills base, improved education, talent attracted and retained, as well as improved basic, intermediate and graduate level skills.
3. A healthy population, with reduced health inequalities, and capitalising on economic opportunities from changing health issues.
4. Improved range and depth of employment opportunities for all. Areas of opportunity and need linked, significantly reduced low employment rates and improved supply of labour to businesses.


The NWDA specifically identifies Halton Borough Council as an area to target for ‘Delivering the basic skills required by employers for those individuals without qualifications’, to ‘Deliver support to improve people’s prospects of getting a job (employability activities) and reduce the high level of Incapacity Benefit claimants’, to ‘Develop and encourage employment creation in or near deprived areas’ and to ‘Develop business start up and support services’. It can therefore be seen that the Project will be created and operate in a location where such social policies must be considered.

### Greater Manchester Learning and Skills Council (GMLSC) Co-financing plan

The main objectives of the GMLSC co-financing plan comprise: ‘To set out areas where we can invest in Halton’s available workforce by adding value and/or augmenting mainstream provision, so that we can help to encourage new investment in Halton, promote business growth and retention, and generally be more responsive to the specific skills needs of employers and individuals.”
### Policy, Legislation and Background

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<td><strong>Financing Plan for Halton 2004-2006</strong></td>
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<tr>
<td>Halton Unitary Development Plan (UDP) (2005) (Ref. 4) and Draft Core Strategy (Local Development Framework (ref. 59))</td>
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<tr>
<td>Halton became a Unitary Authority in 1998. The current UDP was adopted in April 2005 and sets the framework for development within the Borough up to 2016. The UDP’s main strategic aim is: ‘to transform the quality of Halton’s environment and improve economic prosperity and social progress through sustainable development’. This aim is to be achieved through setting targets and objectives for economic development, housing and population, environmental and cultural assets, environmental quality, regeneration, town centres and shopping, transportation, waste and social inclusion. Halton’s UDP aims to achieve social inclusion through the following objectives;</td>
</tr>
<tr>
<td>1. Create more job opportunities through new development and a more diversified economy;</td>
</tr>
<tr>
<td>2. Provide for suitable access and facilities in developments for people with disabilities and people with young children;</td>
</tr>
<tr>
<td>3. Protect greenspace from development;</td>
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<tr>
<td>4. Protect local shops, recreation and community facilities;</td>
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<tr>
<td>5. Improve public transport;</td>
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<tr>
<td>6. Provide safe and attractive pedestrian routes and extend pedestrianisation of town centres; and to</td>
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<tr>
<td>7. Encourage a proportion of all new houses to be built suitable for the less mobile.</td>
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The Council’s UDP recognises that the Mersey Estuary is a major barrier to transportation links between Runcorn and Widnes, and other parts of the sub-regions. The UDP states that ‘the congestion of the existing single road crossing is a major constraint to the economic development of the area and to social and economic interaction within the Borough’ (p.13) and that these issues are an objective for the UDP to resolve. The UDP’s main strategic aim of Economic Development (Objective 2d) includes an objective ‘to promote schemes of economic importance within the Borough including the New Mersey Crossing’. |

Under transitional arrangements provided for under the Planning and Compulsory Purchase Act (2004), UDP policies may be saved until replaced by the emerging Local Development Framework (LDF). |

The Local Development Framework (LDF) is the overall name for the collection of planning documents that are currently being produced by the Council and which will eventually replace Halton Borough Council’s current statutory development plan, the Unitary Development Plan (UDP). |

In May 2011, Halton Borough Council published the Revised Proposed Submission Document and submitted it to Government for examination, which is scheduled for November 2011. The Core Strategy is not yet adopted however given its advanced stage of development and the extent of public consultation in its preparation, it is capable of carrying material weight. |

Relevant LDF policies include: |
| 1. CS1 – Housing Mix |
| 2. CS13 – Affordable Housing |
| 3. CS14 – Meeting the Needs of Gypsies, Travellers and Travelling Show People |
| 4. CS15 – Sustainable Transport |
### Summary of key issues identified for the Socio - Economic Impact Assessment

<table>
<thead>
<tr>
<th>Policy, Legislation and Background</th>
<th>Neighbourhood Renewal Areas and Working Neighbourhood Fund</th>
</tr>
</thead>
<tbody>
<tr>
<td>5. CS16 The Mersey Gateway Project</td>
<td>Halton is listed as one of the government defined Neighbourhood Renewal Areas. Neighbourhood Renewal Areas (NRA) are defined under ‘A New Commitment to Neighbourhood Renewal: National Strategy Action Plan, 2001’ and are listed as the top 88 most deprived Boroughs within England. NRA are those listed within the top 50 most disadvantaged within England against any of the six district level summaries of the Index of Multiple Deprivation (IMD). (Refer to paragraphs 20.6.10 to 20.6.22). A total of £800 million is distributed between these local authorities to achieve the two long term visions set out by the National Strategy Action Plan. These goals consist of:</td>
</tr>
<tr>
<td>6. CS19 – Sustainable Development and Climate Change</td>
<td>‘In all poorest neighbourhoods, to have common goals of lower worklessness and crime, and better health, skills, housing and physical environment; and ‘To narrow the gap on these measures between the most deprived neighbourhoods and the rest of the country’.</td>
</tr>
<tr>
<td>7. CS21 – Green infrastructure</td>
<td>Neighbourhood Renewal Funds are awarded to the NRA to help them achieve the standards of other less deprived authorities. Halton has been awarded £6.049 million for 2006/07 and £5.377 million for 2007/08. No decision has currently been made (as of February 2008) on the future of the NRF beyond 2008.</td>
</tr>
<tr>
<td>8. CS22 – Health and Wellbeing</td>
<td>Data collected to assess the baseline deprivation level of Neighbourhood Renewal Funded (NRF) areas is provided in the Public Service Agreement (PSA) Floor Target Local Authority Profiles. PSA floor target profiles compare NRF LAs against other NRF local authorities and English as a whole for health, education, crime, worklessness, housing and liveability criteria. These statistics (PSA 2006) (Ref. 5) show that Halton ranks lower than other NRF areas for Health (male and female life expectancy and cancer mortality rate). However, PSA floor target profiles have shown that Halton has a lower crime rate (household burglaries and robberies) than other NRF local authorities in England.</td>
</tr>
<tr>
<td>9. CS23 – Managing Pollution and Risk</td>
<td>The key aims to be achieved through NRF in Halton are:</td>
</tr>
<tr>
<td></td>
<td>Improving Health Standards;</td>
</tr>
<tr>
<td></td>
<td>Promoting Urban Renewal;</td>
</tr>
<tr>
<td></td>
<td>Enhancing Life Chances and Employment;</td>
</tr>
<tr>
<td></td>
<td>Increasing Wealth and Equality; and</td>
</tr>
<tr>
<td></td>
<td>Ensuring Safe and Attractive Neighbourhoods.</td>
</tr>
</tbody>
</table>

To help tackle the challenges of deprivation Halton Borough Council received Neighbourhood Renewal Fund (NRF) money from the Government, providing more than £30 million to improve services, prospects and quality of life for local people in Halton Borough Council between 2001 and early 2008. In 2007 it was announced that the NRF would cease funding and in December 2007 Halton Borough Council was awarded a further £16million from the Working Neighbourhood Fund (WNF), to continue with the important Projects already serving the community’s needs. The Working Neighbourhood Fund finished in March 2011 and is no longer in existence and so there is no more funding for Halton Borough Council for those community needs.
<table>
<thead>
<tr>
<th>Event</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Partnership</td>
<td>'A Community Strategy for a Sustainable Halton 2006 – 2011, Making it Happen in Halton' (Ref. 6)</td>
</tr>
<tr>
<td>Policy, Legislation and Background</td>
<td>Summary of key issues identified for the Socio - Economic Impact Assessment</td>
</tr>
<tr>
<td></td>
<td>objectives and targets to be achieved within Halton Borough Council by 2011 in: 'A Community Strategy for a Sustainable Halton 2006 – 2011, Making it Happen in Halton'. The key themes which were identified by this strategy are:</td>
</tr>
</tbody>
</table>
| | 1. A Healthy Halton;  
| | 2. Halton’s Urban Renewal;  
| | 3. Halton’s Children and Young People;  
| | 4. Employment, Learning and Skills in Halton; and  
| | 5. A Safer Halton |
| | Halton Strategic Partnership stated that the main key themes identified above are to be achieved in the medium term through: |
| | 1. Improving health;  
| | 2. Improving the skills base in the Borough;  
| | 3. Improving educational attainment across the Borough;  
| | 4. Creating employment opportunities for all;  
| | 5. Tackling worklessness  
| | 6. Tackling the low wage economy;  
| | 7. Improving environmental assets and how the Borough looks;  
| | 8. Creating prosperity and equality of opportunity;  
| | 9. Reducing crime and anti-social behaviour;  
| | 10. Improving amenities for all age groups;  
| | 11. Furthering economic and urban regeneration;  
| | 12. Tackling contaminate land;  
| | 13. Creating opportunities/ facilities/ amenities for children and young people;  
| | 14. Supporting the ageing population;  
| | 15. Minimising waste/ increasing recycling/ bringing efficiencies in waste disposal;  
| | 16. Increasing focus on community engagement; and  
| | 17. Running services efficiently. |
| Sustainable Community Strategy 2011-2026 (ref 60) | A new Sustainable Community Strategy for 2011 to 2026 has very recently been put in place after a year of consultation and discussion with residents and partner agencies. |
| | As of 1 April 2011, the five priorities for Halton are:  
| | 1. Healthy Halton  
| | 2. Environment and Regeneration in Halton  
| | 3. Halton’s Children and Young People  
| | 4. Employment, Learning and Skills in Halton  
| | 5. Safer Halton |
| | Work is taking place on producing the finished version of the Sustainable Community Strategy and this will be available soon. |
| Halton’s Corporate Plan (2006 – 2011) (Ref. 7) | Halton’s corporate plan, ‘Its all Happening in Halton 2006 – 2011’ outlines the goals which the Council aspire to achieve by 2011 to create a better future for Halton. The vision for Halton, which guides their key priorities and actions states: ‘Halton will be a thriving and vibrant Borough where people can learn and develop their skills, enjoy a good quality of life with good health; a high quality, modern urban environment; the opportunity for all to fulfil their potential; greater wealth and equality; sustained by a thriving business community; and safer, stronger and more attractive neighbourhoods’. Key priorities are identified within the corporate plan and, for each, realistic objectives and targets are set. These |
Summary of key issues identified for the Socio-Economic Impact Assessment

Key priorities are grouped in six themes, which mirror Halton’s main priorities throughout all the council’s adopted strategies, including those in Neighbourhood Renewal Strategy and the UDP. These key themes consist of:

- A Healthy Halton;
- Halton’s Urban Renewal;
- Halton’s Children and Young People;
- Employment, Learning and Skills in Halton;
- A Safer Halton; and
- Corporate Effectiveness and Business Efficiency.

Draft Corporate Plan 2011-2016

The Draft Corporate Plan 2011-2016 is undergoing final discussions (Sept 2011). It is noted that the vision remains as in the previous (2006-2011) and therefore continues focus on securing a better future for the people of Halton Borough. To achieve this vision the Council are committed to closing the gap between those communities most in need in Halton, compared to the rest of the country and will do this by tackling inequality and promoting community cohesion, so that no community is disadvantaged.

The plan explains the steps that the Council will take in order to deliver on both the vision and the strategic priorities set out in the document and key themes set out within Halton Borough Council’s fifteen year Sustainable Community Strategy 2011 – 2026. These are:

1. A healthy Halton
2. Employment, learning and skills in Halton
3. A safer Halton
4. Halton’s children and young people
5. Environment and regeneration in Halton

An additional priority to the five contained in the SCS has been added:

1. Corporate effectiveness and efficient service delivery

This relates specifically to the delivery of Council service delivery as distinct from the partnership objectives of the Sustainable Community Strategy. The Draft Corporate Plan is awaiting publication.

Local Area Agreement for Halton (April 2007 – March 2010) (Ref. 8)

Halton’s Local Area Agreement is a three year agreement based on priorities outlined by local Community Strategies and the Central Government. The agreement mirrors the vision and five strategic aims (a – e) which are highlighted above by Halton’s Corporate Plan. The Local Area Agreement specifically identifies seven key priority deprived wards within which Halton aims to ‘close the gap’ between the most deprived communities and Halton overall. The wards, which were identified on the basis of census and IMD data are:

- Castlefields;
- Windmill Hill;
- Halton Lea;
- Grange;
- Riverside;
- Kingsway; and
- Appleton.

Of these wards, the Project passes through Castlefields, Halton Lea, Grange and Riverside.

Local Area Agreements finished in March 2011 and have been discontinued.
<table>
<thead>
<tr>
<th>Policy, Legislation and Background</th>
<th>Summary of key issues identified for the Socio - Economic Impact Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Halton Local Transport Plan 2006 – 2011 (Ref. 9)</strong></td>
<td>The main objective of Halton's Local Transport Plan (LTP2) (2006 – 2011) is to ensure the delivery of a smart, sustainable, inclusive and accessible transport system and infrastructure that seeks to improve the quality of life for people living in Halton by encouraging economic growth and regeneration, and the protection and enhancement of the historic, natural and human environment. Further to achieving the LTP main objective four additional objectives have been identified comprising: Tackling Congestion, Delivering Accessibility, Safer Roads and Better Air Quality.</td>
</tr>
<tr>
<td><strong>Halton Local Transport Plan 2011- 2026. LTP3 (Ref.44).</strong></td>
<td>Since the publication of LTP1 and LTP2, significant changes to planning policy at the national, regional and local level have demanded a new approach to the development and delivery of transport strategies and initiatives. A third, statutory Local Transport Plan (LTP3) has now been published by the Council and sets out the objectives, strategies and policies for transport during the period 2011/12 to 2025/26. Halton Borough Council is now recognised as part of the Liverpool City Region (LCR) and therefore LTP3 aligns itself with the transport needs of the LCR as well as those of Halton Borough and Merseyside. LTP3 sets out a number of goals, as follows: 1. Ensure transport network resilience with particular regard to enhancing cross Mersey linkages, by the implementation of the Mersey Gateway Project and the Mersey Gateway Sustainable Transport Strategy. 2. Ensure the transport system supports the priorities of the Halton’s Local Strategic Partnership (LSP), the Local Enterprise Partnership (LEP) and Liverpool City Region (LCR). 3. Provide and promote a clean and low carbon transport system. Ensure the transport system promotes and enables improved health and wellbeing. 4. Ensure the transport system allows people to connect easily with employment, services and social activities. 5. Ensure the transport network supports the economic success of Halton Borough and the LCR by the efficient movement of people and goods. 6. Maintain our transport and highway assets to a high standard. Of these goals 4 and 5 are of specific relevance to this chapter.</td>
</tr>
<tr>
<td><strong>Mersey Gateway Sustainable Transport Strategy</strong></td>
<td>The Mersey Gateway Sustainable Transport Strategy (MGSTS) (Ref.55) is important because of the benefits it will bring in terms of improved public transport, cycling and walking facilities to Halton, and in particular to areas in Halton Borough with high levels of deprivation. It has the following overarching vision: To identify and promote a network of high quality, safe, affordable, accessible and environmentally friendly travel measures for local residents, businesses and visitors to Halton Borough, which support the key objectives of the LTP and the Project including the Proposals. This aim is supported by six objectives which are: 1. Further improve accessibility for residents living in the most deprived wards in the Borough to a wide range of key facilities including employment, education/training, health, leisure and retail facilities; 2. Reduce the future reliance on carbon intensive modes of travel through encouraging promotion of greater use of public transport, walking and cycling options; 3. Support the continued regeneration of the Borough, through ensuring that new, high quality sustainable transport opportunities are delivered as part of the Project including the Proposals and associated Mersey Gateway Regeneration Strategy;</td>
</tr>
<tr>
<td>Policy, Legislation and Background</td>
<td>Summary of key issues identified for the Socio - Economic Impact Assessment</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>4. Improve the modal share of journeys into the 3 main commercial centres of the Borough (Runçorn town centre, Widnes town centre and Halton Lea) by sustainable forms of transport, thereby supporting the regeneration of the centres;</td>
<td></td>
</tr>
<tr>
<td>5. Further develop new strategic high quality sustainable transport links/corridors through the Borough utilising the opportunities provided by the Project including the Proposals and thereby improving key Mersey Belt and Liverpool City linkages; and</td>
<td></td>
</tr>
<tr>
<td>6. To mitigate the impact of tolls on vulnerable groups by providing attractive alternatives to private vehicles for cross-river travel within the Borough and neighbouring communities.</td>
<td></td>
</tr>
<tr>
<td><strong>Mersey Gateway Regeneration Strategy (MGRS) (2008)</strong></td>
<td>The three Priority Regeneration Objectives are presented below. It is clear that the MGRS objectives are designed to ensure that the Project including the Proposals will realise its social and economic benefits.</td>
</tr>
<tr>
<td><strong>1. Priority Regeneration Objective 1 – Image and Place-Making</strong></td>
<td>Significantly lift perceptions of Widnes and Runçorn to meet the visionary aspirations held by the Council, as embodied in the Mersey Gateway Project including the Proposals, and ensure any new development, attributable to the catalytic effect of the Bridge, makes a positive enhancement to the character of the locality in terms of design quality and resource use. Building on the strong local sense of community, and place, deliver the considerable regeneration opportunities presented by the Project, enhancing and promoting key assets in each of the localities (physical and community).</td>
</tr>
<tr>
<td><strong>2. Priority Regeneration Objective 2 – Accessibility and Sustainable Movement</strong></td>
<td>Increasing the catchment area for labour, goods and markets, such that the Mersey Gateway opens up new opportunities for employment in the LCR for Halton Borough’s residents and increases the ability to access markets and customers for Halton’s businesses. Facilitate enhanced movements by pedestrians, cyclists and local vehicular travellers (particularly by public transport patronage) through the delinking of unnecessary infrastructure, the down-grading and removal of unnecessary expressway infrastructure, improved access to the expressway / highway system where appropriate, the removal of through traffic presently utilising the SJB and the provision of new, dedicated infrastructure for sustainable modes of travel. Build on the positive impacts for all user-groups attributable to the Mersey Gateway and maximise opportunities for further local connectivity and accessibility for existing communities by coordinating with the Halton Borough Council Sustainable Transport Strategy in promoting ease of movement throughout the area and beyond, particularly by public transport modes but also through greater opportunities for walking and cycling linked to health benefits.</td>
</tr>
<tr>
<td><strong>3. Priority Regeneration Objective 3 – Development and Economic Prosperity</strong></td>
<td>Significantly improve the commercial and residential, accommodation in the area having particular regard to local needs and providing good quality, affordable and resource efficient accommodation to meet contemporary and future market requirements and aspirations, through key redevelopment Proposals attributable to the scheme. To bring back into use land for new development that is currently occupied by highways infrastructure deemed unnecessary following the completion of the Mersey Gateway Project including the Proposals, with a particular focus on bringing back into use contaminated land in West Bank and Southern Widnes, for new uses.</td>
</tr>
</tbody>
</table>
20.4.2 This description of relevant legislation, policy and background shows is that Halton Borough Council is an area of need with people who have vulnerability characteristics e.g. low income and poor health. Given this, it is appropriate to understand the potential impact on people in Halton Borough Council from the Project including the Proposals through a socio-economic impact assessment.
20.5 **Assessment Methodology**

20.5.1 This section provides details on the assessment methodology used in the SEIA. The Orders ES relied upon primary and secondary data gathered 2001 – 2007. In any EIA it is important that up to date information is used to inform the baseline, particularly for dynamic receptors such as socio-economics. For socio-economics the baseline was reviewed and for the purposes of this Further Applications ES where there was available more recent data that was used in this Further Applications ES. Where relevant the text below reflects this and identifies where updates were not required or not available.

**Temporal Scale**

20.5.2 The temporal scales assessed within this report covered the following scenarios;

a. The **2006 – 2007** baseline scenario updated from the previous **2006 – 2007** baseline. This was done by reviewing all references and cited data sources and updating these where more recent data or information were available.

b. The ‘do nothing’ future scenarios including the opening year (**2015 – 2017**) and design year (**2030 – 2032**) of the Project **including the Proposals**;

c. The ‘do minimum’ future scenarios (based on information obtained from the Transport Chapter 16, the Noise Chapter 17 and the Air Quality Chapter 19) including the opening year (**2015 – 2017**) and design year (**2030 – 2032**) of the Project **including the Proposals**; and

d. The ‘do something’ scenario with the Project **including the Proposals** being operational. This was assessed during the construction phase of **2008 – 2015 – 2017**, the opening year of **2015 – 2017** and design year of **2030 – 2032**.

20.5.3 The temporal scales defined above are detailed in Chapter 3.

20.5.4 Transport modelling, which was used to inform the Transport Chapter 16, the Air Quality Chapter 19 and the Noise and Vibration Chapter 17 includes the assessment of effects using a ‘do minimum scenario’. Consequently, where relevant, reference to this scenario has been made as opposed to the ‘do nothing’ scenario. The assessment of the Project **including the Proposals** has only been undertaken in line with the significance criteria for the ‘do something’ scenario, and where appropriate, the ‘do minimum’ scenario.

**Receptors**

20.5.5 The receptors investigated for the SEIA socio-economic impact assessment were:

a. Individuals and families within the Local Super Output Authorities (LSOA)\(^6\) surrounding the Project **including the Proposals**;

b. Individuals and families within the rest of Halton Borough Council;

c. Travelling public – individuals who travel across Halton Borough Council via car/ bus/ cycle/ foot;

d. Employees - who travel to Halton Borough Council for employment and also those who live locally and work in Halton Borough Council. In circumstances where specific jobs are

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\(^6\) LSOAs Lower layer Super Output Areas (LSOAs) are part of a geographic hierarchy designed to improve the reporting of small area statistics in England and Wales. The aim was to develop a system which overcame some of the deficiencies in the Ward system, so each unit is comparable in population size to every other unit and its boundaries remain the same. LSOAs are one of three layers of Super Output Areas: lower, middle and upper. Lower layer super output areas (LSOAs) refer to a geographical area in which there live a minimum of 1000 people and an average of 1500 people (as counted at the 2001 census). There are 34,378 Lower Layer SOAs in England and Wales (32,482 in England, 1896 in Wales). In Halton there are 79 LSOAs in Halton in 21 wards.
created or lost through the Project including the Proposals, the effect to appropriately skilled/qualified individuals was assessed; and
e. Specific recreational groups using facilities within the Borough.

20.5.6 The above listed receptors are considered to reflect the extent of effects experienced within the chosen study area (detailed in section 20.2) for this assessment.

20.5.7 The wards within the Borough of Halton are made up of a number of diverse communities. The identified receptors and specified vulnerable groups are considered to be representative of the diverse communities within Halton. This therefore ensures that all vulnerable groups (as detailed in Table 20.2) were referenced in the socio-economic impact assessment process along with a range of other residents from those receptor groups defined above. Vulnerable groups were not assessed as specific receptors but were considered as subsets within defined receptor groups.

### Table 20.2 - Data used to Define Vulnerable Groups in the Study Area

<table>
<thead>
<tr>
<th>Vulnerable Group</th>
<th>Data used to define Vulnerable Groups within Halton</th>
</tr>
</thead>
<tbody>
<tr>
<td>Older People</td>
<td>2010 National Office of Statistics Data 2001 Census data for % residents aged over 65.</td>
</tr>
<tr>
<td>Disabled</td>
<td>2001 census data for % residents considering themselves disabled</td>
</tr>
<tr>
<td>Individuals/families with long term limiting illness</td>
<td>2001 census data for % residents considering themselves to have a long term limiting illness</td>
</tr>
<tr>
<td>Unemployed</td>
<td>2007 2010 IMD data for % residents who are economically deprived; 2001 Census data for % residents who are economically active who consider themselves 'unemployed'.</td>
</tr>
<tr>
<td>Low income groups</td>
<td>2007 2010 IMD data for % residents experiencing income deprivation</td>
</tr>
<tr>
<td>Ethnic minorities</td>
<td>2001 Census data for % residents who do not classify themselves as 'White British'</td>
</tr>
<tr>
<td>Residents from deprived communities</td>
<td>2007 2010 Index of Multiple Deprivation, overall score for deprivation.</td>
</tr>
</tbody>
</table>

### Potential Effects

20.5.8 The assessment was based on a number of social variables that have been developed in social literature and guidance. The effects assessed in the SEIA were based on variables developed by Burdge (2004) (Ref. 10, 11). These variables formed the basis of the impacts assessed within the SEIA.

### Baseline Data Methodology

#### Primary research

20.5.9 In order to establish baseline data on attitudes and perceptions of Halton Borough Council and the Project seven stages of public research were undertaken and the final reports of each stage are referenced below in Table 20.3. Social research experts were appointed to obtain unbiased public opinion data from Public Consultation. No additional social research was carried out for the Further Applications ES as it was considered that the previous research was still valid.

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7 All the focus group and survey research was carried out by MVA Ltd
### Table 20.3 - Social Research

<table>
<thead>
<tr>
<th>Stage of Research</th>
<th>Method of Data Collection</th>
<th>Focus of the Survey</th>
<th>Survey Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stage 1</td>
<td>Focus group with residents, in-depth interviews with businesses, telephone survey with businesses, on-street survey with wider travelling public at 10 different locations, workshop with stakeholders.</td>
<td>Research was undertaken to identify the current perceptions and travel needs within Halton Borough Council and consideration of different bridge options</td>
<td>New Mersey Crossing Consultation – Stage One (2002)</td>
</tr>
<tr>
<td>Stage 2</td>
<td>Focus groups with residents, workshops with businesses and local interest groups, postal survey with all stakeholders.</td>
<td>Research was undertaken to quantify support for a new crossing within Halton Borough Council and identify any preferred route options</td>
<td>New Mersey Crossing Consultation – Stage Two Route Consultation (2003)</td>
</tr>
<tr>
<td>Stage 3</td>
<td>Eight focus groups were consulted with residents, employees and employers.</td>
<td>Research was undertaken to identify respondents’ views regarding the implementation of tolls on the New Bridge and/or the Silver Jubilee Bridge</td>
<td>New Mersey Crossing Tolling Feasibility Study (2004)</td>
</tr>
<tr>
<td>Stage 4</td>
<td>Postal survey amongst local businesses and random sample of households (2,400 questionnaires sent).</td>
<td>Research was undertaken to determine driver sensitivity in relation to travel/time cost and see if this is in line with DfT’s default values for Economic Assessments, to provide more specific values of time relative to drivers currently crossing the River and give greater confidence when modelling how drivers will behave under different future scenarios involving increased journey time to avoid a toll.</td>
<td>New Mersey Crossing Quantitative Research Stated Preference (2004)</td>
</tr>
<tr>
<td>Stage 5</td>
<td>Numerous questionnaires were distributed in local facilities along with reply paid envelopes in addition to random on street interviews in Runcorn and Widnes town centres. For the purpose of assessment Halton Borough Council was split into eight regions with one north and one south of Halton. For reference these regions were split as follows; 1 – Riverside; 2 – Hough Green, Ditton and Hale; 3 – Farnworth and Birchfield; 4 – Halton View, Appleton and Kingsway; 5 – Mersey; 6 – Halton Brook, Grange and Heath; 7 – Castelfields Halton Castle, Halton Lea.</td>
<td>Research was undertaken to determine the use of community facilities and frequently made trips to key destination types, in order to map how people use the space in their local areas.</td>
<td>Community Facilities Research (2005)</td>
</tr>
</tbody>
</table>
### Secondary Research

#### 20.5.10
Secondary baseline social data was collected via a desk study exercise to produce a social profile for Halton, drawing on information from published works. Data sources included the Council's web site, local socially related Halton Borough Council policies, plans and strategies, National Census Data (2001), Neighbourhood Statistics Data (Ref. 12, 13) and Index of Multiple Deprivation 2007 (which uses 2001–2005 to 2010. Most of the indicators used are from 2008 datasets but some are from 2001 Census (Ref. 3), the data sources have been updated from the original 2006-2007 baseline where new data are available and this is indicated in the text below.

#### 20.5.11
This desk study also identified social facilities utilised by the social groups within Halton. These facilities included; schools, community centres, place of religious worship, hospitals and health facilities.

#### 20.5.12
The output of this stage provided information on the social baseline for Halton Borough Council for the year 2006–2007 to 2011 which established profiles for the area in terms of key variables against which to assess impacts.

### Literature and Case Study Review

#### 20.5.13
A case study review was undertaken and is presented in Appendix 20.2, which focused on the development of similar estuary crossings such as the Humber Bridge and the Thames Gateway Bridge.
Literature on good practice in social impact assessment and health research of Halton Borough Council (Lancaster University, 2003) (Ref. 14), was also reviewed for the assessment and incorporated into the baseline information.

**Impact Assessment**

Burdge (2004) (Ref. 11) provides a list of social impact variables, which were used in the scoping exercise as a tool to determine the scope of the SEIA. These variables were considered in the identification of impacts resulting from the Project including the Proposals. Impacts were determined in the scoping stage and consequently analysed within this Chapter. Impact analysis was undertaken for the construction and operational phases of the Project including the Proposals in the ‘Do Something’ scenario. Impacts studied within this SEIA are summarised in Table 20.4.

**Table 20.4 - Construction and Operational Phase Impacts and Related Effects**

<table>
<thead>
<tr>
<th>Potential Impact</th>
<th>Phase of Development</th>
<th>Reason for inclusion within the SEIA</th>
<th>Specific Variables assessed within the impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Change in population structure.</td>
<td>Construction</td>
<td>An influx of construction workers and a change in population structure may have an impact on communities within Halton.</td>
<td>Change in population number; Influx/Outflow of temporary workers; Presence of an outside agency; and Change to community infrastructure.</td>
</tr>
<tr>
<td>Change in employment opportunities.</td>
<td>Construction</td>
<td>Construction related jobs have the potential to benefit the local community.</td>
<td>Change to economic inequities;</td>
</tr>
<tr>
<td></td>
<td>Operational</td>
<td>Jobs may be created for the operation of the Project including the Proposals or as part of the regeneration it brings, which local communities may benefit from. This will depend on the types of jobs created.</td>
<td>Change in employment equity of minority groups; Changing occupational opportunities.</td>
</tr>
<tr>
<td>Change in perception of, or actual health and safety issues for individuals in Halton.</td>
<td>Construction</td>
<td>The construction of the Project including the Proposals may change levels of noise, air pollution, exposure to contamination and safety on the roads within Halton.</td>
<td>Change to health and safety due to construction/maintenance plant and vehicles.</td>
</tr>
<tr>
<td></td>
<td>Operational</td>
<td>Reduced congestion may change potential health impacts associated with exposure to contamination, noise, air quality levels and road safety.</td>
<td>Change to levels of local air pollutants; Changes in noise and vibration levels; Changes in exposure to contamination Change in recreational opportunities and associated health effects</td>
</tr>
<tr>
<td>Potential Impact</td>
<td>Phase of Development</td>
<td>Reason for inclusion within the SEIA</td>
<td>Specific Variables assessed within the impact</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------------</td>
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<td>--------------------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Changes in access to facilities and social networks around Halton.</td>
<td>Construction</td>
<td>The construction of the Project including the Proposals has the potential to effect local access to social networks and facilities around Halton Borough Council and upon their individual’s daily living and movement patterns. A change in access, through a change to the transport network, is also likely to create high levels of stress.</td>
<td>Change to daily living and movement patterns;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Change to social networks;</td>
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<td>Change in leisure opportunities;</td>
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<td></td>
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<td>Change in access to health facilities;</td>
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<td></td>
<td></td>
<td>Change in access to education facilities</td>
</tr>
<tr>
<td>Change in availability of amenity and recreational land.</td>
<td>Operational</td>
<td>The Project including the Proposals has the potential to impact local’s access to social networks and facilities around Halton.</td>
<td></td>
</tr>
<tr>
<td>20.5.16 Social impacts were assessed using mainly qualitative data with quantitative data where available. Data was collected through a combination of desktop analysis of available information, data from the primary and secondary research exercises detailed in paragraphs 20.5.9 to 20.5.12 and expert opinion.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Criteria for Significance Assessment**

20.5.17 Impact significance, prior to the implementation of mitigation measures was determined using the following criteria.

a. Status of effect - Positive or negative;
b. Duration of the effect (short/medium/long term);
c. Permanent or temporary effect;
d. Direct or indirect effect;
e. Magnitude of the effect (low/moderate/high); and
f. Importance/ Sensitivity of receptor (low/moderate/high).

**Status of Effect**

20.5.18 The status of the effects was assessed by considering whether the Project including the Proposals will have a positive or negative effect on the receptor. Effects are determined as:

a. Positive – as having an advantageous or positive effect to the identified receptor;
b. Neutral – an effect that is likely to have negligible influence, irrespective of other effects; or
  c. Negative – as having detrimental or negative effects to the identified receptor.
**Duration of Effect**

20.5.19 The following timescales have been considered within this assessment:

a. Short Term – Effects are likely to occur between 0 – 40 months (i.e. the construction period);
b. Medium Term – Effects are likely to between 40 months – 10 years; or
c. Long Term – Effects are likely to occur for >10 years.

**Permanent or Temporary**

20.5.20 For the purposes of this assessment a permanent effect is considered to one which is irreversible and will last for the lifespan of the Project including the Proposals and beyond (i.e. long term in nature).

20.5.21 Temporary effects are considered to be ones which are associated with the construction phase (i.e. short term in nature); however in some cases temporary effects may continue throughout the operational phase. Temporary effects are reversible.

**Direct/ Indirect Effects**

20.5.22 Effects were assessed as being either directly or indirectly influenced by the construction/operational activities of the Project including the Proposals. A direct effect is one where there is a measurable direct correlation between the Project including the Proposals and the resulting change. Indirect effects are those where changes are as a result of intermediaries.

**Magnitude**

20.5.23 The magnitude of effect was determined in consideration of how important/sensitive the area under consideration was with regards to the identified receptors and on professional judgement. Effects were considered to be of High, Moderate and Low magnitude as detailed below;

a. High – resulting in a high effect to defined vulnerable groups and/or other effects which have implications at regional scale;
b. Moderate – resulting in a moderate effect to defined vulnerable groups and/or other effects which have implications at a Borough wide level; and
c. Low – resulting in a low effect to defined vulnerable groups and/or other effects which have implications to specific LSOAs within Halton Borough Council.

**Importance/ Sensitivity of Receptor**

20.5.24 The importance/sensitivity of the receptor was determined by the vulnerability of the receptor to the perceived impact. Vulnerability is specific to each receptor and identified impact and was based on the 2001 census data and Index of Multiple Deprivation (2007 2010 domains) (Ref. 3).

20.5.25 Vulnerable group data was primarily based on the IMD 2007 2010 data, which uses a range of data sources as laid out in the Guidance Document.¹ 2001 – 2005 ONS Census data (as detailed in Table 20.2). The wards which contained 50% or more LSOAs ranked within the IMD worst 4% and 20% nationally were identified and used for assessment of impacts (see 20.6.19 for details). Despite being a high level of deprivation using the worst 4% nationally was considered appropriate due to the relatively deprived baseline which some wards within Halton

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Experience
Vulnerable wards with regard to ‘older people’ were based upon LSOAs where the greatest proportion of population was over 65 years (retirement age). For the purposes of this assessment, specific emphasis was placed on LSOAs with above national average levels of ‘older people’. 2001 Census data indicates that the national average proportion of older people residing within communities is 16% and therefore LSOAs where the percentage of older people exceeded 16% in 2010 according to National Office of Statistics data (Ref. 57) were considered to be specifically vulnerable. However, it should be noted that older people living within all areas of Halton Borough Council may be susceptible to negative health and social impacts.

20.5.26 Vulnerable wards with regards to individuals and families with a long term limiting illness (LTLI) were based on LSOAs containing numbers of residents with a LTLI above the national average of 18%. Unemployment vulnerability was based on the 2010 2007 employment deprivation IMD score; however consideration was also given to the percentage of unemployment rate above the national average (3.35%)³.

20.5.27 Figure 20.2 shows wards and specific areas of wards where vulnerable groups defined using the criteria above, are located.

20.5.28 Using the above noted importance/ sensitivity criteria receptors were identified as being of;

a. High Importance/ Sensitivity;
b. Moderate Importance/ Sensitivity; and
c. Low Importance/ Sensitivity.

Significance

20.5.29 The overall significance of identified effects was based on the magnitude of the effect, the importance of the receptor, relevant baseline information, professional judgement and consideration of relevant guidance and previous experience of development Projects. Effects were consequently designated as being of:

a. High Significance;
b. Moderate Significance;
c. Low Significance; or
d. Not Significant.

20.5.30 Where effects were sourced from other relevant Chapters of this ES, it has been assumed that recommended mitigation and enhancement measures will be employed and therefore the significance of was based on the residual effects.

20.5.31 Each impact identified within the SEIA had a specific method for assessing the geographical extent and significance of that impact. These are outlined below in paragraphs 20.5.32 to 20.5.42.

Change in Population Structure

20.5.32 The effect of any predicted changes to the population structure was assessed based on research undertaken by Burdge (2004) (Ref. 11). Burdge (2004) stated that if the number of workers employed per month from ‘outside’ of a region is greater than 40 individuals, greater than 25% of the workforce employed or the construction period is longer than 6 months, then the impact to the population structure within an area will be significant. For the purpose of this

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³ Unemployment data is taken as the percentage of individuals between the ages of 16 – 74, who define themselves as ‘Economically Active: Unemployed’.
impact assessment, Halton Borough Council is deemed to be the region in question beyond the boundary of which is deemed to be ‘outside’ of that region.

20.5.33 The sensitivity of receptors to a change in population structure was based on the overall IMD deprivation score of LSOAs. Individuals and families residing within deprived LSOAs will be highly sensitive to increased pressure on services and facilities, whereas more affluent LSOAs are regarded to be more resilient to change and of low sensitivity. For the purpose of this assessment deprived areas are considered to be those within the 2010 2007 IMD ‘worst 20%’ nationally, with specific emphasis placed on those within the worst 4% nationally.

20.5.34 The assessment of potential change in population structure also considered the baseline social profile within Halton Borough Council and existing fear of crime within Halton. These were identified through Stage 6 social research as well as Halton Borough Council’s Local Area Satisfaction Surveys (2004) and Halton Borough Council’s 2008 Place Study (Ref 61).

Change in Employment Opportunities

20.5.35 Current employment locations, current areas of unemployment (based on the 2001 Census statistics and 2007 2010 IMD data) and future employment areas were displayed where possible through the use of Council maps and Geographical Information Systems (GIS) techniques. Areas sensitive to a change in employment opportunities were identified as LSOAs within the IMD worst 20% nationally for employment deprivation (with specific emphasis on those within the worst 4% nationally) and LSOAs with % unemployment rates higher than the national average. The local, regional and national unemployment rates were sourced from the 2001 Neighbourhood Statistics data for individuals who describe themselves as ‘economically active - unemployed’. Employment changes were also considered in relation to Regeneration Areas (RAs) and the Hinterland within a 40 minute drive of the New Bridge. RAs are defined as the LSOAs designated within the IMD worst 20% within the study area. Hinterland comprises all remaining LSOAs within the study area.

Change in Perception of, or Actual Health and Safety Issues for Individuals in Halton

20.5.36 Further to the outline significance criteria, effects to health and safety were assessed based on legislative guidance. Effects to health from air pollutants were based on the National Air Quality Strategy (2007) standards and objectives as detailed in the Air Quality ES Chapter 19. Effects to health from noise and vibrations were based on legislative guidance provided in the Noise Assessment ES Chapter 17. Effects resulting from contamination in soils, sediments, ground and surface water contamination were assessed based on legislative guidance as detailed in the Surface Water Quality ES Chapter 8 and the Contamination of Soils, Sediments and Groundwater Chapter 14.

20.5.37 Potential health effects to pedestrians and cyclists through changes in use of footpaths, cycleways and roads were sourced from the Transport Chapter 16. Any changes in access to health facilities which may affect the take up of health related activities and any diversions or closures of footpaths and cycleways which may change the travelling behaviours were used within the assessment. The Transport Chapter provides detailed analysis of potential effects to health during the operational phase in line with the following Highway Agency’s Department for Transport Analysis Guidelines (TAG) (Ref. 15, 16) sub objectives;

a. The Physical Fitness sub-objective has been updated since the Orders ES and the following text provides details of the new criteria for that sub-objective which was used in the Further Applications ES. The Physical Fitness sub-objective identifies the lives lost or saved, and assigns an economic cost of life value, based upon new walking and cycling trips as a result of the Project including the Proposals. New walking and cycling
trips, in excess of 36 minutes, as a result if the Project including the Proposals were identified. The change in relative risk in the population of all-cause mortality has been calculated based upon the change in the number of persons walking and cycling, together with the average time travelled by active mode by users per day. The expected number of deaths in the population with and without the intervention, and therefore the lives saved (or lost) as a result if the scheme has been identified. Using the standard economic value of a life the total benefits generated by the scheme has been produced.

Physical fitness sub-objective (Unit 3.3.12) which states that: 'Consideration of the health implications of transport Proposals could therefore be identified through an assessment of changes in the opportunities for increased physical activity through cycling and walking. Providing increased opportunities to walk and cycle may also have additional benefits including improvements to the physical environment within communities, fostering well-being and community spirit which also have implications for health'; and

b. The TAG Journey Ambience Sub-Objective - Unit 3.3.13 which assesses traveller care (facilities and information provided to travellers), traveller views (landscape and townscape) and traveller stress (based on frustration, fear of potential accidents and route uncertainty).

Changes in access to facilities and social networks around Halton

20.5.38 Effects of changes to the transport network to pedestrians, cyclists, public transport, vehicle travellers and the community were sourced from the Transport Chapter 16. The assessment criteria for traffic impacts were undertaken in line with the DMRB methodology Volume 12: Traffic Appraisal of Road Schemes (Section 2 Part 1). Assessment within the Transport Chapter 16 was also undertaken in accordance with further guidance from TAG including The Environment Objective.

20.5.39 All existing and proposed rights of way used by pedestrians and cyclists and public transport routes which are likely to be affected by the proposed route of the Project including the Proposals were identified. In addition, all rights of ways crossed by existing roads likely to experience an increase/decrease in traffic flows of more than 30% due to the Project including the Proposals were identified using the Transport Chapter.

20.5.40 Areas of low car and/or van ownership were assumed to be highly sensitive to changes to public transport routes or public rights of way on foot or bicycle due to the Project including the Proposals, as reliance on these routes would be greatest within these locations.

20.5.41 All roads which were likely to experience an increase or decrease in travel times were identified from the Transport Chapter. The proximity of these links to key community facilities was identified through the use of GIS.

Change in availability of amenity and recreational land

20.5.42 Details of facilities which are being demolished or obtained through Compulsory Purchase Orders (CPOs) were sourced from the Construction Methods Report. Changes to amenity and recreational land were sourced from the Land Use Assessment ES Chapter 9. The change in availability of amenity and recreational land assessed the proposed land take in comparison to the identified receptors, with specific emphasis on vulnerable groups.

Methodology for Determining Mitigation and Enhancement Measures

20.5.43 Appropriate mitigation measures were suggested through reference to the mitigation measures hierarchy (Department of the Environment Transport and the Regions (DETR) 1997) (Ref. 17)
and EIA: A guide to good practice and procedures (CLG, 2006) (Ref. 18) to reduce the significance of all impacts identified likely to affect social receptors.

20.5.44 Enhancement measures were also suggested where it may be possible to benefit the local community. These were designed to enhance positive impacts created by the development of the Project including the Proposals.

*Methodology for Determining Residual impacts*

20.5.45 Residual effects to social receptors following mitigation were identified and their significance determined.
20.6 Baseline and Results

**Baseline Information**

20.6.1 For continuity with other chapter paragraph 20.5.1 is repeated below.

20.6.2 “The Orders ES relied upon primary and secondary data gathered 2001 – 2007. In any EIA it is important that up to date information is used to inform the baseline, particularly for dynamic receptors such as socio-economics. For socio-economics the baseline was reviewed and for the purposes of this Further Applications ES where there was available more recent data that was used in this Further Applications ES. Where relevant the text below reflects this and identifies where updates were not required or not available. “

20.6.3 The following section details the baseline information for the SEIA and covers the following areas:

- Social profile;
- Index of Multiple Deprivation;
- Income;
- Employment and Regeneration;
- Education, Skills and Training;
- Transport and Accessibility;
- Health and Disability;
- Services and Facilities; and
- Local Amenities.

**Social Profile**

20.6.4 Halton is situated in the north west of England and straddles the River, with the town of Widnes to the north and Runcorn to the south. These two communities are currently only directly connected within the Borough by the SJB, which opened to traffic in 1961.

20.6.5 Figure 4.1 provided in Chapter 4 of this ES shows Halton’s ward profile. Halton Borough Council is divided into 21 wards.

20.6.6 The 2001 National Census (Ref. 12) indicated that the total population in Halton Borough Council in 2001 was 118,208 (with 57,135 males and 61,073 females). Government data suggests that this figure rose to 118,900 in 2004 and, 119,500 in 2006 (Ref. 19) though recent estimates suggest a slight decrease to 119,300 in 2010 (Ref. 43). The Council’s UDP (2005) identifies that Halton’s population declined from a peak of 124,900 in 1991 to 118,208 in 2001. The UDP also notes that population forecasts are Projected to fall to 114,600 by 2010. However, recent population estimates for 2006 has shown a recent increase in population numbers of 1292 people from the 2001 Census level.

20.6.7 The population pyramid for Halton Borough Council presented in Figure 20.3 (Ref.43 12) shows the age proportions of residents within Halton Borough Council in 2010 2001. The figure replaces the one in the Orders ES which was deleted as it was out of date. It should be noted that as this data was collected six years prior to the baseline situation, this pyramid does not provide an up to date representation of the existing situation. Statistics (ONS) forecasts that by 2015 there will be a 27% increase in people aged over 60, a 19% increase in people aged over 75 and a 20% decrease in teenagers within the Borough of Halton. In terms of total population

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10 All data refers to the Borough of Halton unless otherwise indicated.
Halton Borough’s population is projected to grow by 4% from 118,500 to 122,900. This is still lower than the North West region which is projected to grow by 5% and nationally, which is projected to grow by 11% (Ref. 43).
20.6.8 Halton is an urban area where historically the industrial base was in chemicals, food processing, clothing, metal products and furniture manufacture. The local workforce in the past was skilled for these manual and chemical industries, which have now been closed. This accounts for some of the outwards migration and unemployment within the Borough.

20.6.9 Halton Borough Council’s Homeless Strategy and Review established that in 2007/8 there were 221 people accepted as statutorily homeless a 14% reduction from 2002/ 2003 (Ref. 42). There were approximately 300 homeless applications in Halton and that there were no asylum seekers or refugees within Halton.

20.6.10 The ONS (2001) shows that the majority of Halton’s population is of white origin (98.8%) and Christian religion (83.8%). The largest minority ethnic groups in Halton Borough Council (ONS 2001) are of Chinese origin (0.2% people). The ethnic breakdown of the Borough’s population is shown in Figure 20.4.

20.6.11 Figure 20.5 shows that the greatest proportions of older people in Halton Borough Council (i.e. those aged over 65 years) reside within the wards of Farnworth and Heath.

Index of Multiple Deprivation

20.6.12 In 2000, a comprehensive survey of deprivation was undertaken by the Department of the Environment and the Regions¹¹ (DETR), who commissioned a team at the University of Oxford (the Index Team) to produce an Index of Multiple Deprivation (IMD) for each ward within England. They updated and enhanced previous work done on the 1998 Indices of Local

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¹¹ DETR is now the Office of the Deputy Prime Minister (ODPM) and Department of the Environment Food and Rural Affairs (DEFRA).
Deprivation which was based on 1991 national Census data. The original IMD (2000) domains and domain weightings (totalling 100%, where 0% equals high deprivation) were based on:

a. Income (25%);
b. Employment (25%);
c. Health, Deprivation and Disability (15%);
d. Education, Skills and Training (15%);
e. Housing (10%); and
f. Geographical Access to Services (10%).

20.6.13 In March 2004 the Office for the Deputy Prime Minister (ODPM) commissioned the Social Disadvantage Research Centre at the University of Oxford to update the 2000 IMD. The 2004 IMD updated the previous index for 2000 but also included 2001 Census results. The 2004 IMD was further updated in 2007 and most recently in 2010.

20.6.14 The 2010 IMD data, (which was updated from 2004 domains) is made up of 7 Domain Indices comprising:

a. Income (22.5%);
b. Employment (22.5%);
c. Health and Disability (13.5%);
d. Education, Skills and Training (13.5%);
e. Barriers to Housing and Services (9.3%);
f. Living Environment (9.3%); and
 g. Crime (9.3%).

20.6.15 2007-2010 IMD data uses 2001 Census data and 2003-2005 other government data. A detailed description of the data from which the 2007 IMD domains are comprised is presented in Appendix 20.3.12

20.6.16 The 2007-2010 IMD is based on 32,482 LSOAs. The 2007-2010 IMD in Halton Borough Council was based on 79 LSOAs (rather than 21 wards). The location of the 79 LSOAs within the 21 wards in Halton Borough Council is presented in Figure 20.1. The most recent IMD data that are used in this assessment are from 2010. The Council has collated together the Halton Borough LSOA specific IMD rankings and scores and this is used within this Chapter (Ref. 48).

20.6.17 Each LSOA is given an IMD score and rank for each domain and a total weighted IMD score and rank encompassing all domains. The most deprived LSOAs are those given the lowest ranking and the highest score. The IMD rank of LSOAs is the position of the LSOA out of the total 32,482 LSOAs within England, where 0 is most deprived and 32,482 is least deprived. The IMD score is a domain weighted calculation out of 100, where 100 is the most deprived and 0 is the least deprived.

20.6.18 The IMD is used to focuses on the worst 20% LSOAs. The purpose of the IMD surveys is to allow initiatives to be targeted at deprived areas where resources are most needed.

20.6.19 As detailed within paragraph 20.5.25, for the purpose of this assessment the worst 20% and worst 4% have been used to signify the most vulnerable areas.

20.6.20 The lowest ranking (i.e. most deprived) LSOA in Halton Borough Council for overall deprivation is located in the Kingsway the southern part of Windmill Hill ward and is ranked 264th out of 32,482 (worst 0.81%, 0.9%) out of 32,482 nationally. The next two most deprived LSOAs are located

within the wards of Castlefields, Halton Castle and Windmill Hill south Kingsway. Windmill Hill is the most deprived ward based on aggregated LSOA score. In total, there are eight LSOAs in Halton Borough Council that are ranked in the top 1,000 most deprived LSOAs in England (approximately 13% of Halton’s LSOAs) and 12 in the worst 4% nationally (15.2% of Halton’s LSOAs). In total 26% of Halton Borough’s population live in areas that fall in the top 10% most deprived areas in the country. This is more than the national total (10%) but less than the Liverpool City Region figure of (31%).

20.6.21 Halton has 39 38 LSOAs ranked in the worst 20% nationally for overall deprivation, one more than in 2007. This figure is an improvement on data collected in 2000, where, 54% of Halton’s population were in the worst 10% most deprived wards in England. Figure 20.6 presents a detailed deprivation profile of the LSOAs within Halton.

20.6.22 As shown in Figure 20.6, several of the most deprived LSOAs (within the worst 20% nationally) are located in close proximity to the Project including the Proposals. These LSOAs are predominantly located in the wards of Castlefields, Riverside and Halton Lea and particularly include the LSOAs of Halton 007A, Halton 010A, Halton 010B, Halton 013E, Halton 015B, Halton 013F, Halton 007C, Halton 007D, Halton 010D and Halton 010E.

20.6.23 Overall, Halton Borough Council was ranked as the 32nd (worst 9% 12%) most deprived Borough in England in 2010 2007 (based on the average rank) (out of 354 local authorities) with 4th being the most deprived and 354th the least deprived. In 2007 Halton Borough was the 39th most deprived Borough. However the total IMD score for the Borough remains the same. which is an improvement on its 2004 ranking of 21st most deprived. This shows that based on the average IMD rank, deprivation levels within Halton Borough Council are stable but that there is a relative decline improving. In a sub regional context Halton Borough Council is less deprived than the neighbouring Boroughs of Liverpool (which is the most deprived local authority in the Country) and Knowsley (which is the 5th most deprived local authority in the Country), which are designated within the top 10 most deprived Boroughs, but not as prosperous as most others, but is the 3rd most deprived Borough of the six local authorities that make up Liverpool City Region.

20.6.24 The overall IMD ranking of LSOA within Halton Borough Council was specifically used to inform the Project including the Proposals effects resulting from a change in Population Structure. However, the individual domains as noted below, allow for other particular issues to be identified.

**Income**

20.6.25 Out of 354 local authorities nationally, Halton was ranked as the 92nd most deprived Borough for income deprivation.

20.6.26 The IMD 2010 2007 indicated that 11 LSOAs in Halton Borough Council were ranked in the worst 4% and 34 32 in the worst 20% nationally with the highest ranking LSOAs (least most deprived) within the Borough located in Windmill Hill. Income deprivation is consequently an area of concern in Halton Borough Council as nearly half of the LSOAs within the Borough are designated as income deprived.

20.6.27 As shown through the IMD (2010 2007) income deprivation ranking (shown in Figure 20.7), Halton Borough Council is economically deprived. Some areas within the North West region exhibit some of the most acute levels of social and economic deprivation in England, including some LSOAs within Halton. In a sub regional context, the updated IMD puts the Merseyside district of Liverpool in the top three most deprived Boroughs for income derivation and Knowles
as the 50th most deprived Borough. As noted in paragraph 20.6.21, Halton Borough Council is less deprived than these surrounding Boroughs.

20.6.28 Median weekly earning of full time employees within Halton Borough Council are presented below in Table 20.5 (Ref. 49). This table shows that wages within Halton Borough Council are above the North West average, but are lower than the British average. Despite the fact the wages have increased at a higher rate median earnings remain lower than the regional and national average (Ref. 49) are higher than the regional average, the rate of wage increase is in fact the lower than those of neighbouring Boroughs and the regional and national average.

<table>
<thead>
<tr>
<th>Area</th>
<th>2003 (£)</th>
<th>2007 (£)</th>
<th>2009 (£)</th>
<th>% change 2002 - 2009</th>
<th>% change from 2003 - 2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>Halton</td>
<td>399.00</td>
<td>442.90</td>
<td>438</td>
<td>4.3</td>
<td>11.0</td>
</tr>
<tr>
<td>Merseyside</td>
<td>364.70</td>
<td>426.60</td>
<td>453</td>
<td>2.6</td>
<td>17.0</td>
</tr>
<tr>
<td>Warrington</td>
<td>394.40</td>
<td>479.10</td>
<td>n/a</td>
<td>n/a</td>
<td>21.5</td>
</tr>
<tr>
<td>North West</td>
<td>379.70</td>
<td>434.20</td>
<td>460</td>
<td>2.0</td>
<td>14.4</td>
</tr>
<tr>
<td>Great Britain</td>
<td>405.20</td>
<td>458.60</td>
<td>491</td>
<td>2.3</td>
<td>13.2</td>
</tr>
</tbody>
</table>

20.6.29 As shown in Figure 20.7 many of the majority of LSOAs within the Project including the Proposals are designated within the worst 20% nationally for income deprivation, which indicates that these areas have below average household incomes and are dependent on some form of income support. Appendix 20.3 provides a detailed breakdown of specific census data, which was used to produce the income deprivation levels. Income deprivation rankings were used to inform the effects assessment of Project tolling.

**Employment and Regeneration**

20.6.30 The 2001 National Statistics show that a lower proportion of Halton’s population of working age (16 – 74) are employed, at 57% than the national average at 60.9%. The State of the Borough Review (Halton Borough Council 2003) (Ref. 20) indicated that unemployment levels, although high, were falling gradually in the first half of the 2000s. Data obtained from Neighbourhood Statistics (2001) shows that unemployment13 in 2001 in Halton, at 4.6% is higher than the regional average of 3.63% national average of 3.35%. However, this trend has changed recently and the 2010 State of the Borough Report suggests that at (5.9%) the Job Seekers Allowance (JSA) claim rate in Halton Borough was higher than the national (4.1%) and regional (4.5%) averages. The JSA rate is particularly high in Windmill Hill (10.7%).

20.6.31 Government statistics (Ref. 11) suggest that Halton Borough Council has an above average rate (regional and national) of 16 – 74 year olds obtaining no qualifications. Studies from Halton Borough Council (2005) (Ref. 21) have also shown that persons aged over 19 years old lack employment skills. This has led to many businesses recruiting from outside of the Borough and therefore not investing within Halton. Halton’s UDP (2005) (Ref. 4) identifies that unemployment amongst the under 25s in Halton Borough Council is the 2nd highest in England and Wales (at 33.6%).

20.6.32 Data obtained from the 2010 2007 IMD shows that 17 14 LSOAs in Halton Borough Council were ranked in the worst 4% nationally for being the most deprived under the employment

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13 Unemployment data is taken as the percentage of individuals between the ages of 16 – 74, who define themselves as ‘Economically Active: Unemployed’.
domain (as presented in Figure 20.8). The highest ranking (most deprived) LSOA, for employment within Halton, is located within Castlefields–Halton Castle ward (bordering the Project including the Proposals construction route), which is ranked 37th–37th nationally. Approximately Over half of the LSOAs in Halton Borough Council are designated within the worst 20% for employment deprivation. These are located within the wards of Hough Green, Broadheath, Kingsway, Appleton, Halton View, Ditton, Riverside, Mersey, Castlefields–Halton Castle, Grange, Farnworth, Halton Brook, Halton Lea, Windmill Hill, North South and Norton North.

20.6.33 The highest rate of unemployment in 2001 was also identified in the ward of Castlefields (LSOA Halton 010A) at 11.54%. Figure 20.8 shows the 2001 % unemployment rate in comparison to the 2010 2007 IMD employment deprivation rank. Figure 20.8 highlights those that the wards of Ditton, Riverside, Castlefields, Windmill Hill and Halton Lea which are identified as containing the lowest ranking LSOAs for the IMD employment domain and contain the highest levels of unemployment.

20.6.34 Table 20.6 (Ref. 19) shows that the largest employment sectors in Halton Borough Council are currently services, finance, IT and other business activities, and distribution, hotels and restaurants. Construction and manufacturing industries have fallen from 6% and 20.4% of total employment in 2002 respectively to 5% and just over 14% in 2006 4.3% and 14.9% in 2008 respectively. In 1995 over 30% of workers within Halton Borough Council were employed in manufacturing. The change in predominant employment sectors reflects the transition of Halton Borough Council away from its ‘industrial past’. Table 20.6 has been updated using more recent data and Table 20.7 has been deleted as it is now out of date and there is no more recent comparable information.

### Table 20.6 - Employment by Industry as % of Total Employment – 2008 2006

<table>
<thead>
<tr>
<th>Industry</th>
<th>Industry Sector</th>
<th>Halton (jobs)</th>
<th>Halton (%)</th>
<th>North West (%)</th>
<th>Great Britain (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturing</td>
<td>7,700</td>
<td>14.9</td>
<td>14.3</td>
<td>11.6</td>
<td>12.5</td>
</tr>
<tr>
<td>Construction</td>
<td>2,200</td>
<td>4.3</td>
<td>5.0</td>
<td>5.2</td>
<td>5.0</td>
</tr>
<tr>
<td>Services</td>
<td>Services Overall Total</td>
<td>41,500 43,300</td>
<td>79.9</td>
<td>80.6</td>
<td>82.1</td>
</tr>
<tr>
<td>Distribution, hotels and restaurants</td>
<td>12,400 11,500</td>
<td>23.9</td>
<td>24.4</td>
<td>23.5</td>
<td>23.9</td>
</tr>
<tr>
<td>Transport and communications</td>
<td>6,600 6,600</td>
<td>12.7</td>
<td>12.3</td>
<td>5.8</td>
<td>6.0</td>
</tr>
<tr>
<td>Finance, IT and other business activities</td>
<td>10,700 12,700</td>
<td>20.6</td>
<td>23.6</td>
<td>19.7</td>
<td>19.2</td>
</tr>
<tr>
<td>Public admin, education and health</td>
<td>9,200 10,200</td>
<td>17.6</td>
<td>19</td>
<td>28.2</td>
<td>27.8</td>
</tr>
<tr>
<td>Other services</td>
<td>2,600 2,300</td>
<td>5</td>
<td>4.3</td>
<td>4.9</td>
<td>4.7</td>
</tr>
</tbody>
</table>

Based on an employment total of 52,000 53,700

---

14 Industry data is provided as a % of the total number of jobs
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### Table 20.7 – Broad Industry Sector – 2002 (Ref. 20)

<table>
<thead>
<tr>
<th>Industry</th>
<th>Industry Sector</th>
<th>Halton (%)</th>
<th>North West (%)</th>
<th>UK (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture</td>
<td>0.03</td>
<td>0.84</td>
<td>1.54</td>
<td></td>
</tr>
<tr>
<td>Mining/Quarrying</td>
<td>0.40</td>
<td>0.11</td>
<td>0.27</td>
<td></td>
</tr>
<tr>
<td>Manufacture</td>
<td>20.40</td>
<td>15.28</td>
<td>13.23</td>
<td></td>
</tr>
<tr>
<td>Utilities</td>
<td>0.02</td>
<td>0.18</td>
<td>0.36</td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>6.00</td>
<td>6.72</td>
<td>6.58</td>
<td></td>
</tr>
<tr>
<td>Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Distribution</td>
<td>17.71</td>
<td>17.87</td>
<td>16.97</td>
</tr>
<tr>
<td></td>
<td>Hotels/Catering</td>
<td>4.58</td>
<td>6.05</td>
<td>6.11</td>
</tr>
<tr>
<td></td>
<td>Transport/Communication</td>
<td>10.22</td>
<td>6.04</td>
<td>6.10</td>
</tr>
<tr>
<td></td>
<td>Financial Services</td>
<td>0.58</td>
<td>1.94</td>
<td>2.29</td>
</tr>
<tr>
<td></td>
<td>Business Services</td>
<td>13.68</td>
<td>14.40</td>
<td>17.05</td>
</tr>
<tr>
<td></td>
<td>Public Services</td>
<td>22.59</td>
<td>25.52</td>
<td>24.03</td>
</tr>
<tr>
<td></td>
<td>Other Services</td>
<td>3.84</td>
<td>5.04</td>
<td>5.45</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>100.00</td>
<td>100.00</td>
<td>100.00</td>
</tr>
</tbody>
</table>

Based on an employment total of 56,000

20.6.35 The Council’s UDP 2005 – 2016 (Ref. 4) identifies ‘Economic Development’ as a main strategic aim within the Borough, stating that; Halton Borough Council aims ‘to promote sustainable economic prosperity and create new employment opportunities which broaden the economic base, reduce unemployment and are accessible to local residents’.

20.6.36 The Mersey Gateway Regeneration Strategy (2008) details several key high quality research and knowledge based employment areas within Halton, namely ‘Daresbury Park and Daresbury Science and Innovation Campus’ located in Runcorn. Daresbury Park has attracted a number of blue chip organisations and in addition to provision of office space. Daresbury Science and Innovation Campus is a high tech employment area which accommodates several occupiers including healthcare, digital and electronic instruments. A number of other mature industrial areas are also identified as key employment areas within both Widnes and Runcorn.

20.6.37 The only employment area which is currently viewed by the Council as a market failure is Astmoor Industrial Estate in the ward of Castlefields-Halton Castle which is operating with a 21% 25% vacancy rate (Ref. 41).

20.6.38 The six largest employers in Halton Borough Council employ 29% of those in work, with the largest employer being Halton Borough Council. Fifteen of the Boroughs largest 25 employers are in the manufacturing sector.

20.6.39 The number of VAT registered businesses has increased by 6.6% from 2004 (at 2,265) in 2005 to 2006 (at 2,415) in 2006 and 2,580 in 2007. The number of VAT registered businesses within the study area’s RAs also increased by 5.5% from 2004 (at 31,890) to 2006 (at 33,630). These rates of increase are above the national and regional averages increase of 4.2% and 4.6% respectively (Ref. 19). The rate of VAT registration was higher in Halton Borough (13.2%) than in the North West region (10.6%) or the nation’s average (10.2%) with the rate of de-registration relatively similar (7.4%, 7.5% and 7.3% respectfully).

20.6.40 The total number of jobs in Halton Borough Council has also risen from 51,500 to 54,000 over the period 2004 to 2006. This equates to an increase of 4.9%. The most recent information suggests that the total number of jobs has since decreased to 52,000 in 2008. However, the total number of jobs within the study area Regeneration Areas has decreased...
within the same time period 2004 – 2006 by -1.6% to 705,700 jobs in 2006, indicating that in the absence of new data that even before the recession the study area was not generating new jobs. The increase in jobs noted within Halton is above both the regional and national average increases of 1.4% and 2.8%.

20.6.41 The main areas of employment to which residents of Halton Borough Council are likely to travel to the north and south of the River are detailed in Table 20.8 below.

**Table 20.8 - Sites of Employment North and South of the River**

<table>
<thead>
<tr>
<th>North of the Mersey</th>
<th>South of the Mersey</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mersey Multi Modal Gateway</td>
<td>Daresbury Park / Daresbury Science and Innovation Campus</td>
</tr>
<tr>
<td>Wavertree Technology Park - Liverpool</td>
<td>Manor Park Business Park</td>
</tr>
<tr>
<td>Kings Business Park - Knowsley</td>
<td>Wirral Business Park – Bromborough</td>
</tr>
<tr>
<td>Speke Garston / Estuary Business Park – Liverpool</td>
<td>Chester Business Park</td>
</tr>
<tr>
<td>Warrington Gemini Retail Park</td>
<td>Astmoor Industrial Estate</td>
</tr>
<tr>
<td>Knowsley Industrial Park – Knowsley</td>
<td>Chester Business Park – Chester</td>
</tr>
<tr>
<td>Sherdley Industrial Estate - St Helens</td>
<td>Preston Brook / Whitehouse Industrial Estate</td>
</tr>
<tr>
<td>Ditton Business Park</td>
<td>Cheshire Oaks - Ellesmere Port</td>
</tr>
<tr>
<td></td>
<td>Birkenhead 12 Quays - Wirral</td>
</tr>
<tr>
<td></td>
<td>Wirral Business Park – Bromborough</td>
</tr>
<tr>
<td></td>
<td>Ellesmere Port – Cheshire Oaks</td>
</tr>
</tbody>
</table>

20.6.42 The employers within Halton Borough employing 500 or more people main employers within the Regeneration Areas of Halton (Ref. 57.22) are shown below in Table 20.9. This was the up to date data available on employers in Halton Borough.

**Table 20.9 - Major Companies Employers within Halton Employing 500 or more people (Ref.57)**

<table>
<thead>
<tr>
<th>Employer</th>
<th>Industry</th>
</tr>
</thead>
<tbody>
<tr>
<td>O2;</td>
<td>Mobile telecommunications</td>
</tr>
<tr>
<td>Diageo;</td>
<td>Food and drink</td>
</tr>
<tr>
<td>Bayer Cropscience;</td>
<td>Crop protection / biotechnology</td>
</tr>
<tr>
<td>BNFL;</td>
<td>Energy production</td>
</tr>
<tr>
<td>Atos Origin;</td>
<td>Information technology</td>
</tr>
<tr>
<td>De Vere;</td>
<td>Hotel and leisure</td>
</tr>
<tr>
<td>Yokogawa;</td>
<td>Manufacture of measurement and control instrumentation</td>
</tr>
<tr>
<td>Ineos Chlor;</td>
<td>Manufacture of chemicals</td>
</tr>
</tbody>
</table>
### Business Name | Description | Employees
--- | --- | ---
Halton Borough Council | Local Authority | 6,000
Community Integrated Care | Social care and specialist health care to vulnerable people in the community | 3,200
Warrington and Halton Hospital | NHS Hospital | 2,893
O2 (UK) Ltd | Mobile phone customer care centre | 1,536
Ineos Chlor vinyls | Europe’s leading producer of EDC (ethylene dichloride) | 1,150
Home Retail Group | Home shopping support centre | 850
DHL Supply Chain (B&Q) Ltd | Warehousing and distribution | 650
Halton and St Peters PCT | Commissioners of health services | 641
Suttons Group | Logistics and freight related to petrochemicals | 590
Howden Joinery Ltd | Household kitchen furniture manufacturers | 500

20.6.43 At present the industrial property market within Halton Borough Council shows that there is an oversupply of industrial units of larger industrial units (Ref. 41). 2,000 – 5,000ft² and 10,000 – 20,000ft². However, there is an undersupply of smaller industrial units up to 2,000ft² and between 5,000 and 10,000ft².

20.6.44 Data obtained from the Halton Borough Council (‘Halton: Gateway to Prosperity’ 2005 – 2008) (Ref. 23) has identified that tourism is also an important factor for Halton’s economy and employment. Tourism figures obtained in 2003 estimated that tourism in Halton Borough Council is worth £83 million per annum, with £45 million of this through day visits. Tourism accounts for 1,562 - 3,700 jobs (through direct and indirect full time positions) within Halton.

### Housing

20.6.45 Chapter 4 of this ES provides a description of current residential areas within Halton Borough Council surrounding the Project including the Proposals.

20.6.46 The Halton Borough Council’s Housing Strategy 2005/6 – 2007/8 identified that the average house price in Halton Borough Council in 2005 was £123,003, which was 13.8% lower than the sub-regional 2005 average. Halton Borough Council ranks as the 30th most affordable district within England and Wales (out of 376) for housing. The 2008 – 2011 Housing Strategy suggests that average house prices reached a peak in November 2007 at £126,129, representing a 20% increase on September 2004 levels. As of 2008 average prices have decreased by 6.6% and the volume of sales is at a historical low. As shown in Table 20.10 (Ref. 24), house prices within Halton Borough Council in 2007 were below the national and regional average in 2007 and 2011. However, data obtained from the Land Registry has identified that the average price of terraced houses and flat prices within Halton Borough Council have risen by 150% and 238% respectively between 2000 and 2005 and that despite recent decreases house prices are still at historical highs.

#### Table 20.10 - 2007 and 2010 Average House Prices

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Halton</td>
<td>7.2%</td>
<td>£127,722</td>
<td>-4.6%</td>
<td>£102,322</td>
</tr>
<tr>
<td>Merseyside</td>
<td>4.7%</td>
<td>£135,782</td>
<td>-5%</td>
<td>£109,678</td>
</tr>
<tr>
<td>North West</td>
<td>6.6%</td>
<td>£132,840</td>
<td>-3.3%</td>
<td>£114,452</td>
</tr>
<tr>
<td>England and Wales</td>
<td>6.7%</td>
<td>£184,469</td>
<td>-2.1%</td>
<td>£163,049</td>
</tr>
</tbody>
</table>
20.6.47 Halton’s housing market comprises 72.74% private housing properties and 28.26% social rented properties. The rented social housing sector was is above the regional and national average (Ref. 40), of 21% and 19% respectively in 2004.

20.6.48 Despite the recent decrease in Halton's population, there is a high demand for housing stock within Halton Borough Council as a result of the increase in single occupancy housing (from 22.7% in 1991 to 27% in 2001). Data from the 2001 census suggests that households within Halton have increased by 3,000 since 1991 (to 45,857). However, Halton Council tax records suggest that this figure is even higher and that household numbers have actually increased by nearly 6,000 since 1991 (to 51,000). Halton Borough Council’s revised Core Strategy (Ref.59) suggests that the borough of Halton’s population will rise to 123,900 persons by 2028, a rise of approximately 5,200 persons over the plan period. 2006 based household Projections predicted growth of 8,920 households between 2006 - 2030, an average of 372 households per annum. Furthermore, a predicted increase in the numbers of residents aged over 75 will increase the pressure upon provision of sheltered housing.

20.6.49 Halton’s UDP 2005 – 2016 Strategic Policy S18 Provision of Land for Housing identifies that housing provisions should be made in line with the Regional Planning Guidance 13 (RPG13 – now the old Regional Spatial Strategy) at a rate of 330 dwellings per annum. RPG13 Policy UR4 identifies that Halton should aim to develop 65% of these dwellings on previously developed or brownfield land. The emerging Local Development Framework (LDF) will rely upon the allocation of new housing to Halton as defined in the emerging North West Plan. This currently indicates that the Council will need to deliver 500 new houses per year until 2021. This represents an increase of 170 dwellings from the current allocation of 330 new dwellings as given in the UDP (2005 - 2016). The emerging Core Strategy (Ref 59) Policy CS3: Housing supply and location issues states that the housing target is to be 9,000 new homes at an average rate of 500 homes per year in Halton Borough Council over the Core Strategy plan period to 2028.

Regeneration

20.6.50 Development areas highlighted in Halton Borough Council by Halton Borough the Council’s UDP for 2005 to 2016 comprise of the following:

a. North Widnes Development Area;
b. East Runcorn Development Area; and
c. Hale Bank Development Area.

20.6.51 As noted within the Council’s UDP (2005) ‘these areas have a mixture of new and existing employment areas that establish a close relationship between homes and job opportunities. Sites have been reserved for local centres for shops and community facilities. Through routes for public transport are available and land has been reserved for new railway stations’.

20.6.52 Halton’s UDP 2005 – 2016 identified several locations as Action Areas under the Town and Country Planning Act (1990). These areas are subject to a ‘comprehensive treatment by development, redevelopment or improvement (or partly by one and partly by another)’. The Action Areas designated in Halton Borough Council are shown in Figure 9.4 from the Land Use Chapter 9 (Appendix 9.1). These areas are comprised of the following;

a. Southern Widnes;
b. Central Widnes;
c. Widnes Waterfront;
d. Runcorn and Weston Docklands;
20.6.53 In the LDF core strategy four Key Areas of Change have been identified. These are:

a. 3MG (the Mersey Multimodal Gateway) at Ditton in Widnes.

b. South Widnes – including Widnes Town Centre, Widnes Waterfront and the regeneration area of West Bank.

c. West Runcorn – including Runcorn Old Town, Runcorn Waterfront and the Mersey Gateway Port (Weston Docks).

d. East Runcorn – covering Daresbury Park, Daresbury Science and Innovation Campus and Sandymoor

20.6.54 Table 20.11 presents information on specific Projects to regenerate the Borough taken from the Council’s regeneration statement (Widnes and Runcorn) (2007) (Ref. 25) and has been updated in consultation with Halton Borough Council.

<table>
<thead>
<tr>
<th>Development</th>
<th>Description of Regeneration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Widnes Waterfront</td>
<td>Commercial developments including industrial and office space and recreational areas including a cinema, ice rink, bowling and restaurants. Industrial developments including a 4,200m² B &amp; Q warehouse and 4,650m² Widnes Trade Park. Transport improvements of Widnes Eastern Bypass and landscaping and sustainable transport measures implemented at Tan House Lane, Ashley Way and Earle Road. Development is still in progress. A total of 523,416 sq ft of new commercial space has been completed including the Hive Leisure Park, B&amp;Q Warehouse and Heron Business Park. Further developments are planned with existing planning applications including office, industrial and outline approval for residential. Infrastructure improvements have been completed throughout the area, including the transformation of a protected rail route into a linear park. A major remodelling the main access point to the Waterfront, which links the area to Widnes Town Centre, has also been completed. Other infrastructure improvements continue to be developed.</td>
</tr>
<tr>
<td>3MG – Mersey Multimodal Gateway</td>
<td>Development of a major internal hub and freight park with 6 daily train services to key southern ports. Development is still in progress. Next phase of development is underway which includes the provision of a link road from the A5300 to HBC Field, land remediation, additional rail sidings and the development of two 1m sq ft rail linked warehouses. Development will provide additional rail capacity increasing the daily train services from 6 trains to 16. Once complete, the developments will create up to 3,000 additional employment opportunities.</td>
</tr>
<tr>
<td>Halebank Recreation Ground</td>
<td>Improvements of Halebank recreational facilities with new equipment and landscaping proposals. Development was completed in July 2007. Groundwork Merseyside was commissioned to consult with local residents in order to identify the needs of older children. As a result, new outdoor fitness equipment has been installed at the Rec., and opened in October 2008, creating a modern multi-sports area</td>
</tr>
</tbody>
</table>
### Development | Description of Regeneration
--- | ---
alongside the toddlers’ play area. | Landscaping contractors started work in May 2008 to create a new area of parkland open space on former farmland. Woodland planting, a wildlife water feature, mounding work and the creation of 3-metre wide footpaths and cycleway were completed in August 2009 and formally opened to the community.

### Widnes Town Centre | Liebig Court regeneration – new commercial units built with apartments on upper floors. Additional apartment block also built to rear of Widnes Road block. Located almost opposite to the Asda development.

Commercial Property Renewal Grants to improve physical appearance of established businesses in Runcorn and Widnes – Between 2005 and 2009 over fifty properties have benefited from the Grant, helping improve the general appearance and condition of shops, offices and other commercial outlets in Runcorn and Widnes town centres. The Grants have encouraged businesses to improve their shopfronts, enhance access for all and upgrade security provision. The largest scheme completed during the 2008/2009 financial year was at 29-33 Widnes Road, which led to three businesses improving the appearance of their property in an area which is an important gateway to Widnes Town Centre. New modern, yet traditionally styled shopfronts now replace those that were dated and in poor physical condition.

During the four years from 2005, the Commercial Property Renewal Grant Scheme has improved 82 Properties in Runcorn and Widnes (57 schemes in total) invested £436,428 of NRF and WNF, attracting approximately £1.8 million private sector investment in commercial properties, created or safeguarded almost 400 jobs, filled 19 previously vacant retail units and expanded the retail floorspace of 25 businesses.

Cross Street (south) Widnes Improvement Scheme to the car park at the rear of The Bradley public house. New surface, parking bays and trees planted to provide upgraded parking facility in the heart of Widnes town centre.

Victoria Square, Widnes, including renovation of Victorian properties and redevelopment of the paving and street furniture. Halton Borough Council’s plans for the night time economy in Victoria Square were boosted in 2009 by the opening of the refurbished Cornerhouse and the on-going redevelopment of the former Town Hall. Work started in November 2008 on the 123-year-old Grade II listed former Town Hall in Widnes, which has been transformed into a hotel and restaurant with large function room and balcony. The bar opened just before Christmas 2009. Bridge Leisure Ltd, who are undertaking the redevelopment, have been keen to maximise the original features of the landmark structure whilst enhancing the building with a contemporary extension. The Cornerhouse has been fully refurbished providing luxury apartments above, and a new sports bar below. The bar opened in May 2009 and further enhances the leisure offer in Victoria Square.

Widnes Shopping Park - Phase 1 of the new 250,000 ft² Widnes Shopping Park has been completed with the building work finished by October and the new centre opened in Easter 2010. Construction work began on site in January 2008. This is a significant scheme for Widnes Town Centre, attracting new major high street names to the town, including Marks & Spencer, Next, BHS and River Island.
<table>
<thead>
<tr>
<th>Development</th>
<th>Description of Regeneration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public realm improvements</td>
<td>During 2010 new steel benches and bins installed along the pedestrianised area of Albert Road to match those recently installed in Albert Square. New orientation signage boards installed to help direct visitors around the central retail area.</td>
</tr>
<tr>
<td>St Michael’s Golf Course</td>
<td>Three phase work with the EA, Jacobs and Queen’s University, Belfast to remediate and re-establish fairways, greens and tees for continued use as a municipal golf course. Development still in progress. Land &amp; Water Services appointed main contractor with Amec as the designers. First phase of works on site completed November 2010 seeing 2/3 of the site covered in clean material, a 600m stretch of Stewards Brook diverted and a leachate collection system installed. Two further phases are planned to construct a leachate treatment system and reinstate the site for community use. HBC continue to liaise with the EA to ensure the remediation of the site is to a suitable standard.</td>
</tr>
<tr>
<td>Waterside Development</td>
<td>Bridgewater Way improvements along the Bridgewater Canal including signage, towpath and landscaping improvements. Development still in progress. Port of Weston development to create a completely new dockside facility fronting the Manchester Ship Canal including 360 metres of dockside berths and unloading facilities, warehouses and administrative facilities. Additional works to provide information boards and additional mooring facilities alongside the Brindley are underway and are due for completion early 2012.</td>
</tr>
<tr>
<td>Port of Weston</td>
<td>Port of Weston development to create a completely new dockside facility fronting the Manchester Ship Canal including 360 metres of dockside berths and unloading facilities, warehouses and administrative facilities. The Mersey Gateway Port located just a couple of miles from the 3MG terminal is within easy reach of Manchester and Liverpool, as well as being in close proximity to the M62, M57 and M56 motorway hub, the West Coast Main Line, the increasingly important Manchester Ship Canal and the new Mersey Gateway Crossing. The Port was recently awarded its Harbour Revision Order – recognising The Stobart Group as the Harbour Authority and giving the go ahead for developments that will realise the full potential of the long-under-utilised site. Following the planned developments, the Mersey Gateway Port will be capable of handling ocean-going container ships. With its extensive road and rail connections, the Mersey Gateway Port has the potential to be a major new facility for the North West.</td>
</tr>
<tr>
<td>The Canal Quarter</td>
<td>Development along the Bridgewater Canal, the Brindley and Runcorn Town centre. The Council are producing a Runcorn Town Centre strategy to enhance and improve the housing offer, develop the retail/professional/business offer and enhance leisure mix to supplement The Brindley. Runcorn Town Centre has benefited from grant funding, particularly within Church Street and High Street. Church Street has been</td>
</tr>
</tbody>
</table>
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<table>
<thead>
<tr>
<th>Development</th>
<th>Description of Regeneration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business Parks Improvement Programme (BPIP)</td>
<td>Business Improvements Districts (BIDs) developments including work which is currently progressing on Astmoor and Halebank Industrial Estate. Some development is complete, others are still in progress.</td>
</tr>
<tr>
<td>Halton Castle-Castlefields Neighbourhood</td>
<td>Housing renewal regeneration of existing housing stock including the clearance of 700 deck-access flats and replacement with desirable and sustainable mix of traditional-styled properties. Neighbourhood regeneration programme including deck access demolitions, new build housing and provision of new shops, social and physical infrastructure. Redevelopment of a new local centre including demolition of existing building with subsequent creation of new public square, with shopping, residential and community and health centre facilities. Scheme scheduled for completion in April 2012. So far approximately 971 deck access flats (15 blocks) have been demolished with a further 312 (6 blocks) scheduled for demolition by 2014. These have been replaced with 731 new homes, with a further 451 under construction or planned. Development is still in progress.</td>
</tr>
</tbody>
</table>

20.6.55 The former North West Development Agency’s Strategic Investment Plan ruled out recent funding for major regeneration schemes including some identified for Halton Castle Castlefields, Ditton Freight Rail Village and the Widnes Waterfront Economic Development Zone. Despite the lack of funding, regeneration of these areas remains a key concern and therefore highlights the importance of alternative means of regeneration. The impact of the Project including the Proposals to these areas, including any direct/indirect potential to encourage regeneration is explored further within this chapter and the Land Use Chapter 9.

20.6.56 A number of partnerships, organisations and agencies are working towards urban renewal in Halton. The Major Projects Department was created in 2002 by the Council to take responsibility for physical regeneration programmes. Interested parties are brought together in Halton Borough Council in several ways, including:

a. The Halton Urban Renewal Partnership;
b. The Castlefields Halton Castle Regeneration Partnership;
c. The Ditton Strategic Rail Freight Park Steering Group;
d. The Widnes Waterfront Steering Group; and
e. Widnes Regeneration Ltd.

20.6.57 In 2008 the Mersey Gateway Regeneration strategy (MGRS) (Ref 54) was developed with the overall aim of ensuring that the regeneration benefits from the Projects could be realised. The strategy recognises the complexity of regeneration and takes a threefold approach emphasising accessibility and movement, development and economic prosperity, image and place making. These three priority regeneration objectives are reproduced in Table 20.1.

20.6.58 Specifically, the MGRS provides regeneration options for five specific areas of Halton Borough which are: West Bank (Southern Widnes); Runcorn Old Town; Astmoor; Halton Lea; and Rocksavage. The box below indicates the likely numbers of local jobs that could be generated in those areas. West Bank, Runcorn Old Town and Astmoor were chosen on the basis of their direct impact relationships with the Bridge. Halton Lea and Rocksavage were selected because of the indirect relationships with the Project including the Proposals attributable to re-defined patterns of movement raising their prominence in the borough.

20.6.59 The MGRS seeks to ensure that the potential for regeneration provided by the Project including the Proposals is achieved. Its role in mitigation and enhancement of the impacts identified in this assessment are discussed in Section 20.8 of this chapter.

20.6.60 The emerging Core Strategy for Halton Borough draws on the MGRS in a number of places, taking these Proposals through into planning. In general, it is stated that “development should have regard to the MGRS and aim to ensure that opportunities for regeneration and development attributable to the Mersey Gateway Project are capitalised on” p 104 (Ref 59). Of the five areas of impact West Bank, Runcorn Old Town and Astmoor are highlighted in the Core Strategy for Halton Borough. Specifically, in terms of West Bank, its regeneration is supported by an SPD which draws “heavily on the Mersey Regeneration Strategy” (p 68 Ref. 59). Runcorn Old Town Proposals including those associated with the Canal Quarter according to the revised core strategy will also be supported by a SPD which will draw on Proposals in the MGRS. Finally, regeneration opportunities will also be supported at Astmoor Industrial Estate.

### Mersey Gateway Regeneration Strategy: Five Areas of Impact

**West Bank:** The preferred option for the area of West Bank is to develop it in terms of housing, community facilities as well as commercial development. It is expected to provide a range of new family and waterside housing and the proposed new commercial development has the potential to deliver 160 new jobs within Halton.

**Runcorn Old Town:** The aim for Runcorn Old Town is that it becomes a place people want to visit rather than just to pass through and the proposed new commercial development has the potential to deliver over 230 new jobs within Halton.

**Astmoor Industrial Estate:** The aim for the Astmoor Industrial Estate is to upgrade and improve the premises and to consider a new future in terms of land use and development and the proposed new commercial development in this area has the potential to deliver over 520 new jobs within Halton.

**Halton Lea:** The preferred option for Halton Lea centres around the future of the shopping centre and the associated proposed new commercial development has the potential to deliver in excess of 100 new jobs within Halton.

**Rocksavage and Clifton:** The preferred option for Rocksavage and Clifton is to develop the area for leisure and recreation, improving green spaces and walking and cycling access and the proposed new commercial development has the potential to deliver in excess of 160 new jobs locally within Halton.
Education, Skills and Training

20.6.61 The IMD (2007) indicated that only one LSOA in Halton Borough Council was ranked in the worst 4% nationally for the Education, Skills and Training domain, which is located in Kingsway. The most recent IMD (2010) analysis indicates that this has increased to 17 LSOAs in Halton Borough in the worst 4% nationally.

20.6.62 As shown in Figure 20.9, as of 2010 41 LSOAs within the Borough are designated within the worst 20% for education, skills and training deprivation. These LSOAs are located within the wards of Hough Green, Ditton, Broadheath, Appleton, Kingsway, Halton View, Riverside, Heath, Mersey, Grange, Halton Lea, Norton North, Norton south, Windmill Hill, Halton Brook and Castlefields – Halton Castle.

20.6.63 Data obtained from the Office of National Statistics (2001) shows that Halton Borough Council scores below average for education, skills and training in that 18.2% of people in Halton Borough Council aged 16 – 74 years (the Working Population) have no qualifications in comparison to the British English average of 12.4% and the regional average of 14.7%. 11.3% of people in Halton aged 16 – 74 hold qualifications at degree level or higher which is comparatively lower than the English average of 19.9%.

20.6.64 In 2008/09, 44.6% of pupils achieved 5+ GCSE’s at A*-C including English & Maths in Halton. This is lower than either the regional (49.9%) or the national rate (49.8%). Whereas both the regional and national figure has improved since 2007/08, the figure for Halton Borough has significantly reduced from 49.3% (Ref. 50). Data obtained from the Council has identified that Halton is the most improved Borough in England for GCSE results in 2007. This shows that 62% of individuals within Halton obtained five GCSEs in 2007. Halton is therefore performing above the North West average for GCSE performance, which stands at 59.4% in 2007. The percentage of individuals in 2007 to obtain 2 or more A-Levels (91.1%) has also increased from the 2004 level (of 87%), but decreased from the 2006 level of 93.8%.

20.6.65 However, data obtained from the annual population survey (Ref. 19) has identified that Halton Borough Council is underperforming with regards to the number of individuals educated to NVQ level 4 and above (at 21.3%) in comparison to the national and regional averages (of 31.3% and 28.7% respectively). This corresponds with studies undertaken by the Council in 2005, which suggested that due to a lack of employment skills within the Borough of people aged over 19, business within Halton Borough Council are recruiting from outside the Borough and reducing the potential for inward investment. This trend also correlates with the fact that at 12.8% the percentage of the population claiming job seekers allowance unemployment amongst the under 25s in Halton Borough Council is the second highest in England and Wales above regional (8.8) and national (7.9%) averages (at 13.6%) (Ref. 4) (Ref. 19).

20.6.66 There are 8 secondary and 52 primary schools within Halton. These are primarily located in Runcorn and Widnes. Further education is provided at three colleges, one of which is located in Runcorn (Riverside College Halton) and two in Widnes (Halton College Kingsway and Widnes Sixth Form College). There are four nursery schools in Halton Borough Council with three located in Widnes (Birchfield, Ditton and Warrington Nursery School) and Grange Nursery School in Runcorn. In addition, there are four special schools located within Halton, of which, three are located in Widnes and one within Runcorn.

20.6.67 Table 20.12 shows the number of pupils at education establishments based on the 2011 annual pupil level results.
Table 20.12 – 2005 Pupil Level Census for Halton Education Establishments

<table>
<thead>
<tr>
<th>School data based on Annual Pupil Level Census, January 2005</th>
<th>No. of pupils</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nursery Schools</td>
<td>371</td>
</tr>
<tr>
<td>Nursery Classes</td>
<td>297</td>
</tr>
<tr>
<td>Primary Schools (4-11)</td>
<td>10,126</td>
</tr>
<tr>
<td>Secondary (11-16)</td>
<td>7902</td>
</tr>
<tr>
<td>Sixth Form (16-18)</td>
<td>256</td>
</tr>
<tr>
<td>Special Schools</td>
<td>361</td>
</tr>
<tr>
<td>Pupil Referral Units</td>
<td>49</td>
</tr>
<tr>
<td>Total</td>
<td>19,362</td>
</tr>
</tbody>
</table>

Table 20.12 - 2011 Pupil Level Census for Halton Borough Education Establishments

<table>
<thead>
<tr>
<th>School data based on Annual Pupil Level Census, May 2011</th>
<th>No. of pupils</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nursery Schools</td>
<td>373</td>
</tr>
<tr>
<td>Primary Schools (4-11)</td>
<td>9,804</td>
</tr>
<tr>
<td>Secondary (11-16)</td>
<td>6,671</td>
</tr>
<tr>
<td>Sixth Form (16-18)</td>
<td>156</td>
</tr>
<tr>
<td>Special Schools</td>
<td>274</td>
</tr>
<tr>
<td>Total</td>
<td>17,278</td>
</tr>
</tbody>
</table>

20.6.68 There are no universities located within Halton. However, there are fifteen universities located within North West England. The closest universities to Halton Borough Council are located within Liverpool, namely: The University of Liverpool, Liverpool John Moores University and Liverpool Hope University. Other universities located within the North West region include; The University of Bolton, The University of Central Lancashire, University of Chester, Cumbria Institute of the Arts, Edge Hill University, Lancaster University, The University of Manchester, Manchester Metropolitan University, The Open University in the North West, University of Salford, St Martin’s College and The Royal Northern College of Music.

20.6.69 The distance travelled to education centres was identified by a Social Community Facilities Survey undertaken in 2005. The majority of respondents remained close to their homes (within their residing sector) to access primary and secondary schools, as shown in Figures 20.10 and Figure 20.11. However, a significant number of trips were noted by respondents travelling to sites of higher education; primarily to the ward of Mersey; where Riverside College Halton is located as shown in Figure 20.12. A number of these trips involved crossing the River, with a significant number of respondents travelling across the River from Hough Green, Ditton and Vale.

20.6.70 According to work undertaken by the Audit Commission (Ref.52) Halton Borough is in the worst 20% nationally for literacy qualifications. Available information from this study suggests that literacy has improved slightly between 2006/2007 to 2007/2008 (Ref. 52). This is particularly relevant for considering payment options for the bridge toll. Another factor in this consideration is local residents’ access to the internet as this is likely to be used as part of the automatic system. Physical infrastructure is advanced as Halton currently has 36,571 broadband lines. This provides a higher percentage of residents with access to high speed broadband (30.39%) than the other adjacent Councils of Liverpool (28.75%), Warrington (28.45%), St Helens (29.96%), Knowsley (27.58%) and Sefton (26.58%) (Ref. 53). The wards around the Project including the Proposals generally have higher potential internet speeds than the areas at the
edges of the Borough; however digital exclusion\textsuperscript{15} is felt to be higher in these central areas (Ref. 53) reflecting the relevance of more than physical infrastructure in internet accessibility.

\textbf{Figure 20.10 - Cross River Journeys Made to Primary Schools}

\textsuperscript{15} Digital exclusion is defined as being prevented (by skills, equipment, motivation or some other factor) from going online and using new technologies. It is derived from a combination of Deprivation, Web Attitude and Rurality values. \textbf{Deprivation:} Level of socio-economic deprivation, which may contribute towards Digital Exclusion. Derived from the Communities and Local Government’s Indices of High, Low, Multiple Deprivation (as per IMD). \textbf{Attitudes} towards the Internet and technology, which may influence the take-up of Next Generation Access (NGA) as derived from Experian True Touch Types and CACI eTypes data. \textbf{Rurality} is a classification of the degree of rurality of a postcode, as this can have an effect on the delivery of next Generation Technology (unlimited broadband services) as derived from the National Statistics Rural and Urban Classification of Output Areas for England and Wales.
Figure 20.11 - Cross River Journeys Made to Secondary Schools

Figure 20.12 - Cross River Journeys Made to Sites of Further Education
**Transport and Accessibility**

20.6.71 The proposed route of the Project including the Proposals (shown on Figure 1.3 in Chapter 1) is located within the local highway network of Halton, with the A557 and A562 to the north and the A553 to the south. The Project including the Proposals will link into the wider motorway network via the M56 to the south and M62 to the north. Chapter 2 of this ES presents a detailed description of the Project including the Proposals route.

20.6.72 The SJB provides the current link across the River from the M56 to the M62, forming a strategic road link for the region. As noted within Chapter 1 of this ES, traffic flows currently exceed the SJB’s design capacity at peak times, resulting in serious congestion that is exacerbated by substandard lane sizes. If the current trends of increasing traffic flows crossing the SJB continue, traffic may be forced onto alternative routes, impacting on the Mersey Tunnels and the M6 motorway, particularly at the Thelwall Viaduct (Halton Borough Council 2001, LTP). In addition, peak spreading may occur where traffic flows across the Mersey are high for a greater proportion of the day. Social research work (Stage One) undertaken in 2002 identified from the ‘wider travelling public’ on street surveys (undertaken at a sub regional level with a base of 500 people) that 46.2% of those who frequently make journeys across the SJB regularly or occasionally take an alternative route to avoid using the SJB (see Table 20.3 for more detail on the social research work undertaken for this assessment). Community Severance can be caused through increased traffic congestion creating a physical barrier between residents to facilities and services they use within their community.

20.6.73 Vehicular users of the SJB are split into three categories which consist of; internal - movements within Halton Borough Council at approximately 20% of total usage, regional - trips across the region but with either the origin or destination within Halton Borough Council at approximately 40% of total usage and thoroughfare– using the SJB as a route through Halton Borough Council with the origin and destination from outside of Halton Borough Council at approximately 40% of total usage.

20.6.74 Transport surveys undertaken for the Project including the Proposals indicates that the wider travelling public crossing the SJB (i.e. those whose origin and destination is not in Halton) travel either north or south from the areas of Chester, South Wirral, North Wales, Northwich and Knutsford to areas around East Liverpool (i.e. the airport and Speke Garston employment areas) and to St Helens.

20.6.75 Warrington town centre crossings, the Mersey Tunnels and the M6 at Thelwall provide alternative crossings over the River. The Warrington and Thelwall crossings are free. However, a charge of £1.50 for Class 1, £3.00 for Class 2 and £4.50 to £6.00 for Class 3 vehicles currently exists on the Mersey Tunnels. As from April 2008 these fares will increase to £1.40 for Class 1 vehicles, £2.80 for Class 2 vehicles and between £4.20 to 5.60 for Class 3 vehicles. Concessionary free travel for the Mersey tunnels is provided to individuals who are disabled. Crossing the Mersey via these alternative routes would incur the

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16 Defined as Physical Barriers- such as the introduction of new traffic infrastructure (Ref. 26), Social impacts – such as the disruption of ‘neighbourhood lifestyle (Ref. 27), Psychological or perceived barriers- such as traffic noise or road safety fears (Ref. 28) or Inhibition of social interaction (Ref. 29)

17 Class 1 Vehicles include cars, goods vehicles up to 3.5 tonnes gross weight, Buses with less than 9 seats, motor bikes with side cars and 3 wheelers. Vehicles with ‘Fast Tag’ pay £1.30

18 Class 2 Vehicles include goods vehicles over 3.5 tonnes gross weight but with only 2 axles and buses with 9 or more seats and 2 axles. Vehicles with ‘Fast Tag’ pay £2.60

19 Class 3 (goods vehicles over 3.5 tonnes gross weight and with 3 axles, buses with 9 or more seats and 3 axles) and (goods vehicles over 3.5 tonnes gross weight and with more than 3 axles) Vehicles with Fast Tag pay between £3.90 and £5.20

20 Provided that the individual is in receipt of the highest rate of mobility component of the disability living allowance, or, if aged over 65 years, the highest rate of attendance allowance.
following journey times (obtained from Auto Route Model and based on off peak journey times) from the southern side of the SJB (Runcorn) to the northern side of the SJB (Widnes):

a. Via Warrington – 40 minutes (Distance - 19 miles);
b. Via Thelwall – 65 minutes (Distance - 53 miles); and
c. Via Mersey Tunnels – 75 minutes (Distance - 52 miles).

20.6.76 2001 National Census data indicates that 29.4% of households within Halton Borough Council do not have access to a car/van, 44.4% of households have 1 car/van and 26.2% of households have 2 or more cars/vans. These figures indicate that access to a car/van is below the combined English and Welsh average, where 26.8% of households do not have access to a car/van and 29.4% of households have 2 or more cars/vans. More recent data suggest that the number of cars in the Borough has increased by 22% between 2002 and 2009 to 56,230. However, the number of people not owning cars in the Borough is still considered ‘high’ compared to national levels, and is particularly considered to be a problem in Windmill Hill, Appleton, Riverside and Grange (Ref. 51).

20.6.77 Figure 20.13 shows the proportion of households without access to a car/van in relation to the Project including the Proposals alignment. This figure shows that of the wards bordering the alignment route; Castlefields, Halton Castle, Riverside and Kingsway contain the greatest percentage of households without access to a car/van.

20.6.78 The Council’s LTP household survey (2004) indicates that ownership of a car in Halton Borough Council is perceived as an essential requirement for daily life and access to services across the Borough. The majority of respondents stated that they use cars for convenience and due to a lack of alternatives. The car is regarded as an important mode of transport for people to access essential services such as places of work, education and hospitals. This survey also confirmed that the main mode of transport to services and facilities is by car. The majority of respondents stated that they use their cars for convenience and due to a perceived lack of alternatives. The car is therefore seen as an important mode of transport for people to access essential services such as education and hospitals as well as places of work in Halton Borough Council and the surrounding area. The consultation to support the most recent LTP (LTP3 2011/12 – 2025/26) indicated that congestion is the highest transport related priority in the Borough (Ref. 44) and that private car remains the major form of transport.

20.6.79 Safety is a major concern on the SJB as currently the facilities for pedestrians are perceived to be poor and facilities for cyclists are perceived to be unsafe (Halton LTP 2001/02 to 2005/06 summary, Halton Borough Council, 2001). There is a designated pedestrian walkway on the upstream side of the SJB however, no specific facilities are provided for cyclists. Social Research (Stage 7) highlighted the concerns of walking and cycling across the SJB, as one resident specifically noted that ‘You’d risk your life doing it’. Figures 16.11 and 16.16 within the Transport Chapter 16 show the existing public transport, cycle and pedestrian routes within Halton.

20.6.80 Data obtained from the Transport Chapter 16 of this ES has identified that during an average weekday some 172 cyclists currently cross the SJB. This number drops to 61 cyclists per day during weekends. The Transport Chapter has also identified that approximately 100 pedestrians cross the river between 7am and 7pm on an average weekday.

20.6.81 Two main bus operators and over ten smaller operators provide a regular extensive local bus service within Halton. Arriva North West and Wales is a public limited company and the predominant bus operator for Runcorn. Halton Transport is a local municipal operator and the predominant bus operator for Widnes. These services are becoming increasingly accessible
partly due to greater use of low floor buses for disabled and older people. Halton Transport has 55 (out of 61) low floor buses in service and Arriva has 39 (out of 54) low floor buses in service.

Halton’s Final LTP2 2006/7 to 2010/11 and LTP3 acknowledges that fear of crime is a barrier to the extent of use of the bus network in Halton Borough Council and has therefore launched the Travelsafe initiative ‘which involves local and community police travelling on buses and transport corridors, thereby reducing crime and the fear of crime on public transport and in particular on the Runcorn Busway’.

Halton’s LTP3 Final LTP2 2006/7 to 2010/11 states several measures to improve sustainable integrated public transport throughout the region which will be undertaken throughout the lifetime of the LTP. These measures include: implementing the Halton Sustainable Transport Network, providing Halton Cycleway and Greenway Links, bus priority at Junctions, bus stop upgrades, residential 20mph areas, improving transport information, secure cycle parking lockers, assisting walking via improvement to neighbourhood centres, additional bus lanes and bus stops (see LTP3 implementation plan for more detail), upgrading bus stations within Halton Lea, Runcorn High Street and Widnes Green Oaks, making infrastructure improvements to the North - South Quality Bus Corridor and improving daytime and evening bus links between certain key bus routes (e.g. the 82A service which links Runcorn, Widnes and Liverpool John Lennon Airport).

A rail network also exists in the region, running from Widnes and Runcorn to Liverpool, Warrington and Manchester amongst other destinations. Runcorn has two railway stations, a main line station on the Liverpool to London line and a further station on the Manchester to Chester line. There is, however, no direct rail link between Widnes and Runcorn due to the closure of Ditton Station in Widnes. Halton’s Final LTP3 2 2006/7 to 2010/11 highlights the opportunity to significantly improve will continue the improvements to the Halton Curve Rail Link, which has the potential to create an opportunity for a new station to be built at Beechwood, Runcorn, and to further stress analyse the need for Ditton Station in Widnes to be reopened.

The Council’s regeneration action areas, outlined in the Land Use Chapter 9, have identified that aspiration to reopen the passenger rail station at Ditton railway station.

**Health and Disability**

Figure 20.14 shows that health is a major issue in Halton with the IMD health/disability domain being the highest scoring domain in Halton in 2007. As shown in Figure 20.14, a number of LSOAs in close proximity to the Project including the Proposals route are also identified with high health deprivation levels. Twenty seven. The IMD data (2010) show that 24 of Halton’s 79 LSOAs (i.e. 34.30% of LSOAs within the Borough) are ranked in the worst 4% nationally for health deprivation and 52 51 LSOAs within the worst 20% (i.e. 66 64% of LSOAs within the Borough). This suggests that health issues are continue to be widespread throughout the Borough. The highest ranking LSOA for health is located in Halton Castle Castlefields and was ranked as the 32nd 69th worst LSOA nationally (2007 2010 IMD). As shown in Figure 20.14, a number of LSOAs in close proximity to the Project route are also identified with high health deprivation levels.

Population forecasts for Halton, presented in Figure 20.3 display the future predicted rise of elderly populations within Halton. A rise in the elderly population of an area is likely to be associated with an increased demand for health services, sheltered housing, community facilities and easily accessible public transport.

Of Halton’s total population 21.5% have a LTLI (compared to 17.93% in nationally and 20.72% regionally) and 11.6% have a general health that is classified as ‘not good’ (compared to 9.0%
in England) (National Census Data 2001). The wards of Daresbury, Birchfield and areas of Farnworth reported above national average levels of health.

20.6.88 Health issues in Halton Borough Council are reflected by high mortality statistics. Between 1999 and 2003, Halton Borough Council has been consistently ranked within the worst four Boroughs in the country for deaths from all causes. The most recent figures show this trend continues (Ref. 45). The life expectancy figures for 2003 to 2005 indicate a life expectancy for males in Halton Borough Council of 74.5 and for females of 78.3, which is lower than the national average life expectancy (males 76.9 and females 81.1) (Ref. 45). On average, in Halton, men can expect to live 3.1 years less than the national average and women can expect to live 2.2 years less than the national average.

20.6.89 Death rates in Halton Borough Council are indicated by the Standard Mortality Ratio (SMR) which was 130 between 2007-2009. SMRs are based on five years death data and are compared against the English and Welsh average death rates. The average death rates are standardised to 100 and therefore Halton Borough Council currently has 30% more deaths than average (Ref. 46). Halton was listed the fourth worst Borough (out of 354 LA) within England for life expectancy in 2001/2002. On average, in Halton, men can expect to live 2.2 years less than the national average and women can expect to live 2.5 years less than the national average. Halton Unitary Authority was ranked 10th worst Borough in England for male life expectancy and 2nd worst Borough for female life expectancy.

20.6.90 Government statistics show that the main cause of death and serious illness in Halton Borough Council is due to cancer. The mortality rate for all cancers is 27% higher than the national average (at 127) and 17% higher than the regional average. Other major causes of death and serious illness are mental health disorders and cardiovascular disease (Ref. 46). (accounting for approximately 25% of all deaths) and heart disease (accounting for approximately 20% of deaths). Halton Borough Council has the sixth highest all-ages death rate from cancer within England. Between 2000 and 2005 there were 1,988 deaths from cancer in Halton, alongside 3,888 new diagnoses of cancer. The main death-causing cancer found in Halton is lung cancer. Mortality rates from lung cancer within Halton are 55% above the national average (Halton Borough Council, 2003) (Ref. 20).

20.6.91 Road accident figures in Halton Borough Council which were sourced from Halton’s Final LTP 3 (2006/07 – 2010/11) are recorded above the national average. The average number of children being killed or seriously injured in Halton Borough Council is 1.6 times the national average, the number of individuals killed or seriously injured at 0.9 times the national average and the number of individuals being slightly injured being 1.1 times the national average.

20.6.92 There are two hospitals in Halton, the Halton General Hospital (south of the River in the ward of Halton Lea) and Highfield Hospital (north of the River in the ward of Kingsway). Halton General offers facilities for both in and out patients and has a minor injuries unit but has no Accident and Emergency (A&E) department. Highfield Hospital has clinical facilities for maternity patients but no in patients department or A&E.

20.6.93 Halton General Hospital is situated in Runcorn just east of the A533 Central Expressway, which leads north to the SJB. The Social Research Mersey Gateway Community Facilities Research Report (2005) (Stage 5) identified that Halton General Hospital serves residents on both the northern and southern banks of the River. Furthermore, residents on the northern side of the River make a significant number of journeys across the SJB in order to access Halton General Hospital (located in Runcorn). These trips are shown in Figure 20.15. Highfield Hospital is
located off Highfield Road, which leads straight down to Ditton Roundabout Junction of the Project including the Proposals.

Figure 20.15 - Cross River Journeys Made to Hospitals

20.6.94 The closest A&E departments to Halton Borough Council are in Whiston Hospital in Merseyside or Warrington Hospital in Warrington. Warrington Hospital predominantly serves residents of Runcorn whilst Whiston Hospital predominantly serves residents of Widnes.

20.6.95 Halton General Hospital and Warrington Hospital are managed by North Cheshire Hospitals NHS Trust and cover an area of approximately 100 square miles, and a population of 309,295.

20.6.96 Regular bus links are provided to other local hospitals outside of the Borough including: St Helens Hospital, the Royal Liverpool University Hospital, The Countess of Chester Hospital, Warrington Hospital and Broadgreen and Alder Hey Hospital. Furthermore a free hospital shuttle is provided between Halton General Hospital and Warrington hospital.

20.6.97 A telephone survey undertaken by Mott MacDonald for Halton’s Strategic Partnership in 2005 (Ref. 30) indicated that different wards within Halton Borough Council experienced different levels of access to local hospitals. On average, 47.2% of respondents from Broadheath, Ditton, Hale and Hough Green stated that it was either fairly difficult or very difficult to access a local hospital, compared to only 8.1% of respondents from Halton Castle Castlefields, Norton North, Norton South and Windmill Hill. At a Borough level it is recognised that travel times to hospitals in Halton Borough is worse than in any other Liverpool City Region (Ref. 44).

20.6.98 Halton’s Primary Care Trust (Refs. 31, 32, 33) states that there are currently 18 General Practitioners (GPs) surgeries in Halton, comprising of 8 practices within Runcorn and 10 practices in Widnes. There are 16 dental surgeries within Halton, comprising of 8 surgeries
within Runcorn and 8 surgeries within Widnes. The location of GP surgeries and health centres across Halton Borough Council are presented in Figure 20.14.

20.6.99 The Community Facilities report (Stage 5) identified that trips made to health centres and GPs were predominantly within the wards where the respondent resides. However, trips across the River to access GPs and health centres primarily occurred between the wards Halton View, Appleton and Kingsway (north of the River) to the wards of Halton Brook, Grange and Heath and the wards of Halton Castle, Castlefields, Halton Lea and Beechwood. These trips are shown in Figure 20.16.

**Figure 20.16 - Cross River Journeys Made to Health Centres (including GPs)**

20.6.100 In March 2002 Lancaster University Institute for Health Research undertook a study into the factors affecting health in Halton Borough Council (Ref. 14). This study included an investigation of the impact of environmental, social and lifestyle factors on the health of the people in Halton. This study suggested that people living in Widnes are significantly less likely to report ill health than those living in Runcorn which resulted from a number of factors.

20.6.101 Statistical analysis within the study revealed no significant association between environmental pollution and self reported ill health in Halton. It was concluded that health problems are most likely to be linked to a combination of high levels of material deprivation and unhealthy lifestyles in the Borough.

20.6.102 The concerns highlighted by the Lancaster University health study relating to the risks of land, water and air pollution to human health in Halton Borough Council have been explored further in relation to the Project including the Proposals. The chapters contained within this ES discuss the effects of the Project including the Proposals on a number of environmental issues and analyse their potential to effect human health in Halton.
20.6.103 Information detailing the existing baseline levels of other health related issues are provided in the following ES Chapters:

a. Air Quality Chapter 19;
b. Noise and Vibration Chapter 17;
c. Landscape and Visual Amenity Chapter 12; and

Services and Facilities

20.6.104 There are a number of community centres in Halton Borough Council which are owned and managed by the Council and are used by local residents for a wide range of activities. A figure showing the locations of community services and facilities is provided in Figure 20.17.

20.6.105 National statistics (2001) show that the majority of Halton Borough Council residents (83.8%) stated their religion as Christian. In comparison, 0.1% of respondents defined themselves as either: Buddhists, Muslim, Hindu, Sikh or other religions. Census data suggests that there were no Jewish residents within Halton. The remaining population defined themselves as either of no religion (8.7%), or did not state a religion (7%). A place of worship, as defined by Halton the Borough Council’s website only refers to Christian churches. As only 0.1% of Halton’s population defined themselves of ‘other religions’ (i.e. not Christian) and no data on other places of worship was available, only churches, as a place of worship, have been considered within this assessment.

20.6.106 There are a wide range of leisure and recreational facilities in Halton, which include a number of parks and leisure centres (Brookvale Centre, Runcorn swimming pool and the Kingsway Centre). In addition, The Halton Stobart Stadium is the home to the Widnes Vikings Rugby League team and Runcorn Football Club and has hosted international and national matches.

20.6.107 There are currently three golf courses within Halton Borough Council comprising; St Michael’s Golf Course, Cavendish Farm Golf Course and Widnes Golf Course. However, only Cavendish Farm and Widnes Golf Course are in public use as St Michael’s Golf Course was closed on public health grounds in 2004 due to contamination of the ground, and remains closed in 2011.

20.6.108 In February 2004 the Government’s Social Exclusion Unit prepared a report on the impact of transport and the location of transport on social exclusion – Making the Connections: Final Report on Transport and Social Exclusion (Ref. 28). This identified those groups likely to be particularly vulnerable to transport related issues and the problems this creates. The key barriers outlined within this report, facing people in accessing services, were noted as the following:

a. Availability and physical accessibility of transport – this is likely to stem from poor provision of public transport services (particularly to rural areas) and poor provision of disabled access to services among other problems;
b. Cost of transport – both private and public costs of transport can be high and unaffordable to groups such as those on a low income;
c. Service and activities located in inaccessible places – such as hospitals, shops and employment areas located out of town, which are not served by a good public transport network;
d. Safety and security – there is often a fear of crime and antisocial behaviour associated with public transport particularly at night; and
e. Travel horizons - Poor information and individuals’ limited travel horizons – there is often a lack of information available regarding public transport services and unwillingness for people to travel long distances.

20.6.109 The Social Exclusion Unit report (2001) (Ref. 34) revealed that nearly one in three households nationally does not have access to a car due to cost, age, disability and through choice. Of this total approximately two thirds (63%) are from the lowest income households. These individuals rely instead on walking, buses, taxis and lifts from families and friends. The percentage of households within Halton Borough Council who do not have access to a car/ van is 29.4% (in comparison to the national average of 26.8%) and highlights the importance of ensuring that the effect of the Project including the Proposals to alternative transport routes and means are considered within this assessment.

20.6.110 As discussed in paragraph 20.6.69, residents in Halton Borough Council who are less likely to have access to a car are located in the wards closest to the Project such as Riverside, Castlefields, Halton Castle and Mersey.

Local Amenities

20.6.111 There are numerous shopping facilities located within Halton, many of which contain low quality, cost saving shops.

20.6.112 Table 20.13 summarises the shopping facilities available in Halton Borough Council and their locations in either Widnes or Runcorn and this has been updated to reflect the 2011 situation in consultation with Halton Borough Council.

<table>
<thead>
<tr>
<th>Shopping Centre</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Runcorn High Street</td>
<td>Runcorn</td>
<td>Cost Cutting outlets such as: Quids, Poundstretcher, Poundland, U Save discount, Somerfield.</td>
</tr>
<tr>
<td>Widnes High Street</td>
<td>Widnes</td>
<td>Cost Cutting outlets such as: Quids Home &amp; Bargain Poundland, Peacocks Stores, U Save discount, Bon Marche and Quality Save.</td>
</tr>
<tr>
<td>Greenoaks Centre</td>
<td>Widnes</td>
<td>Anchored by Morrisons Supermarket and TG Hughes. Incorporates Widnes Market and covers 250,000sqft.</td>
</tr>
<tr>
<td>Windmill Shopping Centre</td>
<td>Widnes</td>
<td>Owned by Modus Properties. Extends to 170,000sqft and is anchored by Iceland and Netto.</td>
</tr>
<tr>
<td>The New Widnes Retail Park</td>
<td>Widnes</td>
<td>Opened March 2010 Boots, NEXT, Poundstretcher, Marks and Spencer, Outfit, Costa Coffee, Wilkinson</td>
</tr>
<tr>
<td>The Albert Square Shopping Centre</td>
<td>Widnes</td>
<td>Extends to 87,000sqft and anchored by Argos and WH Smith with a number of other national and local retailers including Iceland and The Post Office</td>
</tr>
<tr>
<td>Ashley Retail Park - demolished for development in 2011</td>
<td>Widnes</td>
<td>Extends to 75,000sqft and houses B&amp;Q, Comet, Topps Tiles and Charlie Browns. Tesco Superstore expected spring 2012</td>
</tr>
<tr>
<td>Simms Cross</td>
<td>Widnes</td>
<td>Argos</td>
</tr>
<tr>
<td>Halton Lea Shopping Centre</td>
<td>Runcorn</td>
<td>Includes a shopping core, offices, a library, courts and a police station. The shopping outlets include: Tesco, WH Smith, Boots, Iceland, Argos, Wilkinsons Dixons and various banks and building societies.</td>
</tr>
<tr>
<td>Trident Retail Park</td>
<td>Runcorn</td>
<td>Contains a Currys Superstore, Aldi, a fitness centre, multiplex cinema and an Asda.</td>
</tr>
</tbody>
</table>
In 1999 a study of retail use across the Borough was undertaken by Chesterton on behalf of Halton Borough Council (Halton Retail Issues Study, 1999) (Ref. 35). This was further updated in 2002. This involved a household survey in Halton Borough Council and Warrington, which aimed to determine the change in shopping patterns since 1994. This remains the most relevant publicly available survey of this kind.

This survey revealed three main convenience goods markets in Halton Borough Council comprising; Widnes, Halton Lea (including the Asda store at Halton Lea and the Aldi at Trident Park); and Runcorn. The survey also revealed two main comparison goods markets in Halton Borough Council comprising Widnes and Halton Lea/Runcorn on the Mersey. For each of these market centres the total share of the catchment (i.e. the area of Halton Borough Council and Warrington which was included in the household survey) was calculated based on an examination of the percentages recorded by the household survey in relation to people’s preferences for particular stores and centres.

**Table 20.14 - Convenience Goods Market Shares, 1999**

<table>
<thead>
<tr>
<th>Market Centre</th>
<th>Total Share of Catchment (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Widnes</td>
<td>35</td>
</tr>
<tr>
<td>Halton Lea</td>
<td>30</td>
</tr>
<tr>
<td>Runcorn</td>
<td>5</td>
</tr>
</tbody>
</table>

Table 20.15 indicates the total share of catchment for each market area in 2002. This shows that Widnes is the dominant centre in terms of comparison goods expenditure in Halton.

**Table 20.15 - Comparison Goods Market Shares, 2002**

<table>
<thead>
<tr>
<th>Market Centre</th>
<th>Total Share of Catchment (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Widnes</td>
<td>20</td>
</tr>
<tr>
<td>Halton Lea/Runcorn</td>
<td>7</td>
</tr>
<tr>
<td>Others areas outside Halton</td>
<td>73</td>
</tr>
</tbody>
</table>

A study undertaken for the Council by CACI information solutions (2006) (Ref. 36) identified the distribution of retail shopping trips undertaken by residents within Halton. Information obtained from this study is presented below in Table 20.16.

**Table 20.16 - Distribution of Total Retail Spend by Halton Borough Council Residents 2006**

<table>
<thead>
<tr>
<th>Market Centre</th>
<th>Distribution of Spend for retail Shopping in 2006 (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Widnes</td>
<td>17.5</td>
</tr>
<tr>
<td>Runcorn shopping centre</td>
<td>16.5</td>
</tr>
<tr>
<td>Runcorn Trident Retail Park</td>
<td>2.3</td>
</tr>
<tr>
<td>Runcorn</td>
<td>0.9</td>
</tr>
<tr>
<td>Liverpool</td>
<td>13.3</td>
</tr>
<tr>
<td>Chester</td>
<td>7.9</td>
</tr>
<tr>
<td>Liverpool New Mersey shopping centre</td>
<td>5.7</td>
</tr>
</tbody>
</table>

21 The convenience market includes all food based grocery shopping.
22 The comparison goods market includes non-food goods such as clothes, shoes etc.
20.6.117 It is evident that Halton’s close proximity to competing centres outside the Borough has a considerable influence on expenditure within Halton. Other main market centres outside Halton Borough Council include Chester, Warrington, Liverpool and St Helens, which account for a large proportion of the comparison goods market. Recent analysis undertaken by GVA Grimley on the behalf of Halton Borough Council suggests this trend continues (Ref. 47).

Quality of Life

20.6.118 The Social Research ‘Quality of Life Survey’ identifies the existing quality of life experienced by residents within Halton. Quality of Life data was based upon the Audit Commission’s Local Quality of Life Indicators (2005) (Ref. 37). These indicators are listed below;

a. ‘People and Place;
b. Community cohesion and involvement;
c. Community Safety;
d. Culture and leisure;
e. Economic Well-being;
f. Education and life-long learning;
g. Environment;
h. Health and Social Well-Being;
i. Housing;
j. Transport and Access; and
k. Other’

20.6.119 The Quality of Life Survey identified that approximately 80% of residents were either fairly or very satisfied with their neighbourhood as a place to live. The survey identified that facilities for teenagers and young people were the aspects which respondents in Halton Borough Council felt required most improvement in their local area. In general, residents within the south of the Borough felt that transport and shopping facilities required improvements as opposed to those in the north of the Borough. However, ten times the amount of residents within the north of the Borough stated that cultural facilities required improvements compared with residents in the south of the Borough.

20.6.120 Respondents were asked whether their neighbourhood had improved, worsened or remained the same. Despite the fact that over half of residents felt that neighbourhoods had stayed the same, nearly twice the number of respondents felt that it had worsened (at 25%) as opposed to changed for the better (13.7%).

20.6.121 The survey also identified that a higher proportion of residents in the south of Halton Borough Council found it easier to reach facilities than those in the north.

20.6.122 Community cohesion within the social research was identified in line with Local Government Association (2002) Guidance on Community Cohesion (Ref. 38). This guidance states that community cohesion is described as the following;

a. ‘There is a community vision and a sense of belonging for all communities;
b. The diversity of people’s different backgrounds and circumstances are appreciated and positively valued;
c. Those from different backgrounds have similar life opportunities; and
d. Strong and positive relationships are being developed between people from different backgrounds in the workplace, in schools and within neighbourhoods’.

In light of this description, social research (Stage 6) identified that approximately one third of residents know many of people in their neighbourhood, whereas nearly 60% know a few/some people in the neighbourhood. Only 1% of respondents stated that they did not know anyone within their neighbourhood, which indicates that some form of social networking is apparent in the majority of neighbourhoods in Halton.

More than half of residents either definitely agreed or tended to agree that people from different backgrounds got on well together. However, approximately one third didn't know. Only one in seven respondents disagreed with this statement, indicating that Halton Borough Council has fairly high levels of good community relations.

Four in ten residents noted that they feel safe or fairly safe walking after dark in their neighbourhoods, which is the same proportion of residents who noted they feel unsafe or fairly unsafe. In comparison, the majority of residents (86.2%) stated that they feel safe or fairly safe in their neighbourhoods during the day.

The 2002 Lancaster University study into health in Halton Borough Council identified that residents of Halton Borough Council demonstrated a high degree of social capital and commitment to their local communities. This 2002 study (Ref. 14) defines social capital as ‘those features of social organisation – such as social networks, high levels of interpersonal trust, and norms of mutual aid and reciprocity – that act as resources for individuals and facilitate collective action. Social capital is thus seen as a feature of the social structure, not of the individual actors within it.’

Halton Strategic Partnership circulated ‘Quality of Life’ surveys throughout the Borough in 2005 and 2007 (Refs. 29, 39). These surveys were undertaken in the Council Neighbourhood Management areas of Widnes Central, Halton Lea and Castlefields Halton Castle and Windmill Hill through postal surveys sent to 6,791 households. These surveys reflect similar Social Research work undertaken in 2005 (stage 6 research). The results of these Halton Strategic Partnership 2005 and 2007 surveys are detailed below.

Similar proportions of residents participating in the 2005 and 2007 surveys indicated that they were either fairly satisfied or very satisfied with their local area as a place to live at 79.2% and 82% respectively. However, despite similar values, a slight decrease in satisfaction was noted across the Borough. The highest level of area satisfaction was noted in the ward of Daresbury with 93.6% of respondents being either fairly or very satisfied in 2005 and 94.3% in 2007. The surveys indicated that, in general, residents feel safer in 2007 than in 2005, with 55.4% of residents feeling safe after dark in 2005, and 57% in 2007. Residents in all wards in Halton Borough Council felt that they were unable to influence decisions affecting their local area.

The Council circulated a local area satisfaction survey in 2006 throughout the Borough, which provided indicators of quality of life. Survey sections were categorised as ‘Condition and maintenance of your local area’, ‘Local area issues’, ‘Facilities in your local area’, ‘Halton Borough Council’ and ‘Environmental Health Division’. In total, there were 1592 responses to the survey. Baseline quality of life data for Halton Borough Council can be assessed using results collated from a selection of the survey questions. The results of this survey reflect the
results from the Stage 6 social research work. Halton Borough Council also commissioned a place survey in 2008 (Ref. 61) which is the most up to date look at residents views in Halton Borough.

20.6.130 Stage 6 social research work results suggested that the majority of residents (72.6%) have lived in the area for longer than 10 years. When asked if respondents thought their local area is clean, attractive and well maintained, 68.9% answered that they were ‘very or fairly satisfied’, where 19.3% were ‘fairly or very dissatisfied’. Of all the questions asked within the survey, the only one indicating a primarily negative response was on the standard of health in Halton. The majority of respondents (at 37.1%) stated that the standard of health within Halton Borough Council was either ‘poor or very poor’, compared to 32.4% whom stated that health was generally ‘very good or good’. Respondents were also asked if they believed vandalism, graffiti and other deliberate damage to be a problem in their local area, the majority of respondents stated that they thought it was either ‘not a very big problem, or not a problem at all’, however, over one third of respondents stated that it was either ‘a very big problem or a fairly big problem’. The majority of respondents, at 58.8%, believed that rubbish or litter was ‘not a very big problem, or not a problem at all’ in the local area, compared to 40.3% of respondents who believed that it was ‘a very big problem or a fairly big problem’. The local satisfaction survey indicated that the majority of residents felt safest within their homes and immediate local areas (at 85.6% and 68.8% respectively). However, less than half of residents stated that they felt safe within Halton.

20.6.131 Whilst the 2008 Place Survey (Ref. 61) is not directly comparable with the stage 6 social research, the survey does show that ‘overall satisfaction with respondents’ local areas’ has increased to 70% from 66% in 2006. This mirrors a pattern seen at the national level though satisfaction is higher at the national level 70% - 78% over the same time period. There is also a perceived decrease in crime within Halton Borough. The Place Study also found that there had been a decrease in respondents who felt that they are affecting local decisions (32% 2006 – 35% 2008), again this was found to mirror a national trend. It is worth noting that 3 out of 10 respondents said they would definitely like to get more involved, whilst for 6 out of 10 it would depend on the issue. Overall satisfaction with Halton Borough has decreased by 10% between 2006 and 2008. Looking at transport the usage of local buses has increased from 60% in 2006 to 67% in 2008. Just under half are satisfied with the local bus service and public transport information, a decline on 2006 results (Ref.61).

Local Attitudes towards Traffic Congestion and the SJB

20.6.132 Social research undertaken to date (detailed in Table 20.3) indicates that the SJB is regarded as an important aspect of daily life for residents in Halton. The majority of participants use the SJB at least once a week, predominantly travelling across by car for both local and wider journeys. The purpose of the crossings are for a variety of reasons including business trips, hospital appointments, visiting friends and families, shopping, leisure, work, education and general socialising.

20.6.133 Stage 4 (2004) of the social research identified that currently the majority of people (81%) who choose to travel by private vehicle across the SJB do so because it is the most direct route to reach their destination. The greatest proportions of these respondents were those travelling on business journeys.

20.6.134 Business users of the SJB tend to cross by car or van to destinations in the North West region or further afield. Businesses participating in the Council’s LTP survey (2004) viewed the SJB as important for their customers travelling to their business, employees’ access to work, business
trips, encouraging regeneration and delivery schedules. This highlights the importance of the SJB for local and regional businesses.

20.6.135 Stage 2 social research (2003) respondents were asked what the main problems associated with the SJB were. The problems raised included the following:

a. Congestion during rush hour periods;
b. Congestion due to breakdowns, accidents and road works (and a lack of alternative routes);
c. Safety concerns;
d. No advanced warnings of delays to allow alternative routes to be chosen;
e. Inadequate public transport links across the bridge;
f. Inadequate pedestrian and cycle crossing provisions;
g. Poor safety on access roads;
h. Poor lane signage;
i. Poor design of access roads; and
j. Inadequate lighting on approach roads.

20.6.136 Residents participating in the Stage 2 social research (2003) indicated that such problems have resulted in unpredictable journey times and delays across the river, which often create high levels of stress for drivers. In addition, due to the high levels of congestion, residents have chosen places of work, healthcare, social activities and shopping which avoid crossing the River. Access to essential facilities such as hospitals is often perceived to be hampered due to congestion.

20.6.137 Businesses participating within the Stage 2 social research expressed concerns regarding the impact of congestion on the timing of deliveries, sourcing of employees and, loss of trade. In addition, the effect of congestion on restricting economic development and investment in Halton Borough Council was also an area of concern.

20.6.138 Research indicated that the wider travelling public often avoided congestion around the SJB preferring to choose alternative routes across the region, which often added to their journey times.

Summary

20.6.139 It can be seen from the social profile review that there are high levels of deprivation in Halton Borough Council including poor health and high levels of unemployment within the Borough. Several vulnerable groups have been identified within the study area, including; older people, disabled, individuals/ families with long term limiting illness, unemployed, ethnic minorities, faith groups and deprived areas (using the overall IMD rank). The IMD (2010 2007) statistics revealed that 5 of the 12 most deprived areas in Halton Borough Council are located close to the route of the Project including the Proposals (i.e. of those 12 Halton Borough LSOAs in the 4% highest ranking for total IMD 5 are located in the wards considered close to the Project including the Proposals, specifically; Halton Brook, Grange, Riverside, Castlefields, Halton Castle and Halton Lea).

20.6.140 Key employment areas within the Borough are noted both north and south of the River. There is a good range of services, primary schools, amenities and recreation/leisure facilities provided within the Borough both in Runcorn and Widnes. However, the provision of higher education establishments and hospital health care services are limited. It is important that residents have good access across the Mersey to key areas of employment, health facilities and places of further education and skills training if deprivation is to be reduced.
20.7 **Effects Assessment**

20.7.1 The impact assessment detailed below provides a summary of the ‘Do Nothing’ and ‘Do Minimum’ effect and a detailed assessment ‘Do Something’ effects.

20.7.2 The ‘Do Nothing’ assessment considers the key effects which the study area is likely to experience without construction of the Project including the Proposals. Effects are considered up to 2015, 2017 which is predicted to be the likely completion date for the Project including the Proposals. This summary is based on current policies and plans within the study area and a review of historic trends which are likely to continue into future years.

20.7.3 The ‘Do Minimum’ assessment considers the effects which the study area is likely to experience in a future year, taking account of routine and essential works to maintain network performance and accommodate National Road Traffic Forecast growth, but excluding substantive capital works. This assessment was based on information sourced from the Air Quality Chapter 19, the Noise Chapter 17 and the Transport Chapter 16.

20.7.4 The ‘Do Something’ assessment considers the effects which the study area is likely to experience with construction of the Project including the Proposals and further to the Project including the Proposals being operational. The assessment is based on the significance criteria previously noted within this Chapter. Aspects of the Project including the Proposals which are likely to affect social receptors are considered to be; changes to the local transport network, land take for the Project including the Proposals and tolling of the SJB and the New Bridge. A description of the Project including the Proposals, including the concept of tolling, is provided in Chapter 2.

*Do Nothing Scenario – Summary of Effects*

20.7.5 A review of current policies and plans (including the Council’s UDP) within Halton Borough Council has identified a number of strategies which are being implemented and may contribute towards the social and economic regeneration of Halton Borough Council which are not associated with the Project including the Proposals. The NWDA’s Regional Economic Strategy (2006) specifically identifies Halton Borough Council as a target area to improve employability and encourage new businesses to the area. The Halton Borough Council’s UDP (2005) outlines specific measures to improve Halton’s economic development, improve housing stock, decrease the outwards migration from the Borough, protect existing environmental and cultural assets, increase job opportunities, improve town centres and shopping facilities and improve public transport by 2016. However, it should be noted that the UDP acknowledges that the Mersey Estuary is a constraint to regeneration and therefore the extent of regeneration possible without the Project including the Proposals will be limited.

20.7.6 As noted in paragraph 20.6.32 Halton Borough is continuing to feel the effects of the global financial crisis and has experienced a decrease in the number total of jobs. Within the last decade there has been a trend for a proportionate increase in services jobs provided within the services sector and a decreasing trend in jobs provided in the manufacturing and construction sector in Halton. This trend has been noted through an increase in services jobs (as a % of total jobs in Halton) from 73.2% in 2002 and 80.6% in 2006. Conversely, construction and manufacturing jobs have fallen from 26.4% in 2002 to 19.3% in 2006. It is likely that this trend will continue without the development of the Project.
20.7.7 Claimant unemployment within the Borough has also seen a recent increase to 5.9%, above the national and regional averages (4.1% and 4.5% respectively). This represents a change from the improvements seen from 2000 decline from (5% JSA claimant rate) in 2000 to and 2005 (3.1%) in 2005. This recent trend throughout the Borough is likely to continue in the future as national, regional and local policies seek to improve employability of residents and increase the number of businesses starting up and moving into the area.

20.7.8 The Council have aimed to increase the number of jobs within Halton Borough Council by 10% in 2011 from the 2006 level. Research undertaken by the Liverpool City Region Economic Projections and Prospects (2007) has identified that employment within Halton and the neighbouring Boroughs is likely to increase, with the highest rates of increase being noted in Halton Borough Council and Warrington. The employment forecasts undertaken for a ‘do nothing’ baseline assessment are presented below in Table 20.17.

Table 20.17 - Employment Forecasts within the North West under a ‘Do Nothing’ Scenario

<table>
<thead>
<tr>
<th>Borough</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2020</th>
<th>% change 2005 to 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Halton</td>
<td>63</td>
<td>65</td>
<td>67</td>
<td>70</td>
<td>11.1</td>
</tr>
<tr>
<td>Warrington</td>
<td>127</td>
<td>131</td>
<td>137</td>
<td>144</td>
<td>13.4</td>
</tr>
<tr>
<td>Knowsley</td>
<td>63</td>
<td>64</td>
<td>65</td>
<td>66</td>
<td>4.8</td>
</tr>
<tr>
<td>Liverpool</td>
<td>255</td>
<td>260</td>
<td>266</td>
<td>271</td>
<td>6.3</td>
</tr>
<tr>
<td>St Helens</td>
<td>70</td>
<td>72</td>
<td>73</td>
<td>73</td>
<td>4.3</td>
</tr>
<tr>
<td>Sefton</td>
<td>116</td>
<td>119</td>
<td>121</td>
<td>123</td>
<td>6.0</td>
</tr>
<tr>
<td>Wirral</td>
<td>110</td>
<td>113</td>
<td>116</td>
<td>118</td>
<td>7.3</td>
</tr>
</tbody>
</table>

20.7.9 In addition to this target, a number of other health, employment and regeneration targets have been set by Halton’s Community Strategy 2006 – 2011 including reducing the death rate of over 75s by 53%, increasing cultural and activity level take up of adults by 5% and increasing the average household income to more than 90% of the national average. These targets are not reliant on development of the Project including the Proposals and are aimed to be achieved regardless of the Project including the Proposals. Therefore, there will be no change in the potential of the Council for the delivery against these targets.

20.7.10 In light of the Lancaster University health study of Halton Borough Council there is no current significant association between environmental pollution and self-reported ill health. Consequently, there will be no change in effect from contamination to any receptors within Halton Borough Council within the ‘do nothing’ scenario as no areas will be subject to disturbance through Project construction/maintenance operations.

Do Minimum Scenario

20.7.11 Data obtained from the Transport Chapter 16 has identified that a ‘do minimum’ situation would result in increased congestion and increased vehicle journey times within Halton Borough Council and the surrounding area. Vehicle numbers per weekday across the SJB are currently in the region of 83,667 (counted in 2006); however, due to the regeneration planned within Halton Borough Council and the associated rise in car ownership, vehicle numbers per weekday across the SJB are likely to rise by over 10,000 to over 94,000 by 2015. An increase in vehicle

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23 Claimant unemployment only includes those individuals who are eligible for jobseekers allowance
numbers and lack of adequate river crossing facilities to accommodate this increase would lead
to increased congestion and journey times when travelling through and within the Borough for
social networking, employment and accessing services and facilities. This in turn would lead to
increased driver stress and likelihood of road accidents occurring within the Borough. The
Transport Chapter 16 identified that a ‘do minimum’ scenario would result in effects to road
users of high negative significance.

20.7.12 As detailed within the Air Quality Chapter 19, effects changes to local air quality (concentrations
of NO2 and PM10) within the future baseline (2015–2017) scenario will not be significant. Pollutant concentrations at the majority of modelled receptors are predicted below the AQS objectives. Despite the predicted rise in traffic flows over the same time period, the pollutant concentrations predicted for the 2015–2017 Do-Minimum scenario are lower than those in the 2006 baseline scenario. These trends are likely to occur due to the implementation of more stringent emissions controls for vehicles and national control measures for emissions from background sources in future years.

**Do Something Scenario**

**Local Attitudes towards the Proposed Project**

20.7.13 In the social research (Stage 4) survey respondents were asked whether they considered that
the New Bridge would affect their journey time and distance travelled. Approximately half of the
respondents surveyed stated that they thought their journey time would improve if they used the
proposed New Bridge. Respondents who believed that there would be time savings incurred through using the New Bridge were primarily those making business trips and non-local journeys. Respondents who considered that no time savings would be incurred were primarily those making non business related and local journeys.

20.7.14 Social research (Stage 4) identified that residents, the wider travelling public and business
participants felt strongly that there was a need for a new crossing over the River. This research
reflects the Stage 2 social research postal survey (2003) results, which identified that 96.5% of
respondents strongly agreed that a new crossing was needed. However, local stakeholder
groups interviewed within the Stage 2 research were more wary of the idea of a new bridge, due
to concerns that a new crossing would increase traffic congestion in Halton.

20.7.15 Survey respondents participating in stage 4 social research exercises were asked to consider
which bridge they would prefer to use should both bridges be available to them, incurring the
same journey time. Over two fifths of respondents stated they would continue to use the SJB,
approximately one quarter would use the New Bridge and approximately one third had no
preference. Leisure travellers and people making local journeys were most likely to continue
using the SJB, whereas commuters and people making non-local journeys were more likely to
prefer the New Bridge. Respondents were informed of a New Bridge across the River, but not
provided with detailed route information. Different levels of tolling (from £0 – £2) were
suggested to inform how much respondents were likely to pay for certain journey time savings.

20.7.16 Social research (Stage 7) respondents were provided with detailed route information and
informed that tolls would be in a similar to toll levels on the Mersey Tunnels. This research
identified that respondents had mixed feelings on the impact of the Project. View points differed
when respondents considered the construction and operational phases of the Project. Potential
impacts identified by respondents highlighted the following areas of greatest concern during the
construction of the Project:

a. Transportation and access; specifically increased congestion and road closures
b. Construction activities/ traffic; with specific reference to increased traffic/ congestion, increase in HGV, health and safety impacts of construction traffic and the visual impact of construction work;
c. Health and safety issues;
d. Threat to local wildlife and habitats;
e. Noise and air pollution; and
f. Potential adverse effects to the local economy through relocation of businesses and disruption of the local road network discouraging business from the local area.

20.7.17 The survey work carried out at Stage 7 presented respondents with the Reference Design, which has now been updated. We consider that the findings from Stage 7 are still valid since the changes to the design are relatively minor. However, they should not be used without mention that the response was to the reference design of 2008 and not the updated reference design. Consultation work undertaken in 2011 provides some information on responses to the updated design. This is set out in the Statement of Community Involvement which accompanies the Further Applications.

20.7.18 In addition to the above mentioned concerns, respondents also noted some beneficial effects which may result from the construction of the Project. These resulted primarily from the generation of local employment through construction activities.

20.7.19 Survey respondents recognised that several beneficial effects may result further to the completion of the Project. The key areas highlighted included the following:

a. Improve access to education and training facilities, health services, family and friends, shops, community and leisure facilities;
b. Aesthetic improvements to the local area; and
c. Positive impact on the local economy.

20.7.20 The majority of respondents felt that tolling of the New Bridge and the SJB would have a negative impact on local people and businesses. Social research (2004) identified, that the majority of respondents were not in favour of road charging due to the belief that they already pay for use of roads through road tax, council tax and fuel tax. Some respondents noted that tolling would be acceptable where an alternative toll-free route was available or on routes which are not travelled frequently. It should be noted that specific details of the route of the New Bridge and the amount likely to be tolled were not available to respondents participating within this research.

20.7.21 Tolling research undertaken in 2004 (Stage 3) also highlighted that tolling has the potential to cause severance of communities on either side of the River. Respondents noted that they may choose to reduce cross river trips for social, leisure and shopping purposes and look for other alternatives which did not involve paying tolls. Individuals noted that they were unlikely to be as spontaneous in undertaking social trips to visit friends and families if tolls were implemented.

20.7.22 A number of business representatives from both large and small business in close proximity to the SJB were interviewed during the Stage 3 social research. Opinion of Project tolling was split between businesses who expressed concern that effects would be so high that they would have to close down, to those businesses which believed that the New Bridge would be economically advantageous. Effects of tolling were deemed to be greater by survey business representatives in Widnes than Runcorn, due to the requirement of businesses to cross the River more frequently from Widnes. Businesses were also concerned that tolling may decrease the existing labour pool for jobs as individuals would be less willing to pay to access their place of work.
20.7.23 Stage 3 research identified that the majority of respondents agreed a New Bridge was required to improve future prosperity of the Borough. As can be expected, most respondents resented the idea of having to pay tolls. However, using a preference ranking of proposed scenarios it was identified that the majority of individuals would prefer to have both bridges tolled in preference to no new bridge at all.

**Do Something Scenario – Construction Effects**

*Change in Population Structure*

20.7.24 As stated in paragraphs 20.5.32 to 20.5.34 a change in population structure through construction of the Project including the Proposals was assessed using criteria outlined by Burdge (2004). This criterion states that the impact to the population structure will be significant if the number of workers employed per month is >40, >25% of the workforce or the construction period is >6 months.

20.7.25 A number of job opportunities will be provided through construction of the Project including the Proposals. Economic studies undertaken for the Project including the Proposals have estimated that a maximum of approximately 500 jobs will be created through construction of the Project including the Proposals and that approximately 50% of these jobs will be available to local residents (i.e. 250 jobs opportunities approximately). The figure of 485 refers to total jobs, however due to programming of activity these jobs will be spread over 370 individuals, there are therefore said to be a unique workforce of 370. It is predicted that throughout the construction period >40 workers will be employed per month (with a peak workforce of 500). In addition, the construction period will last approximately 40 months, which is more than 6 times longer than that stated in the Burdge criteria.

20.7.26 In line with Burdge (2004) (Ref. 11) there will be a significant impact to Halton’s population structure as a result of the construction phase due to the fact that the Project including the Proposals exceeds all of Burdge’s significance criteria.

20.7.27 The creation of local job positions may encourage those residents with the appropriate skills/ qualifications to remain within the area and seek jobs provided by the Project including the Proposals. However, this beneficial impact to Halton’s population structure through encouraging local residents to remain in the Borough will be temporary as the majority of jobs will only be provided throughout the construction period (i.e. 40 months).

20.7.28 The number of direct jobs created by the Project including the Proposals will be supplemented by additional jobs in the local supply industry and may result in associated beneficial effects to Halton’s economy. Additional jobs and expenditure by workers within the Borough cannot be quantified. However, it is likely that economic benefits will be noticed throughout the construction phase. Economic benefits are likely to result from a number of sources including expenditure within the accommodation, food and drink and leisure and recreational service industries. Effects to Halton’s economy will occur as an indirect result of the including the Proposals. Effects of expenditure are likely to be restricted to those wards surrounding the Project Area and therefore are considered to be of low magnitude. Economic benefits to the Borough will benefit a relatively small number of businesses and are therefore considered to be of low importance. Consequently, it is considered, in on a prudent basis, that unenhanced effects to Halton’s economy resulting from an influx of around 185 workers and provision of 250 job opportunities to local residents will be of low positive significance.

20.7.29 The creation of around 243 job opportunities to residents outside of Halton Borough Council may result in the influx of up to approximately 250 new
workers into the Borough. The potential exists for workers to relocate their families to Halton Borough Council for the duration of the construction period. However, this is unlikely and the influx of workers will predominately comprise single men. It is likely that the majority of construction workers moving into the Borough for work will reside within residential compounds built for the Project including the Proposals. These compounds are likely to be located in close proximity to the Project including the Proposals. Details of the works compounds for each of the construction areas can be found in the CMR. Construction worker residential compounds are often located on disused, brownfield sites and often comprise two berth caravans (to accommodate two individuals) with a crew room and canteen to be shared by all workers. Individuals employed during the construction period may also choose to reside off site and rent properties within Halton Borough. However, due to the temporary nature of construction work and the additional cost involved in comparison to construction caravans, the number of individuals renting properties is likely to be minimal.

20.7.30 Due to the temporary nature of construction activities it is unlikely that a Project general Practitioner (GP) will be specifically assigned to the construction workers. In most cases, contractors will arrange for the construction workers to use local facilities, such as GPs and hospitals within the wards surrounding the construction compounds. Therefore, an influx of people into the area is likely to result in increased pressure on existing community facilities and services, including hospitals and GPs. Individuals will predominantly use services and facilities in close proximity to their residence (i.e. within the LSOAs in which they reside). However, in some circumstances, where a lack or substandard facilities exists, individuals will travel into neighbouring wards. Therefore, receptors which may be affected by a change in population will be all residents of Halton, with specific regards to those communities residing near to the Project including the Proposals.

20.7.31 Construction workers will predominantly reside in close proximity to the Project with the majority living within 1000m from the construction route. The construction compounds and majority of construction route are located in the wards of Riverside and Castlefields-Halton Castle. The most deprived LSOAs within Halton Borough Council for overall deprivation (within the IMD worst 4%), and therefore of high sensitivity to an influx in workers, are within the wards of Riverside, Castlefields, Halton Castle Windmill Hill, Halton Lea, Halton Brook, Appleton, Grange and Kingsway. Approximately half of LSOAs within Halton Borough Council are designated within the worst 20% for overall deprivation and therefore effects to the rest of Halton Borough Council are considered of moderate sensitivity to an influx in workers.

20.7.32 An increase of around 185 workers only equates to an actual population increase of 0.2% on top of Halton’s 2006 National Statistics population estimate. It should be noted that construction work is likely to be split into phases and therefore not all 185 workers are likely to be relocated to Halton Borough Council at the same time during the whole of the construction phase (40 months). However, the peak workforce during the Project including the Proposals will be 370 individuals (485 positions) which will mean that at one stage during the Project including the Proposals there is likely to be a population increase of approximately 0.2% (with there being 185 individuals potentially employed from outside the Borough). An increase of this scale to Halton’s population is considered to be of moderate magnitude in those wards surrounding the Project including the Proposals (specifically Riverside and Halton Castle Castlefields) and of low magnitude to the rest of Halton. Consequently an increase in Halton’s population and subsequent pressures on existing facilities and services will be of moderate negative significance to wards surrounding the Project including the Proposals and of low negative significance to rest of Halton Borough.

20.7.33 An influx of approximately 185 people (predominantly men) to the Borough may result in an increased feeling of insecurity amongst Halton Borough Council residents. It should be noted
that feelings of insecurity as a result of an increase in workers within the Borough will affect the perception of safety within the local area and not necessarily the actual safety within the local area. However, as the perception of safety within a local area is an indicator of quality of life and a perceived reduction in safety can increase levels of stress, any perceived increase in feelings of insecurity have consequently been considered within this assessment.

20.7.34 It is likely that the presence of unknown workers from outside of the Borough may reduce the feeling of safety for local residents within their homes or their local area. Despite the fact that majority of construction workers are likely to reside within construction compounds, it is also likely that they will use local facilities and visit local areas when they are not working their shifts. At present, the Council’s Local Area Satisfaction Survey (2000) has shown that approximately one tenth of residents do not feel safe in their home and one fifth of residents do not feel safe in their local area. More recent research (2008) commissioned by Halton Borough Council suggests that 17% of residents don’t feel safe in Halton Borough during the day time, at night this number increases to 59% (Ref. 61). The potential for this feeling to increase will be of moderate magnitude to those individuals and families living in close proximity to the Project including the Proposals and of low magnitude to individuals and families within the rest of Halton. The receptors which will be most affected through an increased feeling of insecurity will be individuals and families within communities and LSOAs surrounding the Project including the Proposals (and associated construction camps) as it will be these areas where the majority of workers will be present. However, the potential exists for construction workers, who have moved into the Borough for the duration of the construction period, to visit other areas within the Borough and therefore individuals and families within the rest of Halton Borough Council may also feel less secure within their homes and local areas. Consequently, both of these receptors are deemed of high importance. The potential for an increased feeling of insecurity amongst Halton Borough Council residents will be temporary and short term in effect as it will only occur throughout the duration of the construction period. Consequently, the potential for individuals and families in close proximity to the Project including the Proposals to feel insecure due to the presence of additional people within the Borough will be of moderate negative significance and of low negative significance to individuals and families within the rest of Halton.

Change in Employment Opportunities

20.7.35 It is estimated that a maximum of approximately 485 jobs will be created across all areas through construction of the Project including Proposals and that approximately a third of these jobs will be available to local residents within the RAs and hinterland. It is likely that only a third of jobs will be available to local residents due to the level of specialist jobs which will be created by the Project including the Proposals and the existing skills gaps of these positions within Halton. Furthermore, it is likely that the contractor will fulfil a number of specialist positions internally. It is likely that the general positions can be filled by local residents due to the lack of high level skills/ qualifications/ training required by these positions. Jobs and job estimates which are likely to be provided by construction of the Project including the Proposals are detailed in Table 20.18 below;
### Table 20.18 - Project including the Proposals Construction Jobs

<table>
<thead>
<tr>
<th>Specialist Jobs</th>
<th>General Jobs</th>
<th>General Job Estimates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management and site engineers</td>
<td>Administration staff</td>
<td>25</td>
</tr>
<tr>
<td>Quantity surveyors</td>
<td>General site operatives</td>
<td>50</td>
</tr>
<tr>
<td>Land surveyors</td>
<td>Catering and support staff</td>
<td>25</td>
</tr>
<tr>
<td>Piling engineers and operatives</td>
<td>Joiners</td>
<td>25</td>
</tr>
<tr>
<td>Cable stay and stressing engineers</td>
<td>Steel fixers</td>
<td>25</td>
</tr>
<tr>
<td>Cable stay and stressing operatives</td>
<td>Scaffolders</td>
<td>25</td>
</tr>
<tr>
<td>Construction foremen</td>
<td>Crane drivers</td>
<td>15</td>
</tr>
<tr>
<td>Steel erectors</td>
<td>Lorry drivers</td>
<td>20</td>
</tr>
<tr>
<td>Material testing technicians</td>
<td>Excavation plant drivers</td>
<td>25</td>
</tr>
<tr>
<td>Various specialist contractors (including safety fences, parapets, white lines, lighting, signs, blacktop, joints and sealing)</td>
<td>Concrete batching plant staff</td>
<td>15</td>
</tr>
</tbody>
</table>

20.7.36 Receptors which may be affected by a change in employment opportunities are appropriately skilled/qualified individuals seeking employment within Halton, existing employees who travel to Halton Borough Council for employment and also those who live locally and work in Halton.

20.7.37 As shown in Figure 20.8 the most vulnerable LSOAs with regards to employment deprivation (i.e. within the worst 4% nationally) are in the wards of Riverside, Halton Castle Castlefields, north Mersey, Hough Green, south Kingsway, south Appleton, east Appleton, east Halton Brook, east Grange, central Halton Lea and Windmill Hill. The employment deprivation scores within these areas are also reflected by the 2001 % unemployment rates shown within these areas.

20.7.38 Employment opportunities provided through construction of the Project including the Proposals will be predominantly located within the construction route, which includes the employment deprived wards of Riverside, Halton Castle Castlefields and Mersey. Job opportunities provided within these wards will be of high importance to the appropriately skilled/qualified individuals seeking employment. Due to the high number of job opportunities which could be provided over the whole study area (including those areas which have been specifically identified as vulnerable to unemployment) the effect of employment opportunities will of high magnitude. Employment associated with the construction phase will be temporary and short term in nature. Therefore, a change in employment opportunities during the construction of the Project including the Proposals to appropriately skilled/qualified individuals seeking employment will be of moderate positive significance.

20.7.39 The 2001 National census 2010 population estimates for Halton Borough Council (Ref.14) identified that there are currently 85,645 77,700 people of working age in Halton. Of these people, 54,52158,800 are identified as economically active, and of these 3,880 4,259 are identified as unemployed (Job Seeker Allowance claimants). Therefore, based on this the 2001 census data, the addition of 166 124 jobs to local residents provided by the construction of the Project including the Proposals could potentially provide 6.44% 2.9% of unemployed persons within Halton Borough Council with jobs. However, due to the specific nature of jobs which will be provided, it is unlikely that employment levels achieved by unemployed persons would realistically be this high.

20.7.40 The Council have aimed to increase the numbers of jobs in Halton by 10% by 2011, as defined in ‘A Community Strategy for a Sustainable Halton 2006 – 2011’ (Ref. 6). Based on the 2006
Nomis Employment statistics (Ref. 19) for Halton (of 54,000 jobs) the Project will contribute towards this increase in jobs in Halton by approximately 0.9%.

20.7.41 Construction of the Project including the Proposals has the potential to result indirectly in additional local jobs through the economic benefits provided by construction jobs. These jobs and indeed associated economic benefits to Halton’s economy will result from increased expenditure and demand for additional services, for example within the food and drink industry. At present the number of additional local jobs can not be quantified, but effects will be of positive significance to appropriately skilled/qualified individuals seeking employment within the Borough.

20.7.42 Social research (2007) Stage 7 focus group consultation work identified that respondents from all groups noted that construction of the Project including the Proposals has the potential to generate employment within the local area and that local labour should be used where possible. Respondents noted that construction of the Project including the Proposals provides a large opportunity to provide local labourers with jobs and new skills. Employment enhancement measures to optimise the number of jobs available to local residents are outlined in Section 20.8.

20.7.43 The Project including the Proposals may result in disruption to existing businesses and their employees through Compulsory Purchase Orders (CPOs). Data obtained from the Council indicates that approximately 72 businesses, employing a total of approximately 1,000 individuals may be affected through CPOs. These businesses are located within three main areas as detailed below:

a. Ditton Road – including a number of established businesses such as Gussion Transport and S. Evans scrapyard;
b. Catalyst Trade Park – which is predominantly occupied by single storey, fairly modern light industrial units; and
c. Astmoor Industrial Estate – including a number of industrial buildings and units.

20.7.44 The options for Victoria Road and St Helen’s canal do not impact on the CPOs and therefore do not change the assessment made of its impact on social receptors.

20.7.45 The wards of Castlefields, Halton Castle and Riverside will experience the greatest extent of demolition. As shown in Figure 20.8 these wards have been identified within the worst 4% nationally for employment deprivation, based on the 2007 2010 IMD and have unemployment rates higher than the national, regional and Borough average. Therefore, the areas which are proposed to be obtained via CPOs are all located in wards with high levels of employment deprivation.

20.7.46 Social research (Stage 7) has highlighted that several research participants were concerned over the potential for job losses through business closure which may result further to CPO. Furthermore, individuals were concerned that even if businesses relocated, they may be situated in a non practicable commutable area. Respondents of the social research surveys noted that their place of employment may be demolished, that businesses may not be able to continue operating and that jobs may be lost. Due to the high sensitivity of employment issues within the wards adjacent to the Project including the Proposals it is considered that any job losses or closure of businesses would be of high importance to the area. The effects resulting from a loss in commercial property will be a medium term effect, as businesses which are displaced with the requirement of CPOs may relocate within Halton. Conversely, it is also possible that businesses will either close down or relocate out of the Borough. The social magnitude of effect to a permanent loss of commercial property will be high. Consequently the
potential for job losses resulting from CPOs will be of high negative significance to existing employees of affected businesses within Halton.

Chapter 20.0

Change in Perception of, or Actual Health and Safety Issues for Individuals in Halton

20.7.47 Health deprivation within Halton Borough Council has been identified as significantly below both the regional and national average. Consequently, any effects to residents in Halton Borough Council which may result in a change to existing levels of health will be of high importance with specific regards to the vulnerable groups of; the disabled, older people and individuals/ families with long term limiting illness (LTLI).

20.7.48 Health/ disability rates within Halton Borough Council have been defined by the 2010 2007 IMD health/ disability rank. Approximately 30% of Halton’s population are ranked within the worst 4% nationally for health deprivation. These residents are predominantly located within the wards of Riverside, Castlefields, Halton Castle, Ditton, Halton Brook, Windmill Hill, Halton Lea, Hough Green, Grange, Halton View and Norton South. The worst 20% LSOA for IMD (2010 2007) health deprivation are shown in Figure 20.14.

20.7.49 The national average for the percentage of the population which defines themselves as having a LTLI is 18%. Therefore, LSOAs with >18% of individuals and families classifying themselves as having a LTLI were designated as vulnerable. LSOAs with >18% of individuals and families with LTLI were located in the wards of Hough Green, west Farnworth, Broadheath, Kingsway, Appleton, Halton View, Hale, Ditton, Riverside, Halton Castle, Castlefields, Mersey, Heath, Grange, Halton Brook, Windmill Hill, Halton Lea, Norton South and north east Daresbury as shown in Figure 20.14.

20.7.50 The majority of older people residing in Halton Borough Council are primarily located within the peripheral wards of Ditton, Heath, Hale, Halton View, Appleton and Farnworth as presented in Figure 20.5.

20.7.51 For the purposes of this assessment these LSOAs (defined within paragraphs 20.7.45 to 20.7.48) are defined as highly sensitive communities with regards to health deprivation and have been focused on for the assessment of health effects.

20.7.52 In line with the Construction (Design and Management) (CDM) Regulations (2007) construction works will not commence until a health and safety plan and health and safety file have been prepared for the proposed works. The health and safety plan will include the assessment of risks and preventative measures to secure the health and safety of everyone carrying out the construction work and all others who may be affected by it. Receptors who may be affected through construction works include communities residing within and bordering the Project including the Proposals construction route, individuals travelling through the area and individuals working within or adjacent to the construction route. All receptors are considered to be of high importance. The potential exists for harm to occur to receptors during all construction works including those from associated vehicle and plant movements throughout the construction route and associated construction compound areas. The main construction compound areas will be protected by high security fences and manned by 24 hour security staff. Despite the serious nature of harm which could occur from construction related health and safety incidents to receptors throughout the construction period, the actual likelihood of accidents occurring is minimal due to the strictly controlled health and safety procedures that must be required for the Project including the Proposals. The implementation of a well maintained and regularly updated health and safety Project plan and security provisions will ensure that the impact of health and safety incidents will be of low magnitude and therefore of low negative significance.
A review of the Contamination of Soils, Sediments and Groundwater Chapter 14 was undertaken to assess the health risk of the Project including the Proposals from existing contamination to social receptors. Site investigations concluded that due to the historic industrial nature of Halton, a number of areas contain high levels of pollutants based on the CIRIA (2001) Report C552, Contaminated Land Risk Assessment – A Guide to Good Practice. Construction of the Project including the Proposals has the potential to expose these pollutants and cause adverse risks to human health. However, further to the implementation of appropriate mitigation measures there will be no significant effects to social receptors.

The assessment given in the Waste ES Chapter 15 identifies several potential impacts throughout the construction phases of the Project including the Proposals which could potentially impact the actual health and safety of Halton Borough Council residents. Impacts were identified to arise from the handling, storage, transportation, discharge, re-use and recycling processes of Project including the Proposals related wastes. Potential effects resulting from these activities are stated to comprise noise and vibration issues, air quality (including dust and odour), visual perceptions of the area, introduction of litter and pests to the area and other health and safety issues. The only residual effects, further to implementation of effective mitigation measures are considered to be the generation of dust from the handling of waste to site operatives and individuals and families surrounding the Project including the Proposals and the consumption of available landfill and treatment capacity. This both of these effects were noted to be of low negative significance to human receptors within 200m of construction areas A – I. Both of these effects are only relevant during the construction stage of the Project including the Proposals. This effect on air quality is detailed further within the Air Quality Chapter 19. The Air Quality Chapter 19 also highlights that there will be residual effects of low negative significance to human receptors within 200m of construction areas A – I due to construction traffic emissions. Furthermore, effects of moderate negative residual significance resulting from road traffic emissions due to local road network disruptions have been identified to human receptors within 200m of construction areas A – I. These areas are located in the IMD (2010) worst 4% LSOA for health deprivation and are consequently of high sensitivity. As the options for Victoria Road and St Helen’s canal are in the same areas the assessment remains the same for all the options.

The assessment described in the Surface Water Quality ES Chapter 8 identified that construction of the Project including the Proposals may result in some impacts to social receptors as a result of mobilised contamination, a decrease in water quality and increased sediment loads within the water column. Social receptors which may be affected by potential contamination within surface water includes all receptors who may use the watercourses within Halton Borough Council for recreational purposes (e.g. boating and fishing) or who may accidentally ingest water from the watercourses. The assessment in the Surface Water Quality ES Chapter has identified that the watercourses which are most likely to be adversely affected through the construction of the Project including the Proposals will be the River and Stewards Brook. However, adoption of management and physical techniques highlighted in the Surface Water Quality ES Chapter will result in the elimination of effects to identified receptors.

The Noise Chapter 17 has identified that construction of the Project including the Proposals will result in residual negative effects to both residential and recreational areas in close proximity to the Project including the Proposals. Some of these temporary effects were noted of high negative significance to individuals on Wigg Island and potentially within Construction Area G and at Woodside Primary School. The remaining noise effects to individuals within Halton Borough Council were noted to be of low or moderate negative significance.

The timing of construction work was debated during the focus group studies (Social Research 2007) with regards to the level of noise and disruption resulting from the Project including the
The assessment reported in the Landscape and Visual Amenity Chapter 12 has identified that the receptors which will be most affected through changes in perception of landscape quality by the Project including the Proposals will be individuals and families residing in close proximity to the Project including the Proposals. Construction of the Project including the Proposals will progress throughout the construction period, with all structures being completed by the opening year of 2017.

Perception of the effect of the Project including the Proposals on the existing landscape character and visual amenity is highly subjective; however it is not considered that negative perceptions of the effects of the Project including the Proposals will lead to any change in perception of, or actual health.

Social research (Stage 7) identified that a number of residents within Halton Borough Council were concerned over how the local area will look whilst construction was being undertaken. Residents noted that ‘It’s going to be horrendous isn’t it. Its going to be a right eyesore whilst constructed’ and that ‘I’m concerned about how the areas going to look, cause we live here’. Based on the residents’ viewpoints participating within the social research (2007), the effects of construction to the visual perception of the area will be predominantly negative.

Effects to health during the construction phase due to disruptions and closures of the local transport network may result from a decreased uptake in exercise from pedestrian and cycle trips and a change in access to hospitals, health centres (i.e. GPs, dentists etc.) and leisure facilities. The Transport Chapter 16 has identified that effects to pedestrians and cyclists will be of moderate negative significance in construction areas A - H. Disruptions, diversions and closures of footpaths and cycleways resulting from Project including the Proposals activities may reduce the usage of these links due to a decrease in journey ambience, through unsightly construction activities, an increase in noise levels and a potential decrease in the perception of safety. Users of affected footpaths and cycleways (as identified in paragraphs 20.7.66 and 20.7.68) have not been quantified. However, as noted within the Transport Chapter 16, alternative links will be provided where footpaths are closed. Therefore it is considered that individuals are likely to only discontinue use of these links in recreational, unessential purposes. Health effects through a reduction in exercise from discontinued use of these transport links is only likely to occur to unessential journeys crossing affected links and will therefore be of low magnitude. Effects will be short term and temporary and will result indirectly from Project activities. Effects to the health of individuals within Halton Borough Council will therefore be of low negative significance.

No health centres, GPs or hospitals were identified in close proximity to affected footpaths and cycleways and therefore access to these facilities via these transport links will not compromise the health of individuals within Halton. Effects to local road users using private vehicles and
public transport are likely to experience effects of moderate negative significance within construction areas A - I. Social research of travelling patterns to health centres GPs and hospitals, as shown in Figures 20.15 and 20.16, identify that individuals predominantly use health centres and GPs within their residing ward, but several inter-ward trips are made to hospitals. Effects to the travelling public using the local road network in construction areas A – I were noted of moderate negative significance by the Transport Chapter 16. The main affected thoroughfare which will affect inter-ward trips to hospitals will result from disruptions in construction area I – the SJB. In addition to any disruption in access to health facilities, health effects to car users within Halton Borough Council may occur through increased stress resulting from disruptions, diversions and road closures. Health effects to the travelling public (car and bus users) resulting from these disruptions are likely to be of low negative significance.

20.7.62 The options for Victoria Road and St Helen’s Canal have been examined and construction activities arising from these different options are not considered to differentiate between effects and subsequent significance of impacts on health.

Changes in Access to Facilities and Social Networks around Halton

20.7.63 It is considered that all travelling social groups within Halton Borough Council will be affected through a change to the local transport network as a result of construction of the including the Proposals. These receptors consist of all groups within the travelling public (i.e. car users/ bus users/ pedestrians and cyclists). Transport related issues associated with the construction of the Project including the Proposals will primarily occur within the designated construction route.

20.7.64 A large proportion of Halton’s population do not have access to a car/ van. Figure 20.13 shows that the Project including the Proposals route passes directly through the LSOAs within the wards of Riverside and Halton Castle Castlefields, which have the least access to cars/ vans (>45% of residents). Therefore residents within these areas will be more sensitive to any disruption to footpaths, cycleways and bridleways and any disruption to the local public transport network within these areas.

20.7.65 Data obtained from the Transport Chapter 16 has identified that car users will be affected through disruptions and road closures resulting from construction activities of the Project including the Proposals. Car users within the wards of Riverside, Castlefields, Halton Castle, Halton Brook, Heath, Grange and Beechwood (construction areas A,B,C,D, E, F,G, H and I) were noted to experience effects of moderate negative significance.

20.7.66 Data obtained from the Transport Chapter 16 shows that disruptions to pedestrians, cyclists, equestrians and bus users will occur as a result of construction activities throughout a number of wards bordering the Project including the Proposals. Halton Borough Council wards identified with above average levels of no car/ van ownership were noted in Ditton, Hough Green, south Kingsway, south Halton View, Riverside, Castlefields, Halton Castle, Mersey, Grange, Halton Brook, Windmill Hill, Halton Lea and north Norton South. As shown in Figure 20.13 the majority of the Project including the Proposals route traverses directly through these wards. Consequently, pedestrians, cyclists and bus users within the vicinity of the Project including the Proposals will be highly vulnerable to any disruptions to footpaths, cycleways and buses as residents within these wards will be more dependent on these transportation methods.

20.7.67 The Transport Chapter 16 noted that effects to bus users through road closures, disruptions and traffic management (including the rerouting of services along the A557 Widnes Eastern Bypass within the wards of Mersey and Heath) resulting from construction activities were deemed of moderate negative significance in construction areas A,B,C,D,E,F,G and H). Effects to bus users in construction area I (Mersey ward) will be of low negative significance.
20.7.68 There will be no effect to public use of railways as a result of construction of the Project including the Proposals.

20.7.69 The Transport Chapter 16 concluded that disruptions, closures and rerouting of footpaths will incur effects of moderate negative significance to pedestrians at the locations detailed below:

- a. ProW linking Cross Street and Ashley Way with Spike Island and the Transpennine Trail in the ward of Riverside
- b. ProW at Ditton Junction
- c. ProW along the Manchester Ship Canal and footpaths along Wigg Island in the ward of Castlefields, Halton Castle;
- d. ProW along Astmoor Road within the ward of Halton Castle, Castlefields;
- e. Prow along the Bridgewater Canal within the wards of Halton Castle, Castlefields and Halton Brook; and
- f. ProW east of the new Lodge Lane Junction.
- g. ProW across St Michael’s Golf Course within the ward of Riverside;
- h. ProW across the Central Expressway within the wards of Castlefields, Halton Brook, Grange and Halton Lea;

20.7.70 All of the above footpaths are located within areas with low car/ van ownership and are therefore considered highly important. The effect to users of the remaining footpaths within Halton, including the SJB, is not considered to be significant.

20.7.71 The Transport Chapter 16 also concluded that the effect to cyclists through cycleway closures and disruptions will be of moderate negative significance at the locations detailed below:

- a. Cycleway at Ditton roundabout and Victoria Road within the ward of Riverside;
- b. Cycleway along the Manchester Ship Canal and cyclepaths along Wigg Island in the ward of Castlefields, Halton Castle
- c. Cycleway along Bridgewater Canal within the ward of Castlefields, Halton Castle;
- d. Cycleways linking the ward of Halton Lea with Halton Lodge in the ward of Grange;
- e. Cycleway access to Spike Island within the ward of Riverside; and
- f. Transpennine Trail within the ward of Riverside.
- g. Cycleways across the Central Expressway within the wards of Castlefields, Halton Brook, Grange and Halton Lea;
- h. Cycleway along Astmoor Road within the ward of Castlefields

20.7.72 The impacts from the different options at Victoria Road and St Helen’s canal are not considered to be significant.

20.7.73 These cycleways, like the footpaths noted in paragraph 20.7.66, are all located in areas of low car/ van ownership and consequently users are considered of high importance. Further to effective mitigation (as detailed within the Transport Chapter 16) there will be no significant effects to cyclists using the SJB.

20.7.74 Construction activities may result in disruption to existing businesses and employees within Halton, through disruption to the local road network. All existing employees within Halton Borough Council are considered to be of high importance. The potential for effects to occur is considered to be of moderate magnitude, as a number of employment areas have been identified in close proximity to the Project construction route. Road disruptions and construction activities may result in consumers not utilising specific businesses, as in some cases, if the route to access the area of business has been disrupted or closed, consumers may assume that
20.7.75 Construction activities have the potential to disrupt the daily transport/delivery movements of businesses through disruptions to the local road network. Furthermore, increased noise and vibration associated within construction activities may cause disruption to the daily operations of businesses including to employee concentration. These effects will be temporary in nature, as they will only occur during the construction period and will be short lived. However, due to the extent of area which may be affected, effects to existing employees are considered to be of moderate negative significance.

20.7.76 The extent of travel which is undertaken by individuals to attend specific facilities is dependent upon the number and standard of facilities close to the individual’s home. Respondents interviewed within Social Research Community Facilities Report (Stage 5) identified that social trips were primarily undertaken on a weekly or monthly basis (of 42.1% and 39.6% respectively). Individuals were often noted to travel to community facilities outside of their residing ward, and therefore the effect of inter ward disruption must be considered within the assessment. Respondents noted that the primary method of transport to reach social locations is via a car/van (at 46.1%) with 21.7% walking.

20.7.77 Stage 5 social research identified that a significant proportion of journeys are made by residents within Halton over the SJB in order to access hospitals. The Community Facilities report identified that of these journeys across the SJB to access hospitals over 70% were made by private car/van and over 20% were made by bus. However, 84% of respondents only visited the hospital ‘either once or twice a year or less frequently’. Therefore any disruptions to roads near the hospital which may alter access will be of limited significance for the majority of residents due to the low frequency of trips made. Due to the large catchment area which the hospitals within and surrounding Halton Borough Council cover and the high extent of health deprivation which is experienced by many wards within Halton, any change in access to hospitals will be of high importance.

20.7.78 In contrast to hospitals, fewer trips were made across the River to access local GPs and health centres. The only areas where trips were noted across the River to access health facilities were between Halton View, Appleton and Kingsway to Halton Brook, Grange and Heath and Castlefields, Halton Castle, Halton Lea and Beechwood. Residents accessing local GPs and health centres also stated that they were less reliant on private vehicles than when accessing hospitals, with less than 60% using a private car/van, 24.6% walking and 15.9% using public transport. However, 35% of residents stated that they undertake trips to GPs and health centres more frequently than hospitals (i.e. weekly or monthly). Therefore, delays and disruptions resulting from construction activities to the local road network would impact fewer individuals, although they would be affected more frequently.

20.7.79 Consequently, receptors which may be affected through a change in access to hospitals and health centres are the travelling public.

20.7.80 Social research (Stage 5) identified that the majority of individuals within Halton Borough Council access health centres close to where they live. Approximately half of these individuals access health centres by car/van, one quarter by walking and 15% by bus. Due to the wide distribution of health centres across Halton, it is considered that all residents within Halton Borough Council may potentially be affected through a change in access to these essential services. Results obtained from the Transportation Chapter 16 show there will be effects of moderate negative significance to car and bus users in construction areas A – I as a result of construction activities. Effects will result from delays to journey times, alterations to travel plans,
driver stress and an associated change to individuals’ day to day movements. However, effects of this scale will not be incurred by all residents in Halton Borough Council as only a small number of health centres have been identified adjacent to the construction route, as shown in Figure 20.14. Furthermore, as shown through Social Research, residents predominantly access facilities within their residing ward (with the exception of hospitals) and therefore long distance trips across the Borough to access health centres is unlikely. Some health facilities which have been specifically identified in close proximity to the Project including the Proposals include The West Bank Medical Centre and Newton Health Centre within Riverside and Tower House GP in Mersey.

20.7.81 Consequently, the change in access to health centres, GPs and hospitals will be of low magnitude to all receptors and of low negative significance to the travelling public – car and bus users.

20.7.82 Disruptions to footpaths and cycleways will be isolated occurrences and are not located in thoroughfares to the identified GPs, health centres and hospitals. Furthermore, diversionary routes will be provided where footpaths will be temporarily closed as a result of the Project including the Proposals. Therefore, access to health facilities via footpaths and cycleways will not be significantly affected throughout the construction phase and will not compromise the health of local residents through any change in access.

20.7.83 The importance of accessing places of education was highlighted by the Social Research Community Facilities Report (Stage 5). Research established that over half of survey respondents travelled to an education centre daily, with nearly nine in ten respondents travelling to a centre at least once a week. Of these respondents, over half accessed education centres by car and over one third by walking. Therefore, receptors who may be affected through a change in access to education establishments are the travelling public. All of these individuals are considered to be of high importance.

20.7.84 Social research identified that a ‘significant number of trips that involve crossing the river are made to sites of higher education’. The extent of trips recorded by research participants is presented in Figure 20.12. The five identified sites of further education in Halton, which residents noted they make significant trips across the Mersey to access, are located in the wards of Heath (south of the Mersey), Kingsway and Farnworth (north of the Mersey). As previously noted within paragraph 20.6.58, further education facilities are of particularly high importance within Halton Borough Council due to the fact that recent statistics have shown that the number of individuals educated to NVQ level 4 and above within the Borough is below both the regional and national average. Consequently, a concerted effort needs to be made to ensure that access to these facilities is not hindered and that individuals are not dissuaded from attending these facilities. Despite the fact that sites of further education are not located in close proximity to the Project including the Proposals, the magnitude of effect to users of the local road network will be moderate due to the high level of inter ward trips made (specifically those which cross the River). Although not detailed within the social research, inter ward trips are also more likely to occur to special schools, due to the specific nature of these facilities. Special schools are located in the more peripheral wards in Halton Borough Council of; Broadheath, Halton View and Heath and are shown in Figure 20.9. Effects to users of further education facilities and special schools will indirectly result from disruptions and diversions on the local road network during construction activities as detailed within the Transport Chapter 16. Due to the distances travelled to further education facilities (as shown in Figure 20.12) and the likely distances travelled to special schools, receptors which may be affected through a change in access are considered to be the travelling public (car and bus users). Any change in access to further education facilities and special schools will be temporary and short term in nature, as effects will be associated with the construction phase. Consequently, individuals accessing
further education facilities and special schools crossing the River via the SJB and travelling in close proximity to the Project via car and bus may be subject to disruptions of **moderate negative significance** on the local road network as a result of construction activities.

20.7.85 Education establishments which have been identified in close proximity to the Project are predominantly primary schools. Social research has identified that individuals predominantly use primary and secondary schools close to their residing ward. Individuals accessing primary and secondary sites of education will therefore only be undertaking short intra ward trips and consequently receptors which will be affected throughout the construction phase by changes to the local road network are the travelling public. As individuals accessing these education facilities, as shown in Figures 20.10 and 20.11 will not be travelling far along the local road network, the magnitude of effect will be low. As noted above in paragraph 20.7.80, effects to users of primary and secondary education facilities will result indirectly from disruptions to the local road network. However, effects will be short term and temporary in duration as they are associated with construction activities. Consequently, the effect of the Project to the travelling public accessing primary and secondary education facilities by car and bus will be of **low negative significance**.

20.7.86 Disruptions to the cycleway and footpath network as a result of construction activities have also been considered with regard to a change in access to education establishments as over 30% of individuals’ access places of education via walking, as shown in through social research detailed below in Table 20.19.

Table 20.19 - Mode of transport used to access education facilities within Halton Borough Council (2005)

<table>
<thead>
<tr>
<th>Mode of Transport</th>
<th>Percentage of Respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car/ van</td>
<td>50.6</td>
</tr>
<tr>
<td>Walk</td>
<td>39.3</td>
</tr>
<tr>
<td>Bus</td>
<td>7.9</td>
</tr>
<tr>
<td>Train</td>
<td>2.2</td>
</tr>
</tbody>
</table>

20.7.87 Several footpaths and cycleways may incur disruptions as noted within paragraphs 20.7.66 and 20.7.68. However, the majority of these disruptions will not occur in main routes to education establishments and therefore effects will be of low magnitude. Consequently the effect of footpath and cycleway disruptions to a change in access to education establishments will be of **low negative significance**.

20.7.88 A number of other services and facilities are presented in Figure 20.17. This Figure shows that access to a number of these areas could be affected throughout the construction period, via disruptions to the local road network, footpaths and cycleways. In addition to these identified facilities the travelling public use the transport network within the Borough to travel within and across Halton Borough Council to visit friends and family. Effects to the road network, footpaths, cycleways and bus routes within Halton Borough Council will primarily occur within the construction route. Consequently, effects to the travelling public will be of moderate magnitude, with specific effects occurring to individuals either residing in, or visiting areas, in close proximity to the Project including the Proposals. Disruptions caused through construction activities may result in individuals and families altering their social behaviour as a result of fear of route uncertainty, driver stress, an increase in journey times through delays, diversions and road disruptions, and closures and disruption to footpaths and cycleways. Therefore, the change in access to social networks within Halton Borough Council will be of **moderate negative significance**.

20.7.89 The Navigation ES Chapter 18 has identified a number of effects to users of watercourses within Halton Borough Council as a result of the construction of the Project including...
Proposals. Prevention or disturbance to users of watercourses has been identified along The Bridgewater Canal, The River, The Manchester Ship Canal and St Helen's Canal. Specific potential effects to users of watercourses include reduced headroom for boats and increased congestion on the waterways which may result in increased stress, decreased pleasure and the increased potential for accidents to occur. Receptors who may be affected through a change in navigable waterways are residents of Halton Borough Council and the surrounding area who use watercourses for pleasure and commercial purposes. Further to the implementation of appropriate mitigation measures outlined in the Navigation Chapter, effects to users of the River will be of low negative significance. Effects to users of all other watercourses will not be significant.

20.7.90 A wildfowl shooting club has been identified within close proximity to the Project along the Mersey Estuary. The members of this club have rights to shoot wildfowl during certain times of the year on part of Wigg Island and the Estuary. Continued operation of this club will compromise the safety of workers and users of the Project including the Proposals and therefore shooting activities will have to be restricted and in some cases stopped in close vicinity to the Project including the Proposals. Restrictions to shooting will occur as an indirect result of the Project including the Proposals and will be permanent in effect, as restrictions will have to remain in place further to operation of the Project including the Proposals. Members of the club are of low importance, due to the fact that no vulnerable groups are likely to be affected and the highly specific nature of receptors. Construction of the Project including the Proposals will only have implications to the defined receptors within a restricted area and therefore effects will be of low magnitude. Consequently, effects to recreational users of the shooting club are considered to be of low negative significance.

Change in Availability of Amenity and Recreational Land

20.7.91 The Land Use Assessment ES Chapter 9 has identified that construction of the Project including the Proposals will result in the temporary and permanent loss of greenspace and commercial/industrial property. No residential properties are proposed to be demolished.

20.7.92 All land take will be within the Project Area as shown in Figure 1.3 of this ES (Chapter 1). The sensitivity of receptors to land take is dependent on the type of land being lost. These issues are detailed below.

Commercial/Industrial Property

20.7.93 As previously noted in paragraph 20.7.42 approximately 72 businesses will be affected through CPOs. These businesses are located within three main areas in Halton Borough Council as detailed below:

a. Ditton Road – including a number of established businesses such as Gussion Transport and S. Evans scrapyard;

b. Catalyst Trade Park – which is predominantly occupied by single storey, fairly modern light industrial units; and

c. Astmoor Industrial Estate – including a number of industrial buildings and units.

20.7.94 Sites which may require compulsory purchase orders (CPO) are located within the wards of Ditton, Riverside, Kingsway, Mersey, Halton Castle Castlefields and Halton Lea. The Council maintain the right to purchase these commercial areas and evict tenants from properties.

20.7.95 The effect of demolition of the commercial/industrial properties will be of high importance to residents of Halton Borough Council and those who travel to Halton Borough Council for
employment. The loss of commercial and industrial properties will result in the loss of associated jobs as detailed in paragraph 20.7.42. The Land Use Chapter 9 has identified that approximately 20.23Ha of industrial/commercial land will be permanently required for the Project including the Proposals. In terms of loss in relation to the total area of this land use identified within the “project corridor” of the Project is 8.55%. The Land Use Chapter states that further to effective mitigation the loss of commercial/industrial land in terms of land take will be of high negative significance. With regards to social receptors the loss of commercial/industrial land will mean a potential loss in land to provide Halton Borough Council residents with job opportunities. At present, the Council have identified that there is a shortage of possible sites within the Borough for affected businesses to relocate to. The Project including the Proposals will directly reduce the amount of industrial/commercial land within the Borough and therefore affect the amount of jobs available within the Borough. Prior to effective mitigation it is considered that the loss of industrial/commercial land will be of high negative significance to existing employees of the businesses being displaced, but also to potential consumers, potential future employees and Halton’s economy as local services previously utilised are lost.

20.7.96 Land take for use as construction compounds will predominantly occur within the wards of Riverside and Halton Castle Castlefields and is detailed further in CMR of this ES. However, positioning of these compounds will be temporary and short term for the duration of the construction phase. The land used for construction compounds has the potential to be returned to productive use and consequently there will be no permanent effect from construction compounds to communities surrounding the Project including the Proposals.

Greenspace

20.7.97 Chapter 9 of this ES details the total amount of greenspace which will be lost as a result of Project including the Proposals construction activities. The loss of greenspace will result in a subsequent loss of public recreational area and associated visual impacts. All greenspace to be lost is located within the Project Area. The majority of greenspace land being lost is either within St Michael’s Golf Course (loss of 10.53Ha) which is currently closed and disused and saltmarsh. All greenspace which will be lost from the Project including the Proposals is shown in Figure 9.3 of this ES.

20.7.98 The Project will result in the temporary loss of part of the former St Michael’s Golf Course. Although this is classified by the Council as greenspace, it has been closed to public access on safety (contamination) grounds. Although no longer used for golf, informal use of the site has continued. Little value or weight should be given to this use because it comprises a trespass and indeed, is unsafe. As the Project no longer impacts on the Golf Course permanently to the same extent, the paragraphs below have been deleted. The reopening of St Michael’s Golf Course will be for delivery by others.

20.7.99 St Michael’s Golf Course is currently closed on public health grounds due to high levels of contamination. Despite the fact that St Michael’s Golf Course is currently closed to the public, the Council have stated an ambition to reopen of the golf course and therefore this parcel of land has the potential to be a future area of recreational value. The 18 hole golf course was constructed between 1970 and 1980 on reclaimed derelict contaminated land and subsequently closed for public health grounds in 2004. Current ‘informal’ land use of the golf course includes use as an informal footpath thoroughfare.

20.7.100 Receptors which may be affected through loss of part of the golf course include individuals and families within Halton Borough Council utilising the area as an informal recreational area, despite its public closure, and people from Halton Borough Council and the surrounding area whom play golf. At present there are two other golf courses within Halton; Cavendish Farm Golf
Course located south of the river, within the ward of Heath and Widnes Golf Course, located north of the river in the ward of Kingsway. With two other golfing facilities available to Halton Borough Council residents and the specific nature of receptors utilising the potential facilities (i.e., walkers currently utilising the area and golfers) the loss of 10.53Ha of land within St Michael’s Golf Course is considered to be of moderate social importance.

20.7.101 The loss of 10.53Ha of land within St Michael’s Golf Course for land take as part of the Project will be long term and permanent in effect. As noted within Chapter 9 of this ES, the Council have stated an ambition to reopen the golf course in the future, and therefore residents will be able to use the remaining area as a recreational area once the Project is operational. Other areas of greenspace have also been identified by Chapter 9 of this Further Applications ES which will be lost as a result of construction activities, including 2.71Ha of the Community Park on Wigg Island and part of an area currently used as an informal football pitch. In total 7.72Ha of green space (1.7% of the total green space identified within the Project corridor) will be permanently lost during construction.

20.7.102 It is likely that effects will be moderate magnitude to individuals and families within communities and LSOAs surrounding the Project including the Proposals, as it will be these individuals predominantly utilising the greenspace. However, residents within the rest of Halton Borough Council are likely to experience a low magnitude of effect, as they may also use the greenspace being lost. Greenspace is noted as a valuable resource within the Borough and therefore the loss of this land will be of moderate negative significance to individuals and families within communities and LSOAs surrounding the Project including the Proposals and of low negative significance to individuals and families within the rest of Halton.

20.7.103 The temporary loss of 6.23Ha of saltmarsh will occur due to the placement of the New Bridge piers. As these areas are located within the River residents of Halton Borough Council are not likely to be affected by this loss of recreational land. Effects resulting from additional structures within the River are likely to affect navigational activities within the River; however these effects are detailed in Navigation Chapter 18.

**Do Something - Operational Effects**

*Change in population structure*

20.7.104 Guidance provided by Burdge (Ref. 11) does not relate to operational effects of a change to population structure. Further to completion, it is expected that 117 jobs will be provided to maintain operation of the Project including the Proposals. Of these positions approximately 33 jobs will be available to residents from outside of Halton. Consequently, there is the potential for the permanent influx of 33 workers. As previously noted, an influx of workers can increase pressure on existing facilities and services and due to the relatively deprived baseline which the Borough currently experiences, these effects are considered to be of high importance to individuals and families within Halton. The potential exists for construction workers and families to remain within Halton Borough Council further to completion of construction works, however, no data on these numbers can be quantified and in most cases this scenario is unlikely and actual numbers are likely to be minimal. Due to the minimal number of employees which will remain post construction and the relatively low number of workers which will be employed from outside of Halton, effects are considered to be of low magnitude. It is considered that the effect of population change resulting from the Project including the Proposals during operation not be significant.
Change in Employment Opportunities

20.7.105 The Project including the Proposals is estimated to provide approximately 98,117 direct operational jobs. In the opening year (and assuming a “likely” number of violators (people who don’t pay the toll)\(^2\)), these jobs are likely to comprise the following:

a. Management – 109 jobs;
b. Administration incl. Toll Collection – 6394 jobs;
c. Toll Control Room Staff – 7 jobs
d. Security – 10 jobs; and
e. Maintenance/Technicians - 7 –15 jobs.

20.7.106 Discussions undertaken with Mersey Travel with regards to the Mersey Tunnels have identified that it is likely that approximately 66% of these jobs (which equates to 65 jobs) will be available to residents within RAs. The majority of jobs will be in the customer service centre and the violation processing centre. If there is a requirement for the customer service centre to have walk-in facilities, this will have to be in local to Halton Borough, and will require premises on either side of the River Mersey. If the violation processing centre is co-located with that customer service centre then most of the administration jobs would be located within the borough of Halton. Given the levels of unemployment in Halton Borough the communities are highly sensitive to changes in employment opportunities, but due to the small number of job positions available and the uncertainty as to whether or not they will be local jobs direct operational job opportunities will be of low magnitude and consequently of low positive significance.

20.7.107 A large proportion (64%) of the operational jobs will be provided through toll booth collections. The toll booth operation positions will be located at the toll booth plazas within the ward of Riverside. The LSOA within the east of Riverside is ranked within the worst 4% for employment deprivation and has an unemployment rate of 7.07%, which is above the average unemployment rate for Halton Borough Council (of 5.53%). The LSOA within the west of Riverside, where the main toll plaza will be located, is designated within the worst 20% for employment deprivation and has an unemployment rate of 3.98%, (which is below the Halton average). The majority of neighbouring LSOAs have unemployment rates of >5.53%. In addition, the ward of Riverside has been highlighted as a priority area for deprivation including employment, under Halton’s Local Area Agreement (2007 – 2010). The communities within Riverside are therefore highly sensitive to changes in employment opportunities, but due to the small number of job positions available and small area over which these jobs will be provided, direct operational job opportunities will be of low magnitude and consequently of low positive significance. This paragraph has been deleted because the toll booths are not part of the Further Applications.

20.7.108 Some beneficial effects are likely to be noted to businesses for which road transport forms a major part of daily operations. Journey times and journey reliability will be improved for HGV and car users

20.7.109 Implementation of tolling for the SJB and New Bridge may affect employees who travel to Halton Borough Council for employment and also those who live locally and work in Halton.

20.7.110 Social research (Stage 3) indicates that tolling could increase social exclusion for the poorer members of society by raising barriers to jobs, leisure, education and services. Tolls were shown to have a greater impact on those on a low income, the disabled and older people.

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24 It should be noted that these are estimates of job numbers and whilst there will be the needed for these services, how they are delivered will be determined by the Project Company.
Research has shown that as a result of tolls it is these groups who sacrifice crossings and seek local employment, education and services therefore reducing opportunities available to them. If such a sacrifice is not an option these groups were shown to suffer economically and socially as a result of tolls. Social research (2007) identified that, as a result of tolling, residents may choose to alter their travel plans, including where they would look for work. Furthermore, if toll levels are perceived to be too high, some individuals may decide to remain unemployed or quit work due to increased travel to work expenses.

Further as well as the toll charges, requirements will have to be established which ensure that the implementation of the Open Road Toll system does not have a disproportionately negative impact on people with low levels of literacy or lack of internet access by ensuring that there are a sufficiently broad range of potential payment options: e.g. online pre-payment using an account and options for cash payment.

Halton’s adult literacy is in the worst 20% in the country (see para 20.6.68), and this could provide a barrier to the payment of tolls unless instructions for payment are clear and available in a number of formats. Whilst sufficient internet infrastructure exists in the Borough, however, in the wards located around the Project including the Proposals there is evidence that digital exclusion is relatively high due to a range of social factors. There it is important that there is a range of payment options that do not solely rely on internet access and literacy skills, which could prove to be a further barrier to accessing employment opportunities further afield from a person’s home.

Due to the large catchment area which will be affected through implementation of tolls on the SJB and the New Bridge the effect of toll charging (in terms of the cost and method of paying for the toll) to employment opportunities is of high magnitude. Any changes in employment due to tolling will be an indirect result of the Project including the Proposals. Tolling of the SJB and New Bridge will be permanent and long term in effect. Consequently, the effect of toll charging to the employees (who travel to Halton Borough Council by private vehicle) will be of high negative significance.

Change in Perception of, or Actual Health and Safety issues for Individuals in Halton

The following TAG Sub Objective data detailed in paragraphs 20.7.107 to 20.7.113 was sourced from work undertaken for the Transport Chapter 16.

The TAG Physical Fitness Sub Objective assessment undertaken in the Transport Chapter 16 identified that both walking and cycle journeys undertaken across the SJB exceed the 30-36 minutes per day exercise level recommended by the government. This assumption is based on the journey being undertaken daily during the working week (i.e. Monday – Friday). A comparison of the recorded level of pedestrians and cyclists on the SJB undertaken on 4/12/2007 and 2001 ‘journey to work’ census data for Halton Borough Council provided an estimate of how many individuals may potentially use the SJB. ‘Travel to work’ trips across the SJB, recorded on 4/12/2007 comprised 96.6% via car, 2% by cycle and 1.4% by walking. 102 pedestrian trips were recorded on the SJB between 7 am and 7pm, with the highest number occurring between 10am and 11am. Trips during the AM peak (of 8am to 9am) comprised of 7045 vehicles, 2 pedestrian trips and 17 cycle trips.

Results obtained from the Physical Fitness survey suggest that improved pedestrian facilities on the SJB as a result of the Project including the Proposals could encourage up to 11.8% (i.e. 146) additional pedestrian trips across the river during the AM peak and 10.6% (i.e. 133) additional pedestrian trips during the PM peak.
20.7.117 The numbers of cycling trips across the SJB recorded on 4/12/2007 were compared in the Transportation Chapter 16 with the 2001 ‘journey to work’ census data. These data indicated that improved cycling facilities may result in 8 additional cycle trips within the AM peak. As this data is based on 2001 journey to work Census data, when no alternative safe means of cycling facilities across the river were available, the actual change to the number of cyclists whom may utilise the improved facilities across the SJB could be significantly higher.

20.7.118 The Project including the Proposals includes the potential to improve pedestrian and cycling facilities across the SJB. Renovated, safer and more accessible facilities across the SJB have the potential to increase the number of pedestrian and cycle trips across the river. The Options Values Sub Objective (TAG Unit 3.6.1) assessment undertaken in the Transport Chapter 16 identified that approximately 1,950 of Halton’s residents could potentially use improved cycling and walking facilities along the SJB as a realistic travel option due to the relative distance of their home from the SJB. Realistic pedestrian and cycling travel distances from the SJB were taken at 2km and 5km respectively. Using these distances it can be assumed that the whole of Halton Borough Council may potentially be affected through improved pedestrian and cycling facilities. Pedestrian and cycling facilities will not be provided across the New Bridge. Pedestrian trips across the SJB will be of localised origin and would therefore primarily commence and finish within the wards of Mersey and Riverside. Health benefits resulting from potential improvements to pedestrian and cycling facilities will have the greatest impact to areas identified with high health deprivation levels. The LSOAs in which the SJB is located are within the worst 4% nationally for health deprivation and consequently health benefits to individuals within these wards will be of high importance. In line with the Transport Chapter TAG Physical Fitness Sub Objective, health benefits to residents in Halton Borough Council through increased and improved walking and cycling opportunities, (additional trips over 30 minutes) will be of positive significance. Effects of high positive significance will be noted to residents in the 1.5km walking distance from the SJB and 7km cycling distance from the SJB as these will be where effects from improvements to facilities on the SJB are most likely to be noticed. However, as the Project including the Proposals will lead indirectly to the provision of other footpaths and cycleways and therefore effects to residents within the rest of Halton Borough Council will be of moderate positive significance.

20.7.119 It is likely that the number of individuals using improved pedestrian and cycling facilities across the SJB will increase as a result of the implementation of toll charges on both the New Bridge and the SJB. Individuals are more likely to choose crossing the River via the footpath and cycleway on the SJB as opposed to paying the tolls, which will result indirectly in health benefits to individuals within Halton.

20.7.120 The Journey Ambience Sub Objective assessment was measured by reference to traveller care, traveller views and traveller stress. Traveller care was assessed through cleanliness, facilities, information and environment to all road users (i.e. pedestrians, cyclists, equestrians, private vehicle road users and public transport users). In all cases the attributes were noted to either benefit from the Project including the Proposals or have a neutral impact. Traveller stress was assessed to all road users through frustration, fear of potential accidents and uncertainty of route). As noted within the traveller care assessment, for the Transport Chapter 16, effects to road users will be either of beneficial or neutral significance.

20.7.121 The TAG Security Sub Objective assesses the change in security to road users (including freight) based on security to the road itself, the service areas and car parks etc. and at signals and junctions. The impact on the security sub objective, resulting from the implementation of the Project including the Proposals will be of moderate high positive effect.

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25 Journey to Work census data identifies which mode of transport Halton residents use to access their place of work.
Data obtained from the Contamination of Soils, Sediment and Groundwater Assessment Chapter 14 identified the effect of potential contamination issues to social receptors. The assessment concluded that further to the implementation of appropriate mitigation measures effects to social receptors were not considered to be significant.

The Air Quality Chapter 19 has identified that receptors users of near to the SJB and users of the Greenway Road in Runcorn and in Central Runcorn will be subject to effects of high positive significance due to a decrease in emissions of NO\textsubscript{2} and Effects of moderate low positive significance due to a decrease in emissions of PM\textsubscript{10} will be experienced near the SJB. Furthermore, effects of low positive significance will be noted to the health of individuals at a regional level due to predicted changes in the regional NO\textsubscript{2}, PM\textsubscript{10} and CO\textsubscript{2} emissions. Air quality effects have only been considered up to the opening year of 2015. Effects of low negative significance have been identified to users of the A533 Central Expressway (in Halton Castle Fields, Halton Brook and Whitehouse), the Whitehouse Expressway (Palacefields), the New Bridge, the M56 Motorway and Deacon Road, Widnes.

In general, the Project including the Proposals will result in noise effects of moderate positive significance to residential properties within close proximity to the Project including the Proposals, specifically those properties surrounding the SJB. Beneficial noise effects will result where traffic is removed from the local transport network. However, there will be localised effects of high positive significance to individuals at West Bank Primary School and Weston Point Community School and of low negative significance to residential properties in construction areas F, G and H. Negative effects are likely to cause disturbance and nuisance to residential properties, and in some cases, where noise is a permanent disturbance, cause a reduced quality of life.

Effects to local resident’s perception of the area once the Project including the Proposals is operational were informed by Chapter 12; Landscape and Visual Amenity. Perception of landscape is highly subjective, and in some cases individuals will consider the Project including the Proposals (with specific regards to the New Bridge) of high positive significance to the landscape character. Alternatively, individuals may also consider the Project including the Proposals to be of high negative significance in that the New Bridge and other Project components are intrusive to the existing landscape. These effects will be permanent and long term. Effects of the Project including the Proposals within the opening year 2045 and design year 2050 are not likely to alter significantly due to the fact that mitigation cannot be provided for large structures, such as the New Bridge. The potential also exists for individuals to change their opinion of the Project including the Proposals over periods of time. Perception of the Project including the Proposals is not considered to result in significant health effects on individuals within Halton.

However, residents’ expectations, of the landscape further to the Project including the Proposals being complete, identified from Social research indicates a general positive attitude towards the New Bridge with respondents stating that ‘I think the new bridge will make the area look nice’ and that ‘I think it will be a benefit, quite aesthetic, look good for the area’. No negative comments were received in the survey when considering how the local area will look once the Project including the Proposals is complete.

*Changes in access to facilities and social networks around Halton*

The Transport Chapter 16 was reviewed to obtain information relating to a change in access during the operation of the Project including the Proposals. Receptors that may be affected through a change in transport have been taken as the travelling public (car users, bus users, pedestrians and cyclists).
20.7.128 Improved traffic management and rerouting of traffic flows in Halton Borough Council resulting from the Project including the Proposals will result in a reduction in congestion and local and regional vehicle journey times from those predicted in 2015 without the Project including the Proposals.

20.7.129 As noted in paragraph 20.7.110 the Options Values Sub Objective (TAG Unit 3.6.1) assessment undertaken in the Transport Chapter 16 identified that approximately 1,950 of Halton’s residents could potentially view improved cycling and walking facilities along the SJB as a realistic travel option. Using these distances it can be assumed that the whole of Halton Borough Council may potentially be affected through improved pedestrian and cycling facilities. Based on the TAG scoring advice the impact of a new facility to 500 to 1999 people will be of moderate beneficial effect to all residents within Halton.

20.7.130 Assessment of the Project to the public transport system (i.e. access to public transport services) was undertaken using the Access to the Transport System Sub Objective (Tag Unit 3.6.3). This assessment concluded that the Project is likely to have a positive effect to the local public transport system with a beneficial effect on service frequency and reliability. This conclusion was based upon the knowledge that most of Halton’s population live within walking distance of a bus stop and therefore have access to public transport. The Access to the Transport System Sub Objective has been replaced by Accessibility Sub-Objective 3.6.3 which examines the public transport availability and opportunities for the population living within the area to access essential services and facilities, and identifies any impacts as a result of the transport intervention on this level of access.

20.7.131 The Transport Interchange Sub Objective (TAG Unit 3.7.1) assesses the information, physical linkages and connection time services of freight and public transport interchange both with and without the Project including the Proposals in operation. No effect to freight interchange was identified. The only transport interchange locations identified in close proximity to the Project including the Proposals are Runcorn Mainline Rail Station and Runcorn Bus Station. The services provided by these locations were deemed to experience moderate beneficial impacts as a result of the Project including the Proposals, compared with the ‘do nothing’ assessment. This assessment was based on provision of improved information, increased reliability of physical linkages for the next stage of journey and a decreased risk in missing connecting public services.

20.7.132 The Transport Chapter 16 has identified that construction of the Project including the Proposals is predicted to relieve the SJB of over 85,463 to 81,000 vehicles per day by 2015 to approximately 12,362 to 12,000 vehicles per day. The current theoretical capacity for the SJB is 65,000 vehicles per day, therefore the predicted future flows per day are well within the SJB capacity. A reduction in vehicle flows on the SJB to below the capacity level will contribute towards reducing the amount of essential maintenance work which is required on the SJB and the associated delays and costs affecting Halton Borough Council residents which would be incurred by such work.

20.7.133 Social research (Stage 4) identified through car driver questionnaires that if both bridges were tolled, with each bridge offering a five minute time saving, over half of the respondents surveyed would still prefer to use the existing SJB rather than the New Bridge. However, it is unlikely that all respondents who stated that they would continue to use the SJB would do so, as rerouting of main thoroughfares and delinking of the SJB from the regional transport network would discourage trips over the SJB from those travelling across the Borough.

20.7.134 The majority of respondents interviewed within the Stage 4 social research exercise who stated that they would prefer to use the SJB were those undertaking leisure and personal business
trips and making local journeys. The majority of respondents stating that they would prefer to use the New Bridge were those travelling on business and making non-local journeys. The design of the Project including the Proposals reflects these prospective travel patterns in that the New Bridge and associated road junction modifications will divert regional traffic away from the SJB, leaving the SJB for local traffic only. Therefore, due to the proposed decrease in traffic congestion effects to residents in Halton Borough Council will be of high positive significance. The decrease in local traffic and provision of a reliable through route via the New Bridge will result in effects of high positive significance to car users and users of public transport, in that their journey times will be slightly reduced, journey reliability will be improved and there will be an associated decrease in traveller stress.

20.7.135 The Transport Chapter 16 has identified that there will be effects of high positive significance to pedestrians and cyclists undertaking cross river trips, through provision of improved, dedicated facilities on the SJB. The Council's LTP household survey (2004) indicates that the majority of respondents stated they use cars for convenience and due to a lack of alternatives. This indicates that individuals within Halton Borough Council will use new facilities across the River if they were provided.

20.7.136 The above assessment mirrors the views of focus groups interviewed during the 2007 social research exercise (Stage 7). Respondents from all groups believed that the Project including the Proposals would result in a significant positive effect to the local transport network and improve access within and through Halton. These views show the positive attitude of residents towards completion of the Project including the Proposals with regards to the transport network.

20.7.137 All identified social facilities within Halton Borough Council are presented on Figure 20.17. Transport modelling undertaken as part of the Transport Chapter 16 has identified that once the Project including the Proposals is operational the change to local vehicular movements and consequently the potential ability of local residents to access services and facilities will be of high positive significance.

20.7.138 It is also likely that there will be effects of low negative significance (as identified by the Transport Chapter 16) to pedestrians using two PRoWs between Croft Street to the Transpennine Trail and Victoria Street which will be permanently diverted, and the PRoW across St Michael's Golf Course (Old Lane Path) as these paths will be permanently lost. Furthermore, effects of low negative significance were also noted by the Transport Chapter to cyclists using the National Cycle Network Trail 62 at Widnes Loops Junction and the Hallwood Park cycleway near the junction between the Central Expressway and the Southern Expressway.

20.7.139 Proposed tolling of the SJB and New Bridge will affect access to facilities and social networks through financial exclusion of individuals with a lower expendable income or individuals who do want to pay a toll to visit social networks (including friends and family) and facilities which were previously free to access. In addition, the payment method for the tolls could disadvantage those with low literacy levels and lack of internet access if it is reliant on an online payment method.

20.7.140 As previously noted, tolls on the New Bridge and SJB are likely to mirror those on the Mersey Tunnels. These charges are detailed in paragraph 20.6.68. Therefore, tolling of the New Bridge and the SJB has the potential to significantly affect access to services, facilities, employment and social facilities throughout Halton, where trips involve crossing the River by private vehicle.

20.7.141 As noted in paragraph 20.7.105 it is likely that the most vulnerable groups to tolling will be low income groups and disabled residents. Low income groups were identified using the 2010-2007...
IMD income deprivation indices. The most vulnerable areas in terms of 2010 IMD income deprivation (based on the worst 20% LSOA) are located in the wards of Hough Green, Ditton, Riverside, Halton View, Castlefields-Halton Castle, Grange, Halton Brook, Halton Lea, Windmill Hill, Norton North and Norton South. The greatest proportions of disabled residents are located in the income deprived wards of Riverside, Castlefields-Halton Castle, Ditton, Halton Brook, Windmill Hill and Halton Lea.

20.7.142 Focus groups interviewed during social research for the Project including the Proposals (2007) highlighted their concern over proposed toll charges on the SJB and the New Bridge to Halton Borough Council residents with specific regards to local businesses, local employees and those individuals and families on low incomes. Despite concerns over the toll charges most members of the focus groups stated that, ultimately most users would resign themselves to paying the toll through necessity and convenience.

20.7.143 The only alternative routes for private vehicles over the River to avoid paying tolls would be to travel via Warrington town centre or Thelwall Viaduct on the M6 with travel times in the region of 40 and 65 minutes respectively from the southern to the northern side of the SJB. As noted by focus group interviews, these journey times are inconvenient and would incur additional time and travel costs through increased fuel consumption.

20.7.144 Social research (Stage 3) identified that individuals may reduce cross river social trips to friends and family. A reduction in trips may result in less frequent visits to see elderly relatives or individuals with LTLIs in addition to other social networking trips. A reduction in social visits may result in a decreased quality of life for some individuals. Furthermore, it was noted that implementation of tolls may hinder access to hospitals, including access to hospital appointments or visiting sick friends/relatives.

20.7.145 Tolling of the New Bridge and SJB is likely to result in the perceived removal of transport choice to individuals within Halton.

20.7.146 Implementation of tolls may result in a change in access to facilities, services and social networks through social exclusion of individuals with low incomes. All receptors that may be affected include the travelling public (using private vehicles). Due to the potential of social exclusion to a large proportion of the population within and surrounding the Borough, and the extent of income deprivation within the area, effects of toll charging to access is considered to be of high importance. Due to the large catchment area which will be affected through implementation of tolls on the SJB and the New Bridge the effect of toll charging to a change in access is of high magnitude.

20.7.147 Further as well as the toll charges, requirements will have to be established which ensure that the implementation of the Open Road Toll system does not have a disproportionately negative impact on people with low levels of literacy or lack of internet access by ensuring that there are a sufficiently broad range of potential payment options: e.g. online pre-payment using an account and options for cash payment.

20.7.148 The specific social characteristics that are relevant are adult literacy and internet access as discussed in paragraph 20.6.68. Halton’s adult literacy is in the worst 20% in the country and whilst there is sufficient internet infrastructure in Halton Borough, within the wards around the Project including the Proposals there is evidence of relatively high digital exclusion. An automated system will need to have instructions that are easy to use and mindful of low literacy levels with a broad range of payment options so that payment of tolls does not discourage from crossing the New bridge or SJB to access to facilities and social networks.
Any change in access due to tolling will be an indirect result of the Project including the Proposals. Tolling of the SJB and New Bridge will be permanent and long term in effect. Consequently, the effect of toll charging (both in terms of cost and payment vehicle) to the travelling public (by private vehicle) will be of high negative significance.

The Severance Sub Objective (TAG Unit 3.6.2) was assessed as part of the Transportation ES Chapter. This sub objective assessed community severance through a change in the 2015 ‘do minimum’ and ‘do something’ 24 hour AADT traffic flows. Road links where a 30% increase or decrease in traffic flows were identified. Catchments of community facilities were taken as a 2km walking radius and a 5km cycling radius. The change in access to key community facilities via greenways, bridleways, cycleways and PRoW as a result of a 30% increase/decrease in traffic flows was assessed. These included the following routes through the wards of Riverside, Castlefields, Halton Castle, Halton Lea, Heath and Mersey;

The effect to local communities through a change in access to facilities via the above access routes was not considered to be significant.

Table 20.20 presented below, details a summary of all identified effects to social receptors which may potentially arise as a result of the Project including the Proposals.

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26 schools, GPs, hospitals, care homes, shopping centres, churches, parks, play areas, sports centres, bus and train stations and libraries
<table>
<thead>
<tr>
<th>Impact</th>
<th>Effect</th>
<th>Receptor and Importance</th>
<th>Nature of Effect (Permanent / Temporary and Magnitude)</th>
<th>Significance (High, Moderate, Low and Positive / Negative)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Construction Phase</strong></td>
<td><strong>Increased pressure to community facilities and services (e.g. health centres, hospitals, leisure facilities).</strong></td>
<td>Individuals and families within communities and LSOAs surrounding the Project – High Importance</td>
<td>Temporary Moderate magnitude Short term Indirect</td>
<td>Moderate Negative</td>
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<td></td>
<td><strong>Increased feeling of insecurity amongst residents (associated with an influx of workers to the area)</strong></td>
<td>Individuals and families within the rest of Halton Borough Council – Moderate Importance</td>
<td>Temporary Moderate magnitude Short term Indirect</td>
<td>Moderate Negative</td>
</tr>
<tr>
<td></td>
<td><strong>Economic benefits through increased expenditure within Halton Borough Council (e.g. through local shops, leisure centres, private renting sector)</strong></td>
<td>Individuals and families within Halton Borough Council – High Importance</td>
<td>Temporary Low magnitude Short term Indirect</td>
<td>Low Positive</td>
</tr>
<tr>
<td></td>
<td><strong>Increase/ decrease in job opportunities available to local residents</strong></td>
<td>Appropriately skilled/ qualified individuals seeking employment within Halton Borough Council – High Importance</td>
<td>Temporary High magnitude Short term Direct</td>
<td>Moderate Positive</td>
</tr>
<tr>
<td></td>
<td><strong>Effects to employees of businesses affected through Project CPOs.</strong></td>
<td>Employees who travel to Halton Borough Council for employment and also those who live locally and work in Halton Borough Council – High Importance</td>
<td>Permanent High Magnitude Long term Direct</td>
<td>High Negative</td>
</tr>
<tr>
<td></td>
<td><strong>Health implications through disruption in access to health facilities and increased traveller stress</strong></td>
<td>Travelling Public (Car and Bus users) – High Importance</td>
<td>Temporary Low Magnitude Short term Indirect</td>
<td>Low Negative</td>
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<tr>
<td></td>
<td><strong>Change in exercise uptake through disruptions to footpaths and cycleways</strong></td>
<td>Travelling Public (Pedestrians and Cyclists) – High Importance</td>
<td>Temporary Low Magnitude Short term Indirect</td>
<td>Low Negative</td>
</tr>
<tr>
<td><strong>Change in perception or actual health and safety issues for individuals in Halton</strong></td>
<td></td>
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<tr>
<td></td>
<td><strong>Significant</strong></td>
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<tr>
<td></td>
<td><strong>Not Significant</strong></td>
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<tr>
<td>Impact</td>
<td>Effect</td>
<td>Receptor and Importance</td>
<td>Nature of Effect (Permanent / Temporary and Magnitude)</td>
<td>Significance (High, Moderate, Low and Positive / Negative)</td>
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<tr>
<td>Construction compound and associated traffic movement health and safety issues;</td>
<td>Individuals and families within communities and LSOAs surrounding the Mersey Gateway Project High Importance</td>
<td>Temporary Low Magnitude Short term Direct</td>
<td>Low Negative</td>
<td></td>
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<tr>
<td>Travelling Public High Importance</td>
<td></td>
<td>Temporary Low Magnitude Short term Direct</td>
<td>Low Negative</td>
<td></td>
</tr>
<tr>
<td>Employees working within or adjacent to the Project High Importance</td>
<td></td>
<td>Temporary Low Magnitude Short term Direct</td>
<td>Low Negative</td>
<td></td>
</tr>
<tr>
<td>Contamination risks through soil, sediment, and groundwater.</td>
<td>All Receptors – as defined in Chapter 14</td>
<td></td>
<td>Not Significant</td>
<td></td>
</tr>
<tr>
<td>Change in surface water quality</td>
<td>Users of watercourses within Halton (As defined within Chapter 8)</td>
<td></td>
<td>Not Significant</td>
<td></td>
</tr>
<tr>
<td>Creation of Project related Wastes (Dust)</td>
<td>Individuals and families within communities and LSOAs surrounding the Project High Importance</td>
<td>Temporary Low Magnitude Short term Direct</td>
<td>Low Negative</td>
<td></td>
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<tr>
<td></td>
<td>Employees working within or adjacent to the Project High Importance</td>
<td>Temporary Low Magnitude Short term Direct</td>
<td>Low Negative</td>
<td></td>
</tr>
<tr>
<td>Changes in Air quality resulting from construction traffic emissions (NO\textsubscript{2} and PM\textsubscript{10})</td>
<td>All social receptors within 200m of Construction Areas A – I High Importance</td>
<td>Temporary Low Magnitude Short term Direct</td>
<td>Low Negative</td>
<td></td>
</tr>
<tr>
<td>Changes in Air Quality resulting from road traffic emissions (NO\textsubscript{2} and PM\textsubscript{10})</td>
<td>All social receptors within 200m of Construction Areas A – I High Importance</td>
<td>Temporary Low Magnitude Short term Direct</td>
<td>Moderate Negative</td>
<td></td>
</tr>
<tr>
<td>Changes in Noise &amp; Vibration</td>
<td>Individuals and families within communities and LSOAs surrounding the Mersey Gateway Project High Importance</td>
<td>Temporary Moderate Magnitude Short term Direct</td>
<td>Low - Moderate Negative</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Individuals and families within Construction Area G (Area 9 in Chapter 17), Wigg Island and Woodside Primary School High Importance</td>
<td>Temporary Moderate Magnitude Short term Direct</td>
<td>High Negative</td>
<td></td>
</tr>
<tr>
<td>Changes in health due to perception of a change in landscape and amenity</td>
<td>Individuals and families within Halton High Importance</td>
<td>Temporary Low Magnitude Short term</td>
<td>Not Significant</td>
<td></td>
</tr>
<tr>
<td>Impact</td>
<td>Effect</td>
<td>Receptor and Importance</td>
<td>Nature of Effect (Permanent / Temporary and Magnitude)</td>
<td>Significance (High, Moderate, Low and Positive / Negative)</td>
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<tr>
<td>Change in access to facilities and social networks</td>
<td>Effects to existing employers/employees within Halton Borough Council resulting from disruption from Project construction activities</td>
<td>Employees who travel to Halton Borough Council for employment and also those who live locally and work in Halton Borough Council – High Importance</td>
<td>Temporary Moderate Magnitude Short term Indirect</td>
<td>Moderate Negative</td>
</tr>
<tr>
<td>Change in access to GPs, health centres and hospitals</td>
<td>Change in access to GPs, health centres and hospitals</td>
<td>Travelling Public – Car Users High Importance</td>
<td>Temporary Low Magnitude Short term Indirect</td>
<td>Low Negative</td>
</tr>
<tr>
<td>Change in access to Further Education establishments and special schools</td>
<td>Change in access to Further Education establishments and special schools</td>
<td>Travelling Public – Car Users High Importance</td>
<td>Temporary Moderate Magnitude Short term Indirect</td>
<td>Moderate Negative</td>
</tr>
<tr>
<td>Change in access to Primary and Secondary Education establishments</td>
<td>Change in access to Primary and Secondary Education establishments</td>
<td>Travelling Public – Car Users High Importance</td>
<td>Temporary Low Magnitude Short term Indirect</td>
<td>Low Negative</td>
</tr>
<tr>
<td>Change in daily movements</td>
<td>Change in daily movements</td>
<td>Travelling Public – Car Users High Importance</td>
<td>Temporary Moderate Magnitude Short term Indirect</td>
<td>Moderate Negative</td>
</tr>
<tr>
<td>Change in recreational shooting opportunities in Astmoor</td>
<td>Change in recreational shooting opportunities in Astmoor</td>
<td>Astmoor Shooting Club Low Importance</td>
<td>Temporary Low Magnitude Short term Indirect</td>
<td>Low Negative</td>
</tr>
<tr>
<td>Change in availability of amenity and recreational land</td>
<td>Loss of Commercial/Industrial Land/ Property</td>
<td>Employees who travel to Halton Borough Council for employment and also those who live locally and work in Halton Borough Council High Importance</td>
<td>Permanent High Magnitude Long term Direct</td>
<td>High Negative</td>
</tr>
<tr>
<td>Impact</td>
<td>Effect</td>
<td>Receptor and Importance</td>
<td>Nature of Effect (Permanent / Temporary and Magnitude)</td>
<td>Significance (High, Moderate, Low and Positive / Negative)</td>
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<td></td>
<td></td>
<td>Individuals and families within Halton High Importance</td>
<td>Permanent High Magnitude Long term Indirect</td>
<td>High Negative</td>
</tr>
<tr>
<td></td>
<td>Loss of Greenspace</td>
<td>Individuals and families within communities and LSOAs surrounding the Project Moderate Importance</td>
<td>Permanent Moderate Magnitude Long term Direct</td>
<td>Moderate Negative</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Individuals and families within the rest of Halton Borough Council – Moderate Importance</td>
<td>Permanent Low Magnitude Long term Direct</td>
<td>Low Negative</td>
</tr>
</tbody>
</table>

**Operational Phase**

<table>
<thead>
<tr>
<th>Change to Population Structure</th>
<th>Jobs created through operation of the Project</th>
<th>Individuals and families within Halton High Importance</th>
<th>Permanent Low Magnitude Long term Direct</th>
<th>Not Significant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Creation of jobs directly through operation of the Project</td>
<td>Appropriately skilled/qualified individuals seeking employment within Halton Borough Council – High Importance</td>
<td>Permanent High Magnitude Long term Direct</td>
<td>Low Positive</td>
<td></td>
</tr>
<tr>
<td>Change in travel patterns and job catchment areas due to tolling</td>
<td>Employees – who travel to work in Halton Borough Council by private vehicle High Importance</td>
<td>Permanent High Magnitude Long term Direct</td>
<td>High Negative</td>
<td></td>
</tr>
<tr>
<td>Provision of pedestrian and cycling facilities (directly and indirectly as a result of the Project)</td>
<td>Individuals and families within 2km walking distance and 5km cycling distance from the SJB High Importance</td>
<td>Permanent Moderate Magnitude Long term Indirect</td>
<td>High Positive</td>
<td></td>
</tr>
<tr>
<td>Contamination risks through soil, sediment, and groundwater.</td>
<td>All Receptors – as defined in Chapter 14</td>
<td></td>
<td>Not Significant</td>
<td></td>
</tr>
<tr>
<td>Changes in Air Quality – emissions of NO₂</td>
<td>Users of the SJB and Greenway Road High Importance</td>
<td>Permanent Moderate Magnitude Long term Indirect</td>
<td>High Positive</td>
<td></td>
</tr>
<tr>
<td>Changes in Air Quality – emissions of NO₂</td>
<td>Individuals and families within the rest of Halton High Importance</td>
<td>Permanent Moderate Magnitude Long term Indirect</td>
<td>Moderate Positive</td>
<td></td>
</tr>
<tr>
<td>Changes in Air Quality – emissions of NO₂, PM₁₀ and CO₂</td>
<td>Individuals and families within the North West High Importance</td>
<td>Permanent Moderate Magnitude Long term</td>
<td>Low Positive</td>
<td></td>
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<tr>
<td>Impact</td>
<td>Effect</td>
<td>Receptor and Importance</td>
<td>Nature of Effect (Permanent / Temporary and Magnitude)</td>
<td>Significance (High, Moderate, Low and Positive / Negative)</td>
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<tr>
<td>Changes in Noise and Vibration</td>
<td>Changes in Noise and Vibration</td>
<td>Individuals at Weston Point and West Bank School High Importance</td>
<td>Permanent High Magnitude Long term Indirect</td>
<td>High Positive</td>
</tr>
<tr>
<td></td>
<td>Individuals and families residing in close proximity to the SJB High Importance</td>
<td>Permanent Moderate Magnitude Long term Indirect</td>
<td>Moderate Positive</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Individuals and families residing in close proximity to construction areas F, G and H (Areas 6, 9 and 10 in Chapter 17) High Importance</td>
<td>Permanent Low Magnitude Long term Indirect</td>
<td>Low Negative</td>
<td></td>
</tr>
<tr>
<td>Changes in health due to perception of a change in landscape and amenity</td>
<td>Individuals and families within Halton High Importance</td>
<td>Temporary Low Magnitude Short term Indirect</td>
<td>Not Significant</td>
<td></td>
</tr>
<tr>
<td>Navigational Effects to users of Watercourses</td>
<td>Users of watercourses within Halton Borough Council - High Importance</td>
<td>Temporary Low Magnitude Long term Direct</td>
<td>Not Significant</td>
<td></td>
</tr>
<tr>
<td>Change in access to facilities and social networks</td>
<td>Provision of improved access routes Travelling Public – Car Users – High Importance</td>
<td>Permanent Moderate magnitude Long term Direct</td>
<td>High Positive</td>
<td></td>
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<tr>
<td></td>
<td>Pedestrians and cyclists undertaking cross River trips within Halton High Importance</td>
<td>Permanent Moderate magnitude Long term Direct</td>
<td>High Positive</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Users of Public Transport undertaking cross River trips in Halton High Importance</td>
<td>Permanent Moderate magnitude Long term Direct</td>
<td>High Positive</td>
<td></td>
</tr>
<tr>
<td>Disruption and closure of footpaths and cycleways</td>
<td>Pedestrians and cyclists within Halton Borough Council undertaking non cross River trips High Importance</td>
<td>Permanent Low magnitude Long term Direct</td>
<td>Low Negative</td>
<td></td>
</tr>
<tr>
<td>Change to daily movements through implementation of tolling</td>
<td>Travelling Public – Car Users High Importance</td>
<td>Temporary High Magnitude Long term Direct</td>
<td>High Negative</td>
<td></td>
</tr>
</tbody>
</table>
20.8 Mitigation, Enhancement and Monitoring

Consultation and Public Engagement

20.8.1 Consultation and advertisement of the Project including the Proposals has been widely undertaken throughout the Borough to date. However, to ensure that all residents within the Borough are aware of Project including the Proposals and the implications of the Project including the Proposals to their daily activities, further Project including the Proposals awareness campaigns will be undertaken including the distribution of data through brochures, exhibitions, press releases and other Council publications. When details of construction works have been finalised, the times and locations of temporary road closures and diversion will also be advertised to the public.

20.8.2 The Council will set up a residents’ liaison group with the construction company and themselves to ensure that information is provided to residents throughout the Project including the Proposals.

Change in Population Structure

Construction

Mitigation Measures

20.8.3 The potential for increased pressure on services and facilities in close proximity to the Project including the Proposals may result in a negative effect to residents in Halton. These effects have been deemed greatest to essential services such as GPs and hospitals. It is likely that contractors will make arrangements with health facilities near to the residential construction camps. All local users of health facilities which will be utilised by construction workers should be informed of the increased pressures which may be experienced at their local centres so that they will be aware of a potential increase in waiting times and alternative arrangements can be made if necessary. Where specific pressure points have been identified by PCTs the health services (formerly PCTs) to essential services, provision of appropriately targeted financial contributions will be provided to relieve strain.

20.8.4 The Project including the Proposals will provide a community liaison officer to ensure relations between construction workers and residents are maintained and reduce any feelings of insecurity within the area. Furthermore, in order that residents can contact the contractor to report any incidents or fear of incidents resulting from the influx of workers into the Borough and maintain their feeling of safety, a contact name and number will be provided to local residents, community groups and local police. This contact will act as a representative of the contractor and act upon any complaints or concerns received.

Operation

Mitigation Measures

20.8.5 No measures are required to mitigate against the change in population structure once the Project including the Proposals is operational as effects will not be significant.

Monitoring Measures

20.8.6 A point of correspondence between Halton’s PCT local hospitals and GPs being used by construction workers should be identified and updates regularly provided to ensure the early
identification of pressure points. Any change in population structure should be undertaken with an updated Borough wide census review.

**Change in Employment Opportunities**

*Construction Mitigation Measures*

20.8.7 To ensure disruption to existing businesses and employees within the Borough is minimal the Council will provide adequate advance awareness of the construction route and all road closures and diversions which will occur to residents within the Borough. Awareness of construction activities will ensure both businesses and consumers can adequately plan around construction activities and will not be subject to stressful, unexpected journey delays and diversions along the road network.

20.8.8 The Council have produced a Mersey Gateway Relocation Strategy in order to aid businesses which will be displaced through Project CPOs. This strategy identifies that the Council will work with individual businesses on a case by case basis to understand specific needs of each business, provide support with clear communication links and help identify suitable alternative premises. The relocation strategy aims to keep any disturbance to affected businesses at a minimum. At the commencement of the Project including the Proposals there were 65 operational businesses affected by the Project including the Proposals, employing 1,000 people with an estimated economic gross value added contribution of £38m per annum and occupying approximately 90 buildings. The total land for the Project including the Proposals is over 150 hectares which accommodates 90 buildings and structures; this will involve the acquisition of over 400 individual plots and parcels of land and dealings with over 200 interested parties. It is acknowledged by Halton Borough Council that some businesses will be displaced by the Project including the Proposals. Therefore, by resolution of the Mersey Gateway Executive Board on 19th May 2008, the Council adopted a policy within the Mersey Gateway Relocation Strategy. Whilst the content of Circular 06/2004 (CD 75) and the Memorandum thereto is for guidance, providing advice to acquiring authorities on the use of compulsory purchase powers, it has been incorporated into the policy within the Relocation Strategy. As stated at paragraph 2.5 of the Mersey Gateway Relocation Strategy, the primary objective is to ensure that the benefits of the Mersey Gateway Project including the Proposals can be delivered whilst minimising the extent of the impact upon businesses that are suitable for relocation. The policy details the approach required to understand and address the relocation needs of businesses. Its purpose is to:

a. Address the scale, character and diversity of the businesses and their associated need to relocate; and

b. Provide a strategy to support businesses throughout the relocation period, from pre-location support and identifying requirements through the actual process and appropriate aftercare to ensure that the effects of relocation are minimised.

20.8.9 In accordance with the resolution of the Mersey Gateway Executive Board on 7th November 2007 the LAWG (Land Acquisition Working Group) has engaged with affected owners and occupiers. Halton Borough Council has stated its intent that it does not wish to disturb businesses from their current premises before it becomes necessary. However, through consultation with businesses each has been considered on its own merit as to whether early relocation is appropriate due to its nature size and requirements.

20.8.10 Now that all the necessary Orders and consents have either been confirmed or obtained, together with confirmation of the funding package from the Government, the Mersey Gateway...
land assembly team are initiating the service of notices to take possession of land through implementation of the GVD (General Vesting Declaration) procedure. The taking of possession is phased to align with the policy within the MG Relocation Strategy. The success of the ability to reach early agreements to relocate businesses can be highlighted in the following successes;

a. US owned Thermo Fisher having the confidence to establish a Global Centre of Excellence of scientific equipment at their new Runcorn premises which will see their work force expand from 150 to 500, of which the first 100 have already been created.
b. SME business which specialises in the manufacture of fire resistant wiring, exported globally, relocating to premises within the Astmoor industrial estate and being able to continue to grow and create jobs
c. Local transport firm which is a key part of the NW supply chain to the chemical industry securing new premises and being able to safeguard 50 jobs, and now having the confidence to invest in new equipment to expand the business

20.8.11 However, despite the economic downturn since the start of the Project, which has led to the downsizing of several businesses and the voluntary relocation of other businesses to small premises, there still remain 45 businesses employing over 400 people to be relocated a process that despite mitigation measures will lead to some inevitable negative social impacts.

Operation

20.8.12 No measures are required to enhance employment opportunities once the Project is operational as skilled job opportunities will be limited.

Mitigation measures

20.8.13 In terms of mitigation for the potential negative impact on access to employment due to the toll, the Mersey Gateway Sustainable Transport Strategy and the Mersey Gateway Regeneration Strategy are relevant. A Sustainable Transport Strategy is currently being prepared for the Borough. The Mersey Gateway Sustainable Transport strategy (Ref.55) aims to relieve congestion on the SJB by promoting an integrated transport system for Halton Borough Council through improving bus services and opportunities for walking and cycling. Provision of improved facilities will reduce the reliance of local residents on private vehicles, where possible. Improved public transport facilities, footpaths and cycleways will therefore provide local residents with another option of crossing the River in order to access employment, which does not involve paying the toll.

20.8.14 In terms of provision of local employment the five areas of impact listed in the Mersey Gateway Regeneration Strategy are predicted to provide local employment as discussed in paragraphs 20.6.58 thus increasing the opportunities for people to live and work in the same area which may reduce the need to travel across the bridge and therefore pay tolls.

20.8.15 The combination of the potential effects of the Mersey Gateway Sustainable Transport Strategy and the Mersey Gateway Regeneration Strategy seek to mitigate the impact of the toll charges. More details on this are provided in the section below on Change in Access to Facilities and Social Networks.

Enhancement Measures

20.8.16 In anticipation of construction, local training initiatives and opportunities should be provided for local residents to decrease the skills gap and provide adequate and targeted training for construction workers to subsequently obtain jobs for the Project including the Proposals.
Training opportunities would increase the potential number of jobs available to local residents and provide Halton Borough Council with a greater skills pool from which to resource. Training programmes are in line with Council policies in that ‘Halton will implement its basic skills strategy and develop activity that enables local people to access employment’ and ‘Halton will continually map, review and address the skill deficits in the Borough to enable businesses to recruit and develop their workforce’ (Halton Gateway to Prosperity 2005 – 2008). The Council are currently working with Halton People into Jobs and Construction for Merseyside to increase local skills available for the Project including the Proposals. A number of construction training programmes are currently available from a number of colleges within and surrounding Halton, including Halton College ranging from a BTEC 1st Diploma to a BTEC National Diploma which can be used for Project including the Proposals training resources. A number of schools within Halton Borough Council (providing further education) are looking into proving a Diploma in Construction and the Built Environment.

20.8.17 With respect to the jobs created by the Project including the Proposals, to enhance the numbers of direct jobs located in Halton Borough it is suggested that there is a customer service office located within Halton Borough to allow payment and other customer services. In having it located in Halton Borough it would provide a symbolic as well as real commitment to supporting local employment. The numbers of jobs located in Halton Borough could also be increased if the administrative function were co-located in the customer service centre.

20.8.18 Increased accessibility across the river means that people from both Runcorn and Widnes may start to view job opportunities on the opposite side to where they live as possible places to work, specifically in the impact areas identified in the Mersey Gateway Regeneration Strategy of West Bank, Runcorn Old Town and Astmoor Industrial estate. Research on access to jobs suggests that one of the issues that accompany lack of physical access to work is that of a sense of limited horizons in terms of where to look for work. If Halton Borough becomes more accessible through the Project including the Proposals and the Mersey Gateway Sustainable Transport Strategy together with the Mersey Gateway Regeneration Strategy it is possible that residents may consider going further afield to find work and also to access other facilities.

Monitoring Measures

20.8.19 The Council should ensure that all jobs both directly created and lost as a result of the Project including the Proposals are identified and recorded.

20.8.20 The Council should keep a detailed record of the retention figure of individuals attending Project including the Proposals training initiatives who are subsequently employed during construction activities.

Change in Perception of, or Actual Health and Safety issues for Individuals in Halton Construction

Mitigation measures

20.8.21 In order to reduce any risk to human health and safety directly resulting from construction activities the contractor will ensure that a Construction Health and Safety Plan is prepared prior to construction activities commencing. Furthermore, appropriate traffic management will be implemented at areas of construction, including safety provisions for pedestrians and cyclists where required. Diversions required as a result of construction traffic management should avoid residential areas where possible to further reduce any risk of accidents occurring. The Council
will provide adequate signage in advance of construction works occurring detailing locations of construction compounds and areas where construction plant and HGVs will be used.

**Operation**

**Enhancement Measures**

20.8.22 All new and improved footpath and cycleway networks, both directly and indirectly resulting from the Project including the Proposals should be integrated into Halton’s existing sustainable transport network. All new routes should be publicised to ensure that they are used by the maximum number of people. Furthermore, routes should be supplemented with adequate signage linking the routes with Halton’s sustainable transport network and specific facilities (i.e. town centres, hospitals, GPs and schools).

**Monitoring Measures**

20.8.23 Hospital and GP admissions should be monitored by Halton’s PCT GPs to identify any areas of concern or incidents resulting from the Project including the Proposals.

**Changes in Access to Facilities and Social Networks around Halton**

**Construction**

**Mitigation Measures**

20.8.24 In line with requests identified from public research, the Council should ensure that all road, busway, cycleway, watercourse and footpath closures are clearly advertised, with diversion routes clearly marked, both during and in advance of construction works, with diversion routes clearly marked. Diversion routes created as a result of Project including the Proposals construction activities should, where possible, avoid any residential roads. The Council should ensure that safe, accessible footpaths and cyclepaths are provided where construction activities disrupt existing pavements and cyclelanes.

**Operation**

**Mitigation Measures**

20.8.25 No measures are required to mitigate against the change to the local transport network once the Project including the Proposals is operational as effects will not be significant or will be of positive significance to receptors.

20.8.26 A Sustainable Transport Strategy is currently being prepared for the Borough. This strategy aims to relieve congestion on the SJB by promoting an integrated transport system for Halton Borough Council through improving bus services and opportunities for walking and cycling. Provision of improved facilities will reduce the reliance of local residents on private vehicles, where possible. Improved public transport facilities, footpaths and cycleways will therefore provide local residents with another option of crossing the River, which does not involve paying the toll.

20.8.27 The Mersey Gateway Sustainable Transport Strategy provides a step change in public transport provision (partly funded by the Project including the Proposals), through improving the service frequency on the current routes, many of which go through the most deprived wards of the Borough, improving the physical environment of the bus stops, and adding additional routes...
to key employment (3MG), education (Riverside college) leisure (Stobart Stadium Halton) and healthcare facilities (e.g. Halton General Hospital). Improvement Theme 2 of the Sustainable Transport Strategy “primarily focuses on addressing the key bus service accessibility gaps for low income communities by increasing the accessibility of employment, training, health, education, social and food retail shopping opportunities” (para 4.4.13, Halton Borough Council, 2009 ref 54).

20.8.28 The transport assessment (Chapter 16) concluded that the Project including the Proposals is likely to have a positive effect to the local public transport system with a beneficial effect on service frequency and reliability. This conclusion was based upon the knowledge that most of Halton’s population live within walking distance of a bus stop and therefore have access to public transport. The density of population in Halton Borough means that there is potential to have a more metropolitan approach to the use of public transport where its use becomes more the norm and not considered as a “second best” option. It is likely that the number of individuals using improved pedestrian and cycling facilities across the SJB will increase as a result of the implementation of toll charges on both the New Bridge and the SJB. As the Sustainable Transport Strategy suggests, “Once tolling is introduced on both the SJB and the New Bridge, walking will gain a competitive advantage” (page 31, Mersey Gateway Sustainable Transport Strategy, 2009 Ref. 54).

20.8.29 Further, the Local Transport Plan 3 for Halton (Ref 44) states that one of its goals is to:

“Ensure transport network resilience with particular regard to enhancing cross Mersey linkages, by the implementation of the Mersey Gateway project and the Mersey Gateway Sustainable Transport Strategy.”

20.8.30 The commitment of the LTP3 to the implementation of the MGSTS ensures that the mitigation for the tolling of the bridges will be effected.

20.8.31 In terms of having alternative places to go that have the facilities that people want to use, the implementation of the Mersey Gateway Regeneration Strategy means that in time there is likely to be more activity local to the five regeneration areas, some of which may mean that people prefer to use facilities local to their homes rather than crossing the bridge and paying the toll. For example, in the preferred option for Halton Lea the aim is to examine the future of the shopping centre, and if there were to be substantial improvements in that place in terms of shopping then it might become a place people would regularly shop for bigger items rather than travelling further afield.

20.8.32 The aim for West Bank, Runcorn Old Town and Rocksavage and Clifton to be improved in terms of leisure and recreation with increased walking and cycling facilities in West Bank, a focus on developing the “market town” potential in Runcorn Old Town and an emphasis on green spaces in Rocksavage and Clifton, making these places people may choose to spend time in over cross river destinations.

20.8.33 A further aspect of the tolling is its impact on vulnerable groups and to discuss what might be suitable mitigation. It is important to look at the opportunity to provide a framework for discounts to see in what ways it supports vulnerable groups in Halton Borough who might be negatively affected by the tolling, specifically low income car users and disabled drivers. There are potentially a number of discount schemes that could be put in place to help car drivers on low incomes. It should be recognised that Halton Borough Council has not specifically identified a framework of discounts at this point to allow flexibility and responsiveness to changing circumstances and to be able to work with the concessionaire Project Company to develop an equitable tolling strategy.
20.8.34 There is a framework set out in the Orders which will allow a number of alternative tolling schemes to be explored. This approach has also been undertaken in order to meet the second objective of the Project including the Proposals which is to apply minimum toll and road user charges to both the New Bridge and SJB consistent with the level required to satisfy affordability constraints.

20.8.35 Secondly, with respect to disabled drivers it is clear from Explanation of Tolls and Road User Charging document that there will be discounts for disabled drivers together with consideration of other discount schemes for frequent users. Specifically, paragraphs 14 and 15 state that:

14. The proposed Order and the Scheme do not provide for mandatory discounts or toll exemptions, except in some cases. These include an obligation to give discounts to disabled drivers, who must apply for concessions to the Council.
15. Similarly, the Council is taking powers to enable it to offer frequent user or tag-based discount schemes, such as season tickets. It will investigate the feasibility of such an approach when it negotiates with prospective concessionaires Project Companies.

20.8.36 Finally, to help mitigate the identified high negative effect of tolling identified in paragraph 20.7.138 it is important that there are a range of payment options which allow for residents with low literacy to register, for instance via a telephone system or face to face in Council offices, as well as for those who are unable or unwilling to access and use any online internet based system. There is also a need to ensure that local residents are made aware of how to access the toll payment system, this may include creating a contact at the Council to respond to queries or a local advertising campaign (for example in public buildings, local newspapers or as part of other information campaigns attached to the Project including the Proposals). Given the uncertainty over uptake of alternative transport to cars (buses, walking, cycling), together the possible complexity of the payment system, with the implementation of the identified mitigation measures, including those identified as part of the MGSTS this would reduce this impact to moderate negative significance.

Enhancement Measures

20.8.37 Operation of the Project including the Proposals will support a sustainable transport network within Halton Borough Council through increasing the range of possibilities available to residents. The Project including the Proposals includes provision of dedicated cycling and pedestrian facilities across the SJB and indirectly will result in the potential for new pedestrian and cycling facilities including those which can be built between Runcorn Old Town and Halton College Campus following delinking of the SJB. Provision of these facilities is in line with Halton’s UDP (2005) in that Halton Borough Council aims to ‘provide safe and attractive pedestrian routes and extend pedestrianisation of town centres’. The LDF Core strategy has a policy on sustainable transport CS15 which supports this:: “In order to encourage journeys to be made by sustainable modes of travel including walking, cycling and public transport, the Council and its partners will support a reduction in the need to travel, encourage a choice of sustainable transport modes and ensure new developments are highly accessible” (Ref 59, p99).

20.8.38 In light of the number of wards surrounding the Project including the Proposals which have been identified with low car/ van ownership, it is highly important that no negative effects to sustainable transport modes are incurred as a result of the Project including the Proposals, as is shown by the Transport Chapter.
Change in Availability of Amenity and Recreational Land

Construction

Mitigation Measures

20.8.39 A Mersey Gateway Relocation Strategy has been produced by the Council to aid businesses which will be displaced through Project including the Proposals CPOs. This strategy identifies that the Council will work with individual businesses on a case by case basis to understand specific needs of each business, provide support with clear communication links and help identify suitable alternative premises. The relocation strategy aims to keep any disturbance to affected businesses at a minimum.

20.8.40 Appendix 9.11 of the Land Use Chapter 9 details the Council’s statement of intent (2008) for St Michaels Golf Course. Although part of the land currently contained within St Michael’s Golf Course will be subsumed by the Project the Council consider that this will not compromise the ability to reopen the site as an 18 hole golf in the future. This paragraph is deleted as the impact is no longer significant on St Michael’s Golf course.
20.9 Residual Impacts

20.9.1 The adoption of mitigation and enhancement measures during the construction and operation of the Project including the Proposals has the potential to reduce the significance of the negative effects outlined in Table 20.20. Table 20.21 details the significance of residual effects associated with the construction and operation of the Project including the Proposals further to the implementation of mitigation and enhancement measures.

20.9.2 Mitigation of tolling effects can be provided through the Sustainable Transport Strategy. This strategy is described in more detail within the Transport Chapter 16. This strategy will be of benefit to individuals within Halton, in that it will provide individuals with a greater transport choice and an alternative for using private vehicles. Individuals undertaking cross river trips could therefore use an alternative transport mode which will consequently not require payment of tolls. The Council’s LTP household survey, undertaken in 2004 identified that individuals within Halton used their cars for convenience and due to a perceived lack of alternatives. In light of this data, it is likely that provision of sustainable transport measures will be highly sought after and beneficial to individuals in Halton. This text has been removed because the MGSTS is now fully developed and committed to through the LTP3 and therefore plays an important role in mitigation and so is discussed in that section.

20.9.3 The Project will include passive provision for light rapid transport infrastructure to be provided in the future. The proposed concession arrangements include provisions for the Council to share in the toll revenue and, where this revenue is passed to the Council, it will be used to support toll discount schemes and funding for the preferred sustainable transport programme. Although it is acknowledged that the sustainable transport strategy will provide the opportunity to help mitigate the effects of tolling for individuals within Halton, effects are currently unquantifiable as no commitment has currently been made towards which sustainable measures will be implemented and where. The previous paragraph has been deleted as the situation with the MGSTS had changed as noted in paragraph 20.9.2.

20.9.4 The Council has made a commitment to the Project team that certain classes of disabled individuals will be exempt from tolling on the New Bridge and SJB. Tolling effects will consequently be eliminated for those individuals who qualify under the disabled banding adopted. It is noted that tolling exemptions will be beneficial for the classified individuals, however as no strategy has been published these effects are currently unquantifiable and therefore mitigation effects have not been assessed within this chapter.

20.9.5 As noted within the SEIA methodology, detailed in Section 20.5, effects sourced from other assessments have assumed the incorporation of mitigation and enhancement measures recommended by the relevant chapter. Therefore, it was not considered relevant to recommend further mitigation to that provided within the original chapters.

20.9.6 Implementation of the Mersey Gateway Regeneration Strategy would result in additional effects being noticed within the Borough. This Strategy details that approximately 3,600 jobs could be created over the following areas:

a. Southern Widnes (including West Bank);
b. Runcorn Old Town;
c. Halton Lea;
d. Astmoor Industrial Estate/ Wigg Island; and
e. Rocksavage and Clifton.
20.9.7 Regeneration within Halton Borough Council may encourage immigration to the Borough and discourage emigration from the area. Regeneration of Halton, in line with the Regeneration Strategy, will result in permanent, long term positive effects of greater economic prosperity through the provision of jobs, improved social connectivity, new residential development and new and improved leisure and recreational areas. Effects resulting from regeneration opportunities provided by the Project including the Proposals are likely to be of high positive significance to individuals and families within Halton.

20.9.8 However, an influx of people to the area may also result in increased pressure to existing community services and facilities (e.g. education facilities, GPs and hospitals). Due to the relatively deprived social baseline which Halton Borough Council experiences in comparison with other Boroughs, any pressure to existing services will be of high importance. Regeneration is planned Borough wide and therefore pressure to facilities and services will be spread across Halton. Consequently, it is likely that effects will be of moderate magnitude to all individuals and families within Halton Borough Council and of moderate negative significance. It should be noted that the indirect effects resulting from enhancement measures associated with the Project including the Proposals are not within the remit of the SEIA to assess.
<table>
<thead>
<tr>
<th>Impact</th>
<th>Effect</th>
<th>Receptor and Importance</th>
<th>Nature of Effect</th>
<th>Significance (High/ Moderate/ Low and Positive / Negative)</th>
<th>Mitigation and Enhancement Measure</th>
<th>Residual Significance (Positive/ Negative and High/ Moderate/ Low)</th>
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<tr>
<td>Change in population structure</td>
<td>Increased pressure to community facilities and services (e.g. health centres, hospitals, leisure facilities).</td>
<td>Individuals and families within communities and LSOAs surrounding the Project – High Importance</td>
<td>Temporary Moderate magnitude Short term Indirect</td>
<td>Moderate Negative</td>
<td>Raise awareness amongst local residents of facilities and services which are likely to experience increased pressures during the construction period</td>
<td>Low Negative</td>
</tr>
<tr>
<td></td>
<td>Increased feeling of insecurity amongst residents (associated with an influx of workers to the area)</td>
<td>Individuals and families within communities and LSOAs surrounding the Project – High Importance</td>
<td>Temporary Moderate magnitude Short term Indirect</td>
<td>Moderate Negative</td>
<td>Provision of Community liaison officer to ensure relations between construction workers and residents are upheld</td>
<td>Low Negative</td>
</tr>
<tr>
<td></td>
<td>Economic benefits through increased expenditure within Halton Borough Council (e.g. through local shops, leisure centres, private renting sector)</td>
<td>Individuals and families within Halton Borough Council – High Importance</td>
<td>Temporary Low magnitude Short term Indirect</td>
<td>Low Negative</td>
<td>Provision of contact name/ number to local residents/ police to contact further to any incidents/ fear of incidents</td>
<td>Not Significant</td>
</tr>
<tr>
<td>Change in</td>
<td>Increase/ decrease in</td>
<td>Appropriately skilled/</td>
<td>Temporary</td>
<td>High Positive</td>
<td>No enhancement measures required</td>
<td>Low Positive</td>
</tr>
</tbody>
</table>

Table 20.21 - Residual Social Effects
<table>
<thead>
<tr>
<th>Impact</th>
<th>Effect</th>
<th>Receptor and Importance</th>
<th>Nature of Effect</th>
<th>Significance (High/ Moderate/ Low and Positive / Negative)</th>
<th>Mitigation and Enhancement Measure</th>
<th>Residual Significance (Positive/ Negative and High/ Moderate/ Low)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employment Opportunities</td>
<td>job opportunities available to local residents</td>
<td>qualified individuals seeking employment within Halton Borough Council – High Importance</td>
<td>High magnitude Direct</td>
<td></td>
<td>programmes within Halton Borough Council prior to construction to ensure a greater skills pool within the area from which to resource.</td>
<td>Low Negative</td>
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<td>Effects to employees of businesses affected through Project CPOs.</td>
<td>Employees who travel to Halton Borough Council for employment and also those who live locally and work in Halton Borough Council – High Importance</td>
<td>Permanent High Magnitude Long term Direct</td>
<td>High Negative</td>
<td>Provision of Mersey Gateway Relocation Strategy proving advice and support to affected businesses.</td>
<td>Low Negative</td>
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<tr>
<td>Change in perception or actual health and safety issues for individuals in Halton</td>
<td>Health implications through disruption in access to health facilities and increased traveller stress</td>
<td>Travelling Public (Car and Bus users) High Importance</td>
<td>Temporary Low Magnitude Short term Indirect</td>
<td></td>
<td>No additional mitigation to be provided further to that detailed within the Transport Chapter 16.</td>
<td>Low Negative</td>
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<tr>
<td></td>
<td>Travelling Public (Pedestrians and Cyclists) High Importance</td>
<td>Temporary Low Magnitude Short term Indirect</td>
<td>Not Significant</td>
<td>No mitigation measures required</td>
<td>Not Significant</td>
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<td></td>
<td>Change in exercise uptake through disruptions to footpaths and cycleways</td>
<td>Travelling Public (Pedestrians and Cyclists) High Importance</td>
<td>Temporary Low Magnitude Short term Indirect</td>
<td>Low Negative</td>
<td>No Mitigation to be provided</td>
<td>Low Negative</td>
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<td></td>
<td>Construction compound and associated traffic movement health and safety issues;</td>
<td>Individuals and families within communities and LSOAs surrounding the Mersey Gateway Project High Importance</td>
<td>Temporary Low Magnitude Short term Direct</td>
<td>Low Negative</td>
<td>Appropriate traffic management Implementation of Construction Health and Safety Plan</td>
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<td>Travelling Public High Importance</td>
<td>Temporary Low Magnitude</td>
<td>Low Negative</td>
<td>Provision of adequate signage detailing locations of construction</td>
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<td>Impact</td>
<td>Effect</td>
<td>Receptor and importance</td>
<td>Nature of Effect</td>
<td>Significance (High/ Moderate/ Low and Positive / Negative)</td>
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<tr>
<td>Contamination risks through soil, sediment, and groundwater.</td>
<td></td>
<td>All Receptors – as defined in Chapter 14</td>
<td>Not Significant</td>
<td>No mitigation measures required</td>
<td>Not Significant</td>
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<tr>
<td>Change in surface water quality</td>
<td>Users of watercourses within Halton (As defined within Chapter 8)</td>
<td>Not Significant</td>
<td>No mitigation measures required</td>
<td>Not Significant</td>
<td>Not Significant</td>
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<td>Creation of Project related Wastes (Dust)</td>
<td>Individuals and families within communities and LSOAs surrounding the Project (High Importance)</td>
<td>Temporary Low Magnitude Short term Direct</td>
<td>Low Negative</td>
<td>No additional mitigation recommended further to that detailed within the Waste Chapter 15 and the Air Quality Chapter 19.</td>
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<td></td>
<td>Employees working within or adjacent to the Project (High Importance)</td>
<td>Temporary Low Magnitude Short term Direct</td>
<td>Low Negative</td>
<td>No additional mitigation recommended further to that detailed within the Air Quality Chapter 19.</td>
<td>Low Negative</td>
<td>Low Negative</td>
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<tr>
<td>Changes in Air quality resulting from construction traffic emissions (NO₂ and PM₁₀)</td>
<td>All social receptors within 200m of Construction Areas A – I (High Importance)</td>
<td>Temporary Low Magnitude Short term Direct</td>
<td>Low Negative</td>
<td>No additional mitigation recommended further to that detailed within the Air Quality Chapter 19.</td>
<td>Low Negative</td>
<td>Low Negative</td>
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<td>Changes in Air Quality resulting from</td>
<td>All social receptors within 200m of Construction Areas</td>
<td>Temporary Low Magnitude</td>
<td>Moderate Negative</td>
<td>No additional mitigation recommended further to that detailed within the Air Quality Chapter 19.</td>
<td>Moderate Negative</td>
<td>Moderate Negative</td>
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</table>

The Mersey Gateway Project  
Delivery Phase  
Environmental Statement  
Chapter 20.0  
Socio-Economic Impact Assessment
<table>
<thead>
<tr>
<th>Impact</th>
<th>Effect</th>
<th>Receptor and importance</th>
<th>Nature of Effect</th>
<th>Significance (High/ Moderate/ Low and Positive / Negative)</th>
<th>Mitigation and Enhancement Measure</th>
<th>Residual Significance (Positive/ Negative and High/ Moderate/ Low)</th>
</tr>
</thead>
<tbody>
<tr>
<td>road traffic emissions (NO\textsubscript{2} and PM\textsubscript{10})</td>
<td>A – I High Importance</td>
<td>Short term Direct</td>
<td>Low - Moderate Negative</td>
<td>No additional mitigation recommended further to that detailed within the Noise and Vibration Chapter 17.</td>
<td>Low - Moderate Negative</td>
<td></td>
</tr>
<tr>
<td>Changes in Noise &amp; Vibration</td>
<td>Individuals and families within communities and LSOAs surrounding the Mersey Gateway Project High Importance</td>
<td>Temporary Moderate Magnitude Short term Direct</td>
<td>High Negative</td>
<td>No additional mitigation recommended further to that detailed within the Noise and Vibration Chapter 17.</td>
<td>High Negative</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Individuals and families within Construction Area G, (Area 9 in Chapter 17), Wigg Island and Woodside Primary School High Importance</td>
<td>Temporary Moderate Magnitude Short term Direct</td>
<td>High Negative</td>
<td>No additional mitigation recommended further to that detailed within the Noise and Vibration Chapter 17.</td>
<td>High Negative</td>
<td></td>
</tr>
<tr>
<td>Changes in health due to perception of a change in landscape and amenity</td>
<td>Individuals and families within Halton High Importance</td>
<td>Temporary Low Magnitude Short term Indirect</td>
<td>Not Significant</td>
<td>No mitigation measures required</td>
<td>Not Significant</td>
<td></td>
</tr>
<tr>
<td>Effects to existing employers/ employees within Halton Borough Council resulting from disruption from Project construction activities</td>
<td>Employees who travel to Halton Borough Council for employment and also those who live locally and work in Halton Borough Council – High Importance</td>
<td>Temporary Moderate Magnitude Short term Indirect</td>
<td>Moderate Negative</td>
<td>Prior awareness of construction route including all roads which will be closed/ disrupted to local consumers and businesses to ensure that day to day businesses operations are not disrupted. Prior awareness and adequate signage to local consumers and businesses of diversions and alternative routes. Provision of signage to advertise businesses which remain open in close proximity to construction activities.</td>
<td>Low Negative</td>
<td></td>
</tr>
<tr>
<td>Change in access to GPs, health centres</td>
<td>Travelling Public – Car Users High Importance</td>
<td>Temporary Low Magnitude</td>
<td>Low Negative</td>
<td>Prior awareness of road closures and disruptions.</td>
<td>Not Significant</td>
<td></td>
</tr>
<tr>
<td>Impact</td>
<td>Effect</td>
<td>Receptor and Importance</td>
<td>Nature of Effect</td>
<td>Significance (High/ Moderate/ Low and Positive / Negative)</td>
<td>Mitigation and Enhancement Measure</td>
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<tr>
<td>and hospitals</td>
<td></td>
<td>short term indirect</td>
<td></td>
<td></td>
<td>Provision of adequate signage detailing diversionary routes.</td>
<td></td>
</tr>
<tr>
<td>Travelling Public – pedestrians and cyclists</td>
<td></td>
<td>temporary low magnitude short term indirect</td>
<td></td>
<td>Not Significant</td>
<td>No Mitigation Measures required</td>
<td>Not Significant</td>
</tr>
<tr>
<td>Change in access to Further Education establishments and special schools</td>
<td>Travelling Public – Car users</td>
<td>temporary moderate magnitude short term indirect</td>
<td>Moderate Negative</td>
<td>Prior awareness of road closures and disruptions. Provision of adequate signage detailing diversionary routes.</td>
<td>Low Negative</td>
<td></td>
</tr>
<tr>
<td>Change in access to Primary and Secondary Education establishments</td>
<td>Travelling Public – Car Users</td>
<td>temporary low magnitude short term indirect</td>
<td>Low Negative</td>
<td>Prior awareness of road closures and disruptions. Provision of adequate signage detailing diversionary routes.</td>
<td>Not Significant</td>
<td></td>
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<tr>
<td>Navigational Effects to users of the River</td>
<td>Users of the River Mersey within Halton Borough Council</td>
<td>temporary low magnitude short term</td>
<td>Low Negative</td>
<td>No mitigation measures recommended further to those detailed in the Navigational Chapter 18.</td>
<td>Low Negative</td>
<td></td>
</tr>
<tr>
<td>Impact</td>
<td>Effect</td>
<td>Receptor and importance</td>
<td>Nature of Effect</td>
<td>Significance (High/ Moderate/ Low and Positive / Negative)</td>
<td>Mitigation and Enhancement Measure</td>
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<tr>
<td>Change in daily movements</td>
<td>Travelling Public – Car Users High Importance</td>
<td>High Importance</td>
<td>Direct</td>
<td>Moderate Negative</td>
<td>Prior awareness of road closures and disruptions. Provision of adequate signage detailing diversionary routes.</td>
<td>Low Negative</td>
</tr>
<tr>
<td></td>
<td>Travelling Public – pedestrians and cyclists High Importance</td>
<td>Temporary Moderate Magnitude</td>
<td>Short term Indirect</td>
<td>Moderate Negative</td>
<td>Provision of alternative/ diversionary footpath and cycleway routes. Provision of adequate signage detailing any diversionary footpaths.</td>
<td>Low Negative</td>
</tr>
<tr>
<td>Change in recreational shooting opportunities in Astmoor</td>
<td>Astmoor Shooting Club Low Importance</td>
<td>Temporary Low Magnitude</td>
<td>Short term Indirect</td>
<td>Low Negative</td>
<td>No mitigation measures recommended</td>
<td>Low Negative</td>
</tr>
<tr>
<td>Change in availability of amenity and recreational land</td>
<td>Employees who travel to Halton Borough Council for employment and also those who live locally and work in Halton High Importance</td>
<td>Permanent High Magnitude</td>
<td>Long term Direct</td>
<td>High Negative</td>
<td>Provision of Mersey Gateway Relocation Strategy</td>
<td>Low Negative</td>
</tr>
<tr>
<td></td>
<td>Individuals and families within Halton High Importance</td>
<td>Permanent High Magnitude</td>
<td>Long term Indirect</td>
<td>High Negative</td>
<td>Provision of Mersey Gateway Regeneration Strategy</td>
<td>Low Negative</td>
</tr>
<tr>
<td></td>
<td>Loss of Greenspace</td>
<td>Individuals and families within communities and</td>
<td>Permanent Moderate Magnitude</td>
<td>Moderate Negative</td>
<td>Provision of Mersey Gateway Regeneration Strategy</td>
<td>Moderate Negative</td>
</tr>
<tr>
<td>Impact</td>
<td>Effect</td>
<td>Receptor and Importance</td>
<td>Nature of Effect</td>
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</tr>
<tr>
<td>Change to Population Structure</td>
<td>Jobs created through operation of the Project</td>
<td>Individuals and families within Halton High Importance</td>
<td>Permanent Low Magnitude Long term Direct</td>
<td>Not Significant</td>
<td>No mitigation measures required</td>
<td>Not Significant</td>
</tr>
<tr>
<td>Change to Population Structure</td>
<td>Regeneration attracting individuals/ families to remain/ immigrate to Halton</td>
<td>Individuals and families within Halton High Importance</td>
<td>Permanent High Magnitude Long term Indirect</td>
<td>High Positive</td>
<td>No mitigation measures provided as part of this Project</td>
<td>High Positive</td>
</tr>
<tr>
<td>Change to Population Structure</td>
<td>Increased pressure to community facilities and services (e.g. health centres, hospitals, leisure facilities)</td>
<td>Individuals and families within Halton High Importance</td>
<td>Permanent Moderate Magnitude Long term Indirect</td>
<td>Moderate Negative</td>
<td>No mitigation measures provided as part of this Project</td>
<td>Moderate Negative</td>
</tr>
<tr>
<td>Change to Employment Opportunities</td>
<td>Creation of jobs directly through operation of the Project</td>
<td>Appropriately skilled/ qualified individuals seeking employment within Halton Borough High Importance</td>
<td>Permanent High Magnitude Long term Direct</td>
<td>Low Positive</td>
<td>No enhancement measures provided as part of this Project</td>
<td>Moderate Positive</td>
</tr>
</tbody>
</table>

LSOAs surrounding the Project Moderate Importance
Long term Direct

Individuals and families within the rest of Halton Borough Council – Moderate Importance
Permanent Low Magnitude Long term Direct
Low Negative
Provision of Mersey Gateway Regeneration Strategy
Low Negative

Impact

Effect

Receptor and Importance

Nature of Effect

Significance (High/ Moderate/ Low and Positive / Negative)

Mitigation and Enhancement Measure

Residual Significance (Positive/ Negative and High/ Moderate/ Low)
<table>
<thead>
<tr>
<th>Impact</th>
<th>Effect</th>
<th>Receptor and importance</th>
<th>Nature of Effect</th>
<th>Significance (High/ Moderate/ Low and Positive / Negative)</th>
<th>Mitigation and Enhancement Measure</th>
<th>Residual Significance (Positive/ Negative and High/ Moderate/ Low)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Change in travel patterns and job catchment areas due to tolling</td>
<td>Employees – who travel to work in Halton Borough Council by private vehicle</td>
<td>Permanent High Magnitude Long term Direct</td>
<td>High Negative</td>
<td>Provision of Sustainable Transport Strategy Provision of Mersey Gateway Regeneration Strategy Options for a range of payment methods for tolls</td>
<td>Moderate High Negative</td>
<td></td>
</tr>
<tr>
<td>Creation of jobs through associated regeneration</td>
<td>Appropriately skilled/ qualified individuals seeking employment within Halton Borough</td>
<td>Permanent High Magnitude Long term Indirect</td>
<td>High Positive</td>
<td>No enhancement measures provided as part of this Project</td>
<td>High Positive</td>
<td></td>
</tr>
<tr>
<td>Provision of pedestrian and cycling facilities (directly and indirectly as a result of the Project)</td>
<td>Individuals and families within 2km walking distance and 5km cycling distance from the SJB</td>
<td>Permanent Moderate Magnitude Long term Indirect</td>
<td>High Positive</td>
<td>Integration of pedestrian and cycling facilities with Halton’s Sustainable Transport Network through the Sustainable Transport Strategy</td>
<td>High Positive</td>
<td></td>
</tr>
<tr>
<td>Change in perception of, or actual health and safety issues for individuals in Halton</td>
<td></td>
<td></td>
<td></td>
<td>Increase awareness of new and improved routes with adequate signage and publicity.</td>
<td>Moderate Positive</td>
<td></td>
</tr>
<tr>
<td>Contamination risks through soil, sediment, and groundwater.</td>
<td>All Receptors – as defined in Chapter 14</td>
<td></td>
<td>Not Significant</td>
<td>No mitigation measures required</td>
<td>Not Significant</td>
<td></td>
</tr>
<tr>
<td>Changes in Air Quality – emissions of NO₂</td>
<td>Users of the SJB and Greenway Road</td>
<td>Permanent Moderate Magnitude Long term Indirect</td>
<td>High Positive</td>
<td>No enhancement measures required</td>
<td>High Positive</td>
<td></td>
</tr>
<tr>
<td>Changes in Air</td>
<td>Individuals and families</td>
<td>Permanent</td>
<td>Moderate Positive</td>
<td>No enhancement measures required</td>
<td>Moderate Positive</td>
<td></td>
</tr>
<tr>
<td>Impact</td>
<td>Effect</td>
<td>Receptor and importance</td>
<td>Nature of Effect</td>
<td>Significance (High/ Moderate/ Low and Positive / Negative)</td>
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</tr>
<tr>
<td>Quality – emissions of NO₂</td>
<td>within the rest of Halton High Importance</td>
<td>Moderate Magnitude Long term Indirect</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Changes in Air Quality – emissions of NO₂, PM₁₀ and CO₂</td>
<td>Individuals and families within the North West Moderate Importance</td>
<td>Permanent Moderate Magnitude Long term Indirect</td>
<td>Low Positive</td>
<td>No enhancement measures required</td>
<td>Low Positive</td>
<td></td>
</tr>
<tr>
<td>Changes in Noise and Vibration</td>
<td>Individuals at Weston Point and West Bank School High Importance</td>
<td>Permanent High Magnitude Long term Indirect</td>
<td>High Positive</td>
<td>No enhancement measures required</td>
<td>High Positive</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Individuals and families residing in close proximity to the SJB High Importance</td>
<td>Permanent Moderate Magnitude Long term Indirect</td>
<td>Moderate Positive</td>
<td>No enhancement measures required</td>
<td>High Positive</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Individuals and families residing in close proximity to construction areas F, G and H (Areas 8, 9 and 10 in Chapter 17) High Importance</td>
<td>Permanent Low Magnitude Long term Indirect</td>
<td>Low Negative</td>
<td>No additional mitigation recommended further to that detailed within the Noise and Vibration Chapter 17.</td>
<td>Low Negative</td>
<td></td>
</tr>
<tr>
<td>Changes in health due to perception of a change in landscape and amenity</td>
<td>Individuals and families within Halton High Importance</td>
<td>Temporary Low Magnitude Short term Indirect</td>
<td>Not Significant</td>
<td>No mitigation measures required</td>
<td>Not Significant</td>
<td></td>
</tr>
<tr>
<td>Change in access to facilities and Navigational Effects to users of</td>
<td>Users of watercourses within Halton Borough Council</td>
<td>Temporary Low Magnitude</td>
<td>Not Significant</td>
<td>No mitigation measures required</td>
<td>Not Significant</td>
<td></td>
</tr>
<tr>
<td>Impact</td>
<td>Effect</td>
<td>Receptor and Importance</td>
<td>Nature of Effect</td>
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<tr>
<td>social networks</td>
<td>Watercourses</td>
<td>High Importance</td>
<td>Long term</td>
<td></td>
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</tr>
<tr>
<td>Provision of improved access routes</td>
<td>Travelling Public – Car Users High Importance</td>
<td>Permanent Moderate magnitude Long term Direct</td>
<td>High Positive</td>
<td>No enhancement measures required</td>
<td>High Positive</td>
<td></td>
</tr>
<tr>
<td>Pedestrians and cyclists undertaking cross River trips within Halton High Importance</td>
<td>Permanent Moderate magnitude Long term Direct</td>
<td>High Positive</td>
<td>No enhancement measures required</td>
<td>High Positive</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Users of Public Transport undertaking cross River trips in Halton High Importance</td>
<td>Permanent Low magnitude Long term Direct</td>
<td>High Positive</td>
<td>No enhancement measures required</td>
<td>High Positive</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Disruption and closure of footpaths and cycleways</td>
<td>Pedestrians and cyclists within Halton Borough Council undertaking non cross River trips High Importance</td>
<td>Permanent Low magnitude Long term Direct</td>
<td>Low Negative</td>
<td>No mitigation measures recommended further to those detailed within the Transport Chapter 16.</td>
<td>Low Negative</td>
<td></td>
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<tr>
<td>Change to daily movements through implementation of tolling</td>
<td>Travelling Public – Car Users High Importance</td>
<td>Temporary High Magnitude Long term Direct</td>
<td>High Negative</td>
<td>Provision of Sustainable Transport Strategy Provision of Mersey Gateway Regeneration Strategy Options for a range of payment methods for tolls</td>
<td>High Moderate Negative</td>
<td></td>
</tr>
</tbody>
</table>
20.9.1 In terms of the Further Applications proposals, it is considered that following mitigation the effect of the modifications would be as follows:

<table>
<thead>
<tr>
<th>Area</th>
<th>Summary of Proposals</th>
<th>Summary of Effects</th>
</tr>
</thead>
</table>
| A – Speke Road            | a. Toll plazas removed;  
b. Extent of overall works reduced to reflect removal of toll plazas;  
c. Slip roads and embankments re-designed to reflect removal of toll plaza, low retaining wall added on northern off slip; and  
d. The reduced extent of the works means there will be no requirement for any works that might affect either Stewards Brook or the Old Lane Subway. | Therefore, no significant residual effects have been identified for the Proposals contained in the Further Applications and the effects remain as assessed in the Orders ES. The exception to this is with respect to the impacts of tolling on employment opportunities and access to social networks and facilities, where in the Orders ES with mitigation these were both of high negative significance. Given the integration of the MGSTS and MGRS into Halton Borough Council's future plans (core strategy and LTP3) the mitigating effects of these plans has increased, thus reducing the significance of those two effects to moderate negative. |
| B – Ditton Junction to Freight Line | a. Toll plazas removed;  
b. Slip roads and embankments re-designed to reflect removal of toll plazas;  
c. Main alignment shifted north to reduce adverse effects during construction in terms of disruption to road users; and  
d. Providing flexibility in approach to structure design. |                                                                                                                                                                                                                                                                                                                                                                                                         |
| C – Freight Line to St Helens Canal including the Widnes Loops Junction | a. Toll plazas removed;  
b. Junction, slip road and embankments re-designed (as roundabout) to reflect the removal of the toll plazas;  
c. Alternative construction of embankment / structures at Victoria Road;  
d. Revisions to the alignment to take account of the changes including a reduction in the vertical alignment and moving of the horizontal alignment to the south; and  
e. Providing flexibility in approach to structure design. |                                                                                                                                                                                                                                                                                                                                                                                                         |
| D – Mersey Gateway Bridge | a. Provision of greater flexibility in design details of the New Bridge covering the deck design and cable arrangements including removal of potential provision for future light rapid transit;  
b. Revision to the northern abutment and the New bridge to tie into the lower vertical alignment in Area C. This revision does not affect the navigational clearances and the clearance over St Helens Canal's canal is maintained;  
c. Re-location of the northern abutment to avoid high pressure gas main on the southern side of St Helens Canal, this will involve the abutment moving to the south east (towards the salt marsh) and alteration to the extent of the narrowing of the canal;  
d. Alternative construction of St Helens Canal Bridge; and  
e. Providing flexibility in approach viaduct design. |                                                                                                                                                                                                                                                                                                                                                                                                         |
<p>| E – Astmoor Viaduct       | a. Provision of greater flexibility in design details of the New Bridge covering the deck design; and                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                         |</p>
<table>
<thead>
<tr>
<th>Area</th>
<th>Summary of Proposals</th>
<th>Summary of Effects</th>
</tr>
</thead>
<tbody>
<tr>
<td>F - Bridgewater Junction</td>
<td>b. Providing flexibility in approach viaduct design.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>a. Minor re-alignment of slip roads and associated embankments;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>b. Extent of slip road works reduced; and</td>
<td></td>
</tr>
<tr>
<td></td>
<td>c. Providing flexibility in approach to structure design.</td>
<td></td>
</tr>
<tr>
<td>G - Central Expressway, Lodge Lane and Weston Link Junction</td>
<td>a. Re-alignment of Calvers Road omitted;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>b. Merge / diverge to Halton Lea reinstated;</td>
<td></td>
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<tr>
<td></td>
<td>c. Addition of retaining walls and traffic signals at Central Expressway slips to accommodate design developments;</td>
<td></td>
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<tr>
<td></td>
<td>d. Existing Busway bridge retained with adjustments in line / level to fit alignment through existing bridge;</td>
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<tr>
<td></td>
<td>e. Simplified route for footway/bridleway at Weston Link Junction; and</td>
<td></td>
</tr>
<tr>
<td></td>
<td>f. Overall extent of slip road works reduced; and</td>
<td></td>
</tr>
<tr>
<td></td>
<td>g. Providing flexibility in approach to structure design.</td>
<td></td>
</tr>
<tr>
<td>H - M56 Junction 12</td>
<td>a. No changes to proposals.</td>
<td></td>
</tr>
<tr>
<td>I - Silver Jubilee Bridge and Widnes De-Linking</td>
<td>a. Removal of toll plazas; and</td>
<td></td>
</tr>
<tr>
<td></td>
<td>b. Queensway reduced to three lanes to accommodate cycle/footway over existing structures</td>
<td></td>
</tr>
</tbody>
</table>
References

Ref 2 [http://www.gos.gov.uk/gonw/EuropeanFunding/](http://www.gos.gov.uk/gonw/EuropeanFunding/)
Ref 4 Halton Borough Council (2005) Unitary Development Plan
Ref 5 Communities and Local Government (2006) PSA Floor Targets Local Authority Profiles, Halton
Ref 19 [https://www.nomisweb.co.uk](https://www.nomisweb.co.uk)
Ref 22 [http://www.investmerseyside.com](http://www.investmerseyside.com)
Ref 24 [http://www.landregistry.gov.uk](http://www.landregistry.gov.uk)
Ref 26  Guo X., Black J. & Dunne M. (2001) Crossing pedestrians and dynamic severance on urban main roads *Road & Transport Research*


Ref 29  James E, Millington A & Tomlinson P (November 2005) Understanding Community Severance I: Views of Practitioners and Communities Department for Transport

Ref 30  Halton Strategic Partnership & Mott MacDonald (2005) Consulting the Communities of Halton 2005


Ref 35  [http://archive.cabinetoffice.gov.uk](http://archive.cabinetoffice.gov.uk)


Ref 38  Local Government Association (2002) *Guidance on Community Cohesion*

Ref 39  Halton Borough Council Strategic Partnership Research and Intelligence Unit (2007) Consulting the Communities of Halton

Ref 40  Halton Borough Council Housing Strategy 2008-11 -

Ref 41  Joint Employment Land and Premises Study (BE Group) -

Ref 42  Halton Homeless Strategy 2009/13 -
[http://www2.halton.gov.uk/pdfs/housing/601715](http://www2.halton.gov.uk/pdfs/housing/601715)

Ref 43  Halton Population Estimated (Halton Borough Council Website) -

Ref 44  Halton Borough Council Local Transport Plan (LTP3) 2010/11 – 2025/26 -

Ref 45  Halton Health Profile 2010 -

Ref 46  Halton Annual Health Report 2010/2011 -

Ref 47  Halton Borough Council Retail and Leisure Study -


Ref 50: State of the Borough (Halton) – Economy - https://skydrive.live.com/?cid=9104d6a5e629b08f&sc=documents&id=9104D6A5E629B08F%21106

Ref 51: State of the Borough (Halton) – Transport - https://skydrive.live.com/?cid=9104d6a5e629b08f&sc=documents&id=9104D6A5E629B08F%21106

Ref 52: Audit Commission Literacy National Indicator - http://tinyurl.com/5usmflj


Ref 59: Halton Borough Council Core Strategy LDF (awaiting publication)
