



**LIVERPOOL
CITY REGION**
COMBINED AUTHORITY

Liverpool City Region Combined Authority

LTP4 INTEGRATED IMPACT ASSESSMENT

Appendix G – Equalities Impact Assessment





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TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70099325

OUR REF. NO. UK-70099325-EQA

DATE: AUGUST 2024

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft for LCRCA	Final for Consultation		
Date				
Prepared by	E Bonnett	E Bonnett		
Signature				
Checked by	K Dean	K Dean		
Signature				
Authorised by	S Collins	S Collins		
Signature				
Project number	70099325			

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1 INTRODUCTION

1.1 PROPOSAL INFORMATION

Title of project, policy or service: LCRCA LTP4	
The proposal is a: <input checked="" type="checkbox"/> Policy or strategy <input type="checkbox"/> Project <input type="checkbox"/> Programme <input type="checkbox"/> Funding decision <input type="checkbox"/> Commissioned Service <input type="checkbox"/> Internal service or change <input type="checkbox"/> Other	
The proposal is: <input checked="" type="checkbox"/> New <input type="checkbox"/> A review of an existing proposal <input type="checkbox"/> A change to an existing proposal	
Does this proposal require a Combined Authority or Committee decision? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Directorate: PSGR	Head of Service: Claire Blott
Service Area: Policy	Lead Officer: Huw Jenkins
Date the EIA process started: March 2024	

1.2 BACKGROUND AND CONTEXT

- 1.2.1. Liverpool City Region Combined Authority (herein referred to as LCRCA) is currently preparing its Fourth Local Transport Plan (LTP4) which will cover the period 2024-2040.
- 1.2.2. The LTP4 is being developed to allow LCRCA to address new and emerging transport needs to help the city region *'plan for, and deliver a clean, safe, resilient, accessible and inclusive transport system for the movement of people and goods in a way that will deliver its economic, social and environmental ambitions, and achieving a net zero carbon emitting city region by 2035 or sooner'*.
- 1.2.3. Through the new LTP4, the LCRCA hopes to bring together its multi-faceted transport systems into a more established and sustainable integrated network.
- 1.2.4. The Liverpool City Region (LCR) includes the City of Liverpool local authority area plus the Metropolitan Boroughs of Knowsley, St. Helens, Sefton, Wirral and the Borough of Halton in North West England.
- 1.2.5. An Integrated Impact Assessment (IIA) has been undertaken to ensure that sustainability aspects are incorporated into the LTP4. The IIA enables synergies and cross-cutting impacts to be identified and avoids the need to undertake and report on separate assessments and seeks to reduce any duplication of assessment work. This process also helps to simplify outcomes and recommendations for policymakers.
- 1.2.6. As part of the IIA, an Equality Impact Assessment (EqIA) has been undertaken to assess from an equality perspective the impacts and likely effects of policies in the LTP4 on different groups protected by equalities legislation, notably the Equalities Act 2010. The EqIA seeks to identify whether policy categories might have an adverse impact on equality of opportunity, as well as pick out key areas for the enhancement of policy in order to boost equality and accessibility.

1.2.7. The Public Sector Equality Duty is a legal requirement under the Equality Act 2010. It requires public sector organisations - such as Liverpool City Region Combined Authority - to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out activities.

1.2.8. The purpose of an EIA is to:

- Identify unintended consequences and mitigate against them as far as possible; and
- Actively consider ways to advance equality and foster good relations.

An EqlA should be carried out before making decisions, to inform and shape the outcomes. They should be updated throughout the decision-making process as necessary, as policy or practices are developed.

Completion of an Equality Impact Assessment for any new proposals or changes to proposals is a way in which public authorities can show compliance with the Public Sector Equality Duty.

1.2.9. The outcomes of the EqlA have informed the IIA.

1.3 LEGISLATION

1.3.1. The Equality Act 2010 came into force on 1 October 2010 and brought together over 116 separate pieces of legislation into a single Act. The Act provides a legal framework to protect the rights of individuals that share defined "protected characteristics" and advance equality of opportunity.

1.3.2. Those "protected characteristics" which identify the vulnerable groups who may be disproportionately impacted upon or discriminated against are explained further in the government guidance on protected characteristics. In addition to the gov.uk protected characteristics, socioeconomic status has been included in this EqlA due to LCRCA's voluntary adoption of socioeconomic status as protected characteristic through its adoption of the Socioeconomic Duty.

1.3.3. Protection extends to those who are perceived to have these characteristics or who suffer discrimination because they are associated with someone who has that characteristic, e.g. cares for someone with a disability.

1.3.4. Those protected characteristics are:

- Age;
- Disability;
- Gender reassignment;
- Marriage and civil partnership;
- Pregnancy and maternity;
- Race;
- Religion and belief;
- Sex;
- Sexual orientation; and
- Socioeconomic status.

2 THE TRANSPORT PLAN

2.1 INTRODUCTION

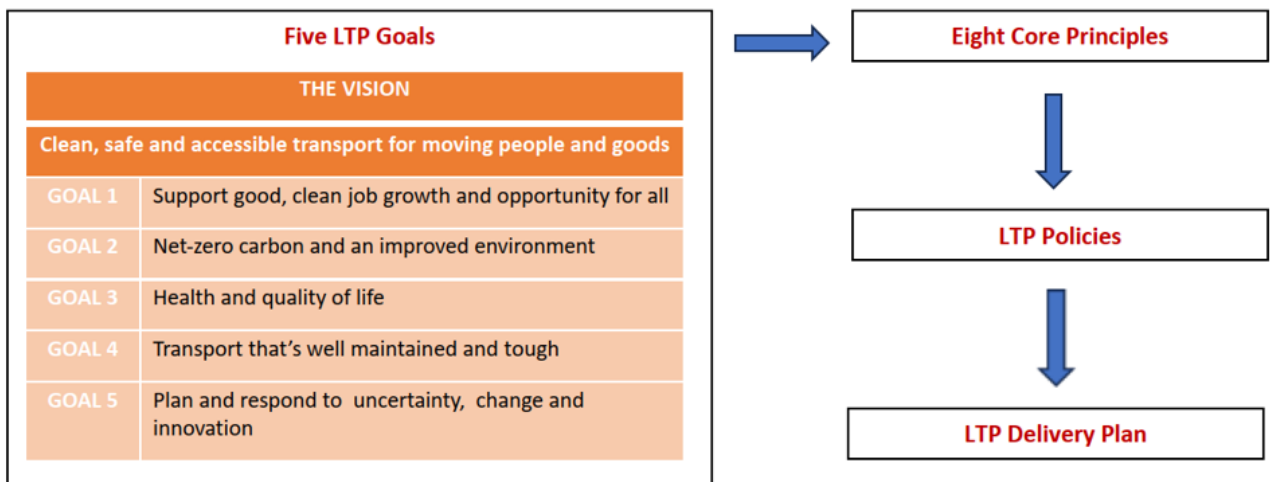
- 2.1.1. The New Local Transport Plan sets out the vision for **“clean, safe and accessible transport for moving people and goods”** in the Liverpool City Region over a 26-year period and includes 22 transport policies to help achieve this vision.
- 2.1.2. The LTP will help to inform and shape decisions for the future of travel across the City Region, as well as play an important part in drawing down and allocating the different funds needed to help deliver transport from Government, delivery bodies and third parties.

2.2 PRINCIPLES & GOALS

2.2.1. A series of principles have been developed that support the goals and the delivery of more detailed policies and interventions that follow. The relationship between the vision, goals, policies and principles has been outlined in **Figure 1-1**. These principles are as follows:

- Principle 1: A vision led approach
- Principle 2: We will apply the five goals equally
- Principle 3: Transport decisions based on clear need and evidence
- Principle 4: Transport must support placemaking
- Principle 5: Adopting a sustainable movement hierarchy in all we do
- Principle 6: Fairness, inclusivity and accessibility considerations guide everything that we do
- Principle 7: Work with others to promote and deliver the LTP
- Principle 8: A rolling programme of transport investment

Figure 2-1 - Relationship between the vision, goals, principles and policies



2.3 PROPOSED POLICIES

2.3.1. Table 1-1 below sets out the proposed LTP policies.

Table 2-1: LTP4 Policies

GOAL	POLICY
<p>GOAL 1 <i>Support good, clean job growth and opportunity for all</i></p> <p>Make sure transport supports local growth. This means equal opportunities for all to access affordable transport systems that connect people to jobs and services – all while keeping the environment in mind.</p>	Policy G1-1 Consider sustainable transport and movement in all we do as a Combined Authority
	Policy G1-2 Prioritising measures and services that improve people's access to opportunity
	Policy G1-3 Making it easy and affordable to travel
	Policy G1-4 Reviewing our travel support offer
<p>GOAL 2 <i>Achieve net-zero carbon and an improved environment</i></p> <p>Reach net-zero carbon emissions by 2040 or sooner, whilst protecting and improving our local environment</p>	Policy G2-1 Removing carbon emissions from transport
	Policy G2-2 Delivering an integrated, sustainable mass transit network, tackling capacity problems and improving connectivity
	Policy G2-3 The role of shared mobility and micromobility
	Policy G2-4 Reallocating road space and making best use of finite capacity
	Policy G2-5 A high quality, low carbon transport network in Liverpool City Centre and in our main towns
	Policy G2-6 Sustainable and efficient freight and logistics
	Policy G2-7 Implementing “polluter pays” approaches
<p>GOAL 3 <i>Improve the health and quality of life for our people and communities.</i></p> <p>Make sure transport is safe, clean and good for the environment around us</p>	Policy G3-1 Reinforcing “Vision Zero” – no deaths or serious injuries on the city region's roads by 2040
	Policy G3-2 Delivering the movement hierarchy and placemaking principles
	Policy G3-3 Improving air quality from transport
	Policy G3-4 Making transport safe, inclusive, attractive and reassuring for the user
<p>GOAL 4</p>	Policy G4-1 Well maintained transport infrastructure informed by good data

GOAL	POLICY
<p><i>Transport that's well maintained and tough</i></p> <p>Make sure our transport network and assets are well maintained, long lasting, and tough to the effects of climate change.</p>	<p>Policy G4-2 Delivering transport that can withstand the effects of climate change</p>
	<p>Policy G4-3 Ensuring that we develop and maintain infrastructure in a sustainable way</p>
<p>GOAL 5</p> <p><i>Plan and respond to uncertainty and change and be innovative</i></p> <p>Become a forward-thinking region. Use innovation and new technologies, plan for uncertainty and change, and improve future travel in the region</p>	<p>Policy G5-1 Testing options and proposals against uncertainty and change</p>
	<p>Policy G5-2 Piloting options, trials and new technologies in a climate of uncertainty and change</p>
	<p>Policy G5-3 A Smart City Region – Investing in new technologies and utilising Artificial Intelligence</p>

2.4 CONSULTATION TO DATE

- 2.4.1. Consultation has been crucial to the development of the LTP to date, with key messages emerging from Stage 1 Consultation on this document covering five primary strands:
- Targeted research looking to engage on the draft vision and goals and how they are interpreted by LCR citizens and the freight industry;
 - Workshops with children from 8 secondary and 8 primary schools;
 - Workshops with over 55 age groups;
 - engagement with people living with dementia; and
 - Open online consultation through the Combined Authorities website between 9 May and 31 July 2022.
- 2.4.2. The vision was understood to be about being more environmentally friendly. Respondents were sceptical about the achievability of net-zero, with doubts on whether people would be willing (or able) to give up petrol and diesel vehicles. There is, therefore, a clear need to focus on making sustainable alternatives easier to use.
- 2.4.3. For the school children, "Safe" was important, in the context of crime prevention, security measures, and road and vehicle safety and/or pedestrian safety. "Clean" was also important, although primarily in the context of "hygienic" and "tidy". Again, cleanliness came out strongly as a driver to greater use of public transport, but with cost also a clear consideration.

- 2.4.4. As the LTP develops, there will be a need to use less technical language, and the vision itself may need to be shorter and snappier. The importance of using the right language to set out the LTPs messages is understood, as the success of the LTP is dependent on the right perceptions and decisions by members of the public. However, the broad level of support emerging on the plans clear underlying decarbonisation and sustainable travel principles is reassuring, in providing validation of the vision.
- 2.4.5. Public consultation and engagement with the CA's Equality Panels will continue into Q4 of 2024.

3 SOCIAL PROFILE

3.1 INTRODUCTION

- 3.1.1. A social profile for LCRCA has been compiled from publicly available data to provide context for the assessment.
- 3.1.2. Although not a protected characteristic under the Equality Act 2010, the social profile also includes data on socioeconomic status as it provides a measure of a combination of social-economic metrics. The Protected Characteristic of Marriage and Civil Partnership will not be assessed due to the absence of employment practice policies in the LTP.
- 3.1.3. It should be noted that the last Census was taken in 2021. Where there may be some datasets that are not yet available data has been substituted with 2011 census data and other more recent information.
- 3.1.4. Transport related social exclusion (TRSE) is discussed where relevant to each protected characteristic¹. TRSE is defined as being unable to access opportunities due to barriers to transport. Access to opportunity could mean employment and skills, but TRSE also relates to a lack of access to goods and services, and to community life. It is estimated that 8.7% of the LCR’s population live in areas defined as being at high risk from TRSE.

3.2 SEX AND GENDER

- 3.2.1. The total population in the LCR was recorded in 2021² as 485,000 people. Within the city, approximately 48.7% of the population were recorded as male and 51.3% as female. Whilst the proportions are not as disparate as can be seen in LCR, the wider North West population of 49.0% male and 51.0% female is representative of this gender split. The North West is more closely representative of the national figures, as can be seen in **Table 3-1**.

Table 3-1: Sex Profile 2021²

Sex	LCR	North West	England
All people	485,000	7,424,100	65,121,700
Males	236,400 (48.7%)	3,642,600 (49.0%)	31,874,600 (48.9%)
Females	248,600 (51.3%)	3,781,500 (51.0%)	33,247,100 (51.1%)

- 3.2.2. Women are disproportionately impacted by time-based constraints, and by physical constraints linked to caring, which is further exacerbated by women being more likely to be in part time employment, requiring to travel outside of defined peak commuter periods¹.

¹ Transport for the North - [Social Inclusion | Transport for the North - Transport for the North](#)

² Labour Market Profile - [Labour Market Profile - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](#)

3.2.3. Violence against women in the UK is increasing. A survey run by the Merseyside Police and Crime Commissioner found that 54% of women felt unsafe using public transport in Merseyside at night and nearly 42% had concerns about using it in the day³.

3.3 RELIGION

3.3.1. As stated in the 2021 Census, of those in the LCR who identify with a religion, the majority identify as Christian (57.3%), which is concordant with the regional and national trend⁴. The second largest proportion of the population identify as having no religion (29.4%) as shown in **Table 3-2**.

Table 3-2: Religion of the LCR Population 2021⁴

Religion	LCR (%)	North West (%)	England (%)
Christian	57.3	52.5	46.3
Buddhist	0.4	0.3	0.5
Hindu	0.8	0.7	1.8
Jewish	0.4	0.4	0.5
Muslim	5.3	7.6	6.7
Sikh	0.1	0.2	0.9
Other Religion	0.4	0.4	0.6
No Religion	29.4	32.6	36.7
Religion not stated	5.9	5.3	6.0

3.3.2. Religious diversity is higher in Wirral than neighbouring LA's. The Muslim population is higher at 1.02%, compared to 0.63% in Knowsley, 0.73% in St. Helens, and 0.81 in Sefton. Equally, the Buddhist population is also marginally higher at 0.32% compared to 0.17% In Knowsley, 0.27% In St. Helens, and 0.24% in Sefton⁴.

3.3.3. Some religious groups face discrimination on public transport. The British Transport Police have recorded a rise in religious hate crimes after Israel-Gaza war, recording 87 antisemitic offences in

³ Emily Spurrell Merseyside Police and Crime Commissioner (2022) Safer Streets for Women in Liverpool. Available online at: <https://www.merseysidepcc.info/news-and-events/news/safer-streets-for-women-in-liverpool/>

⁴ Census 2021 People, Population and Community - <https://www.ons.gov.uk/peoplepopulationandcommunity>

the month after the 7th October, up from eight in the same period in 2022 and 11 in 2021, as well as a jump in Islamophobic offences with 22 (2023), up from two (2022) and eight (2021)

- 3.3.4. Merseyside Police has also experienced a rise. In December 2023, Merseyside Police noted that antisemitic incidents had risen from four to 20 compared to the same month in 2022, whilst. Islamophobic offences there rose from six to ten.
- 3.3.5. Fear of discrimination and being a target of hate crime, may deter some religious groups from taking public transport.

3.4 POPULATION AND AGE

- 3.4.1. The Liverpool City Region (LCR) has a total population of approximately 1,551,400 people. Out of the Local Authorities (LAs) within the LCR, Liverpool City has the highest population density of 486,100 people per square kilometre, compared to Halton which has the lowest at 128,200 people per square kilometre. However, this is still much higher than the regional and national population density averages of 526 people per square kilometre, and 434 people per square kilometre, respectively⁴.
- 3.4.2. The total population of Liverpool City was recorded in 2021 as 485,000 people, a 3% increase since the 2011 Census (in comparison to growth rates of 5% regionally and 7% nationally). According to the 2021 ONS Population estimates, the LCR has a largely middle-aged population, with 67.4% of the population aged between 16-64 years. This is slightly higher than both the regional and national average of 62.5% and 62.9% respectively².
- 3.4.3. The 2019 Local Authority Health Profiles data on population age shows that the LCR has a largely differing age structure to the North West and England across all age categories (**Table 3-3**). The LCR has a lower proportion of children and elderly people compared to regional and national figures, but a higher proportion of young and middle aged adults. The age category with the greatest difference is 20 to 24 years old, which is 4.3% higher in the LCR than the average for the North West and 4.5% higher than the rest of England.⁵

Table 3-3: Age Profile 2020⁵

Age	LCR (%)	North West (%)	England (%)
Aged 4 years and under	5.8	5.8	5.8
Aged 5 to 9 years	5.8	6.3	6.3
Aged 10 to 15 years	5.1	6.1	6.1
Aged 16 to 19 years	6.0	5.6	5.6
Aged 20 to 24 years	10.7	6.4	6.2

⁵ Local Authority Health Profiles 2020 - <https://fingertips.phe.org.uk/profile/health-profiles/data#page/12/gid/1938132696/ati/15/iid/90366/age/1/sex/1/cat/-1/ctp/-1/yrr/3/cid/4/tbm/1>

Age	LCR (%)	North West (%)	England (%)
Aged 25 to 34 years	9.1	6.8	6.7
Aged 35 to 49 years	8.1	6.7	6.8
Aged 50 to 64 years	7.0	6.4	6.7
Aged 65 to 74 years	5.7	5.8	6.2
Aged 75 to 84 years	5.3	6.3	6.5
Aged 85 years and over	5.8	7.0	6.9

PROJECTED POPULATION

- 3.4.4. The total population in the LCR area is set to experience a minor increase across most age groups between 2018 and 2043, with an overall increase of 12.5%⁶. The age group set to experience the biggest growth in this timeframe is the 90+ group at 79.7%. Groups experience a decline in growth include the 20-24 age bracket, 50-54 age bracket, and 60-64 age bracket.

Table 3-4: Population Projections 2018-2043⁶

Age Group	2018	2043	% Increase
0-4	29,676	32,309	9.65
5-9	27,557	30,215	19.51
10-14	24,011	28,696	18.19
15-19	30,674	36,254	9.40
20-24	52,181	57,087	-0.97
25-29	46,930	46,475	12.83
30-34	38,290	43,203	8.21
35-39	33,404	36,148	18.52
40-44	26,356	31,237	9.20
45-49	28,740	31,385	9.77

⁶ Population Projections for Local Authorities - <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandtable2>

Age Group	2018	2043	% Increase
50-54	29,747	32,654	-2.07
55-59	29,474	28,865	4.74
60-64	25,166	26,358	-0.66
65-69	21,589	21,447	21.82
70-74	18,384	22,395	58.50
75-79	13,042	20,671	9.65
80-84	10,425	16,555	58.80
85-89	6,165	9,641	56.38
90+	3,003	5,398	79.75
All ages	494,814	556,994	12.57

3.4.5. In the context of an increasingly digitalised transport system, the rise in elderly residents across the LCR, particularly by 21.82% in the 65-69 age group, will likely generate higher levels of TRSE. Those residents with a lower level of technological literacy will likely experience difficulties in accessing online ticketing and payment systems, leading to an increase in TRSE. The LTP should account for this risk through the provision of training.

3.5 DISABILITY

3.5.1. **Table 3-5** shows the proportion of the population whose day-to-day activities are limited by a long-term health problem or disability in comparison to those that are not. The proportion of the population of the LCR who are limited a lot in their day-to-day activities higher than both the regional and national average, by 3.9% and 2.3% respectively⁴. Notably, of those LCR residents identified as economically inactive, 29% report this as being due to long-term sickness⁷.

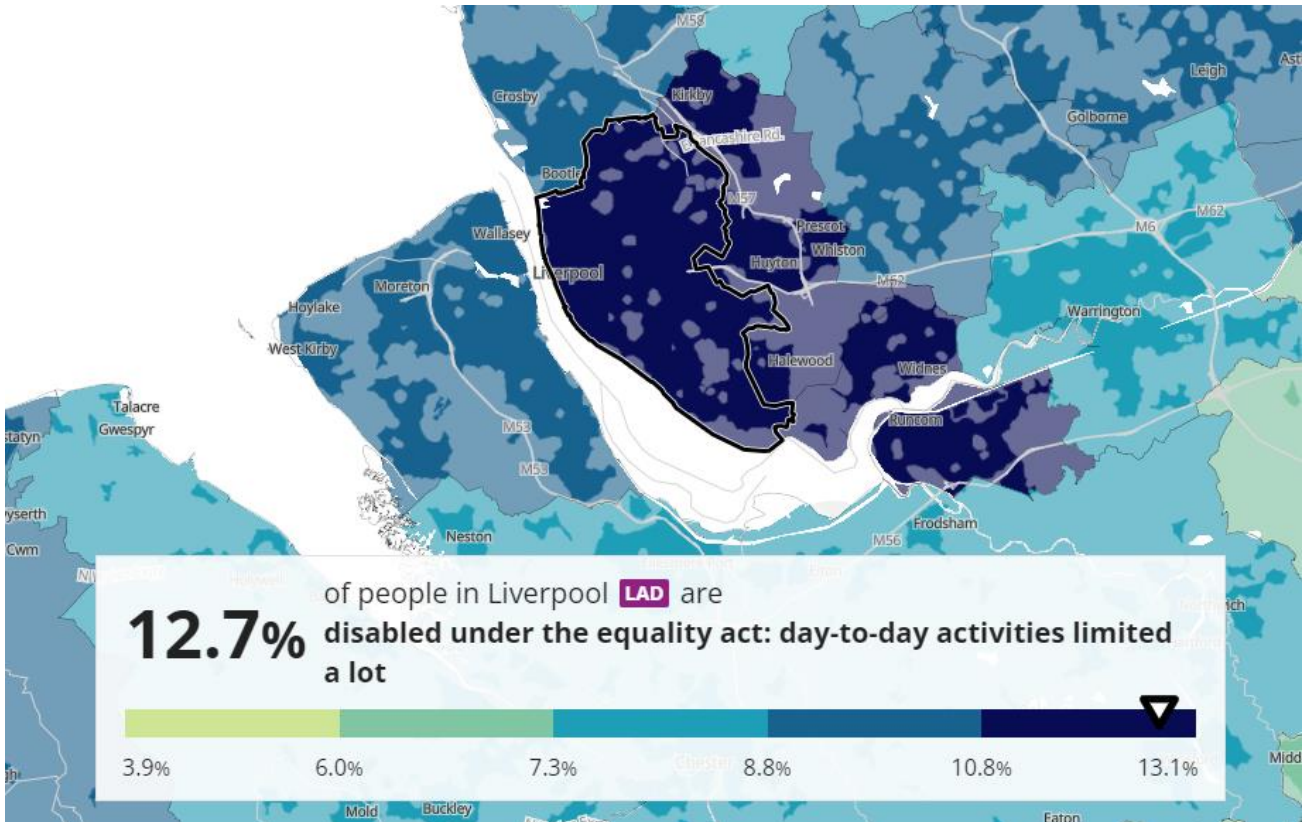
Table 3-5: Proportion of those living with limiting health problems or disability 2021⁴

Day to Day activities	LCR (%)	North West (%)	England (%)
Limited a Lot	11.2	7.3	8.9
Limited a little	10.6	10.0	10.5
Not limited	5.9	6.8	6.7

⁷ LCRCA LTP4 Evidence Paper

Day to Day activities	LCR (%)	North West (%)	England (%)
No long-term physical or mental health conditions	72.3	75.9	73.8

Figure 3-1: Proportion of the LCR classified as disabled (limited a lot) under the Equality Act



3.5.18. **Figure 3-2** demonstrates the raised proportion of the Liverpool population living with disability in comparison to neighbouring local authorities within the LCR. A smaller figure at 10.6% of people in the Wirral and 10.8% of people in St Helen are classified as disabled (limited a lot)⁴.

As of March 2023, there is an estimated 13,300 (2.6%) people living with sight loss in the LCR. This includes around 8,600 (64.6%) people living with mild sight loss, 3,000 (22.5%) people living with moderate sight loss and 1,730 (13.0%) people living with severe sight loss. By 2032 there are expected to be 15,100 people in LCR living with sight loss, an estimated increase of 13.5% over the next decade⁸.

⁸ Sight Loss - [RNIB Sight Loss Data Tool - statistics on sight loss | RNIB | RNIB](#)

- 3.5.19. As of 2019, it was estimated that 74,500 (15.7%) people in the LCR suffered from hearing loss⁹. NHS projections estimate an increase in those suffering from hearing loss of 5.3% by 2035, totalling a hearing loss prevalence of 21%, which is less than both the regional and national predictions of 26% and 25% prevalence respectively¹⁰.
- 3.5.20. Disability can result in TRSE. Inaccessible alighting areas, cracked or broken pavements, and busy / infrequent crossing points all create an inadequate transport network for users with a mobility impairment. Additionally, feelings of safety on the network are important to those who may feel particularly vulnerable to harassment and discrimination, including those who are disabled.

3.6 ETHNICITY

3.6.1. The 2021 Census data indicates that the majority of the population in the LCR area is white, at 84.0% The proportion of this group is broadly representative of the North West region, but is notably higher than the rest of the UK (81%). The proportion of the population that are Asian/Asian British is notably lower in the LCR compared to the regional and national figures, by 2.7% and 3.9% respectively⁴. Of the local authorities in the LCR, Liverpool City is the most ethnically diverse with the non-White English/British population making up 23% of the total population.

Table 3-6: Ethnicity of LCR Population 2021⁴

Ethnicity	LCR (%)	North West (%)	England (%)
White	84.0	85.6	81.0
Mixed/multiple ethnic groups	3.5	2.2	3.0
Asian/Asian British	5.7	8.4	9.6
Black/African/Caribbean/Black British	3.5	2.3	4.2
Other Ethnic Group	3.3	1.5	2.2

3.6.2. In the UK, Ethnic minority groups are less likely to have access to a car and more likely to rely on public transport than other groups. Issues of cost and safety may disproportionately impact these groups and affect the outcomes and opportunities available¹¹. Similarly to some religious groups, some ethnic minority groups are more likely to face discrimination and hate crime, which may deter some groups from taking public transport.

⁹ Hearing Loss prevalence - [NHS England » Prevalence of hearing loss by CCG area \(2019 ONS predictions\)](#)

¹⁰ Hearing Loss Projections - [NHS England » Hearing Loss Data Tool](#)

¹¹ AECOM, Transport Scotland, Social and Equality Impact Assessment on the National Transport Strategy's Delivery Plan for 2020-2022 [online] available at: <https://www.transport.gov.scot/media/52422/seqia-november-2022-nts2-delivery-plan.pdf>

3.6.3. The significant inequalities of income between ethnic groups in the UK and elsewhere means that the economic determinants of TRSE are likely to be unequal between ethnic groups. The societal context of discrimination also means that those from ethnic minority communities are likely to be relatively more exposed to spatial exclusion¹².

3.7 SEXUAL ORIENTATION AND GENDER REASSIGNMENT

3.7.1. In the LCR, the vast majority of the population identified as heterosexual at 88.0%. This is marginally lower than the regional and national average of 90.1% and 89.4% respectively. The proportion of the population that identify as gay or lesbian in the LCR is 0.4% higher than the North West figure and 0.6% higher than the national figure⁴. Bisexual identification follows a similar pattern in that the proportion is higher in the LCR than it is in the North West and the rest of England.

Table 3-7: Sexual Orientation Profile 2021⁴

Sexual Orientation	LCR (%)	North West (%)	England (%)
Straight or Heterosexual	88.0	90.1	89.4
Gay or Lesbian	2.1	1.7	1.5
Bisexual	1.9	1.2	1.3
All other sexual orientations	0.4	0.3	0.3
LGBTQIA+ (lesbian, gay, bisexual, trans, queer, questioning intersex and asexual)	4.4	3.2	3.1
Not answered	7.6	6.7	7.5

- 3.7.30. Transgender is a general term for people whose gender is different from the gender assigned to them at birth. According to 2021 Census data, 0.69% of the LCR population have a gender identity different from their sex registered at birth¹³. This is slightly higher than the national average of 0.5%.
- 3.7.31. Discriminated LGBTQ+ groups and transgender people can endure significant mobility disadvantages, particularly through fear of violence and discrimination. LGBTQ+ 'people do not have

¹² TfN, Transport-related social exclusion in the North of England, [online] available at: <https://transportforthenorth.com/wp-content/uploads/Transport-related-social-exclusion-in-the-North-of-England.pdf>

¹³ 2021 Census Map - <https://www.ons.gov.uk/census/maps/choropleth/identity/gender-identity/gender-identity-4a/gender-identity-different-from-sex-registered-at-birth?lta=E06000023&lad=E08000012>

to look queer or be ‘out’ to fear or victimised; it is enough to be perceived as queer. This can be an added burden to closeted LGBTQ people on top of any inner struggle¹⁴.

3.8 PREGNANCY AND MATERNITY

- 3.8.1. In 2016 the maternity rate in the LCR area was 54.4 (maternities per 1,000 women aged 15 to 44), lower than the maternity rates for the North West and England, of 62.7 and 61.8 respectively¹⁵. The greatest number of live births in the LCR area are from those in the age category 30-34, which is in line with the North West and England. Births in the under eighteen age group are less prevalent in the LCR (0.7%) than they are in comparison to the North West region (0.9%) but on par with that of the rest of England (0.76%)¹⁵.
- 3.8.2. In the LCR 62.6% of all live births occur outside of marriage or civil partnership. This is significantly higher than the regional and national averages by 8.6% and 15.5% respectively.

3.9 SOCIOECONOMIC STATUS

- 3.9.1. According to the 2021 Census, 60.3% of the population within the LCR are of working age (between 16-64 years) which is slightly lower than both the regional and national averages of 62.5% and 62.9% respectively. Of the LAs within the LCR, Liverpool has the highest working age population at 65.6% and Wirral and Sefton have the lowest at 58%².
- 3.9.2. As of 2021, there was a smaller proportion of economically active residents in the LCR than in the wider North West region and the UK. The proportion of unemployment in the LCR was also higher than the national average by 2%².

Table 3-8: Employment and Unemployment in LCR 2021²

Employment and Unemployment	LCR (%)	North West (%)	England (%)
Economically active	74.4	77.2	78.8
In employment	69.8	74.4	75.8
Unemployed	5.7	3.6	3.7

- 3.9.19. Since the Covid-19 Pandemic, however, the LCR residents are now increasingly more likely to be in employment and less likely to be economically inactivate. Between 2021 and 2022, the proportion of residents economically inactive fell from 28% to 22%. In line with this, the employment rate also rose

¹⁴ Weintrob,A et al, Queer mobilities: critical LGBTQ perspectives of public transport spaces, Mobilities, Volume 16, 2021 [online] available at: <https://www.tandfonline.com/doi/epdf/10.1080/17450101.2021.1958249?needAccess=true>

¹⁵ ONS Live births - <https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/livebirths/datasets/birthsbyareaofusualresidenceofmotheruk>

from 65% to 75%. This new growth positions the LCR ahead of the regional average in relation to unemployment rates⁷.

- 3.9.20. The Index of Multiple Deprivation (IMD) is the official measure of relative deprivation for small neighbourhoods in England¹⁶. **Table 3-9** shows the IMD overall deprivation rankings for all local authorities in the region, where a rank of 1 is the most deprived and a rank of 317 is the least deprived local authorities nationally. All local authorities are in the top 30% of most deprived local authorities nationally, with Knowsley and Liverpool in the top ten.

Table 3-9 - IMD Overall Rankings

Local Authority	IMD Rank
Halton	39
Knowsley	3
Liverpool	4
St Helens	40
Sefton	89
Wirral	77

- 3.9.21. The most deprived neighbourhoods are particularly concentrated in East Wirral, North Liverpool, South Sefton and Knowsley. The most deprived LSOA's in the LCR are located centrally in the city, and consist of the wards Anfield, County and Tuebrook and Stonecroft. The least deprived LSOA's in the LCR are located in the south of the city and consist of the wards Childwall, Mossley Hill and Church.
- 3.9.22. Due to the high levels of deprivation across the LCR, the recent cost of living challenges are having an even greater impact on households and communities. The LCR Cost of Living Index indicates that the majority of neighbourhoods are more at risk from the rising cost of living than the national average. Particularly vulnerable are northern parts of Liverpool, south Sefton, east Wirral and north Knowsley⁷.
- 3.9.23. Socioeconomic disadvantage is also visible through the context of transport in the LCR. The city region has a higher level of households than average with no car, at 30.2% compared to the national figure of 23.5% in 2021¹⁷.

¹⁶ [English Indices of Deprivation 2019: research report \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/814147/english-indices-of-deprivation-2019-research-report.pdf)

¹⁷ Car Availability - <https://www.ons.gov.uk/datasets/TS045/editions/2021/versions/1/filter-outputs/534ace1c-ca2f-4591-8e8e-27ded324c707#get-data>

4 IMPACT ASSESSMENT

4.1 ASSESSMENT METHODOLOGY

- 4.1.1. The impact assessment will assess the proposed policies, based on their potential to directly or indirectly cause likely disproportionate impacts on people with the protected characteristics outlined previously.
- 4.1.2. Impacts on protected characteristic groups in particular are identified as positive, neutral or negative as shown in **Table 4-1** below. Mitigation or recommendations are provided for each policy where this is applicable.

Table 4-1: Assessment Key

Symbol	Impact
+	Positive
0	Neutral
-	Negative

4.2 ASSESSMENT SUMMARY

- 4.2.1. Overall, the policies will likely result in positive impacts on protected characteristic group members in the LCR. The policies aim to address a wide range of issues, identified by the key themes above. An overall neutral impact has been given where positive impacts will affect the general public equally and not specifically those from protected characteristic groups.
- 4.2.2. The main protected characteristic groups that may be positively and negatively impacted include:
- Age – older people who have reduced mobility and require access to health and other services. Also children who require access to education and other services;
 - Disability – people with a variety of disabilities will benefit from a more accessible, less congested / crowded transport system
 - Socio-economic status – low income groups who require support in accessing employment and education opportunities.
 - Ethnicity – a modern accessible transport system helps overcome language barriers.
 - Sex and gender - a safer and more attractive public space will be beneficial to women, girls and mothers.

Table 4-2: Summary of Policies and Equality Effect

Policy	Summary of impact on protected characteristics									Assessment Summary	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Race	Socioeconomic Status		
G1-1	0	0	0	0	0	0	0	0	0	+ Prioritising improved accessibility and quality of life for all will benefit all groups. Additionally, the collaborative output of the LTP and other plans including the Spatial Development Strategy will work to positively influence the location of housing, employment and community facilities in keeping with relevant travel constraints and opportunities.	When supporting plans and proposals in alignment with the transport hierarchy (prioritising walking and cycling) LCRCA should be considerate of groups less able to engage in active travel, such as those with physical disability.
G1-2	0	0	0	0	0	0	0	0	+	+ Greater levels of access to workplaces will also reduce reliance on private vehicles, generating improvements in air quality that will be beneficial to all residents. <u>Socioeconomic Status:</u> + The consideration of strategic housing and employment sites in relation to transport development will support those with low incomes by reducing journey time and subsequent cost to individuals.	No mitigation measures have been outlined for these policies. Mitigations are likely to be based on scheme specific information once development sites have come forward.
G1-3	0	0	0	0	0	-	-	+	+	<u>Socioeconomic Status:</u> + The ability to 'cap' travel costs and spend no more than is necessary for a journey will be beneficial to those low income groups as this could increase disposable income. <u>Race:</u> + For those struggling with existing language and communication barriers (those seeking asylum for instance), the simplification of transport information, ticketing, and payment systems will work to remove an element of the barrier to transport. <u>Age, Pregnancy/Maternity and Disability:</u> - Use of e-scooters and e-bikes can lead to obstructions on the pavements which could inhibit those using pushchairs, those who rely upon use of wheelchair or mobility scooters or those who are visually impaired. Use of share spaces can lead to conflicts.	The introduction of a digital journey payment system must be considerate of elderly groups with existing experiences of technology illiteracy who may struggle to take up a new way of paying for travel. Equally, those who do not have access to / are not able to afford the relevant technology and internet connection to engage in this digital system will need to be accounted for. To avoid conflicts between pavement users, consideration should be given to segregation between users. Docking stations for bikes, scooters, and other forms of micromobility should be frequent, well positioned and set back to avoid cluttering the pavements and obstructing other users.
G1-4	0	0	0	+	0	0	0	+	+	<u>Age, Race, Socioeconomic Status:</u> + A review of the support packages offered to LCR residents will be beneficial in capturing those excluded from the jobs market, younger people facing barriers to accessing education or work, and people seeing asylum.	When reviewing support packages, the elderly and disabled individuals should also be given consideration. When reviewing support packages, affected groups and communities should be consulted to ensure their best interests are being considered and personal experiences drawn upon.

Policy	Summary of impact on protected characteristics									Assessment Summary	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Race	Socioeconomic Status		
G2-1	0	0	0	+	0	+	+	0	0	<p>+ Reduced congestion as a result of the modal shift away from private vehicle usage will generate health and safety benefits for all residents.</p> <p><u>Age, Disability, Pregnancy/Maternity:</u></p> <p>+ Emission reduction works to improve overall air quality, a benefit in particular for those elderly, disabled, and pregnant.</p>	<p>A modal shift away from cars (including the transition towards electric vehicles) must be considerate of those who rely on private vehicles for safe and comfortable daily transportation, notably those with a physical disability.</p>
G2-2	+	0	0	+	+	0	+	0	+	<p>+ Actions to address current capacity constraints / connectivity issues in the city region will be beneficial to all users. Equally, tackling overcrowding problems at Liverpool Central Station will be beneficial for all groups in improving feelings of safety and comfort.</p> <p><u>Socioeconomic Status:</u></p> <p>+ Improved bus servicing and active travel routes will enable people to access employment in a wider area than their immediate residential vicinity, improving opportunities for income generation.</p> <p><u>Sex and gender, Sexual Orientation, Pregnancy and Maternity:</u></p> <p>+ A safer and more attractive public space will be beneficial to those with differing sexual orientation or gender assignment to the majority of the population, as well as women and girls, especially mothers who otherwise can experience feelings of fear in such settings.</p> <p><u>Age:</u></p> <p>+ Improved connectivity will enhance access to education for young people.</p>	<p>Improved connectivity will only be beneficial to those with a disability under the condition that all transportation and associated infrastructure (e.g. Stations) contain accessibility features.</p> <p>To encourage the uptake of public transport by those with a differing sexual orientation or gender assignment to the majority of the population, anti-harassment efforts should be in place. The Travel Safe Partnership, put in place by Merseytravel and Merseyside Police, exists to maintain a safe transport environment for all users. The LCRCA will be working with Travel Safe to ensure that changes to the transport system under the LTP will enhance safety for users who may be at greater risk of discrimination.</p>
G2-3	-	0	0	+/-	-	-	-	0	+	<p><u>Sex and gender, Sexual Orientation:</u></p> <p>Those with a differing sexual orientation or gender assignment to the majority of the population may feel unable to participate in car sharing schemes due to a fear of discrimination in spaces of shared mobility.</p> <p><u>Socioeconomic Status:</u></p> <p>+ Car club schemes provide good connectivity beyond designated rail or bus stops without the high upfront and ongoing maintenance costs of car ownership that are predominantly out of reach of low income groups.</p> <p><u>Age:</u></p> <p>+ The concept of shared mobility will be beneficial to both younger and elderly residents. Those on the cusp of achieving their driving license can still make use of private vehicle travel through this method, making access to education easier. Equally, elderly residents may find shared travel a social space to alleviate feelings of loneliness and isolation.</p> <p><u>Age, Pregnancy/Maternity and Disability:</u></p>	<p>As above, to encourage the uptake of car sharing by those with a differing sexual orientation or gender assignment to the majority of the population, anti-harassment efforts should be in place. A focussed LGBTQIA+ scheme could be beneficial for members of this community.</p> <p>To avoid conflicts between pavement users, consideration should be given to segregation between users. Docking stations should be frequent, well positioned and set back to avoid cluttering the pavements and obstructing other users</p>

Policy	Summary of impact on protected characteristics									Assessment Summary	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Race	Socioeconomic Status		
										- Use of e-scooters and e-bikes can lead to obstructions on the pavements which could inhibit those using pushchairs, those who rely upon use of wheelchair or mobility scooters or those who are visually impaired. Use of shared spaces can lead to conflicts.	
G2-4	0	0	0	0	0	0	0	0	+	+ The reprioritisation of highway space in ways that support vulnerable road users will be beneficial to all groups. In addition, the promotion of active travel as affordable and convenient will be beneficial to all groups, but particularly those from low income groups.	Highway capacity is still essential to those reliant on private vehicle travel for health needs and cannot be entirely dismissed in favour of alternative modes of transport. Additionally, the promotion of e-bikes and e-scooters as a first choice travel option should be selective in its audience, given its inappropriate application to groups including the elderly, pregnant, and disabled. Alternative safe and convenient methods of transport for those unable to engage in new methods of transport should still be readily available. Routes should be well signposted and where possible segregated to avoid conflict between users. In cases where segregation of routes is not possible, prioritisation of users should be clear in line with the transport hierarchy.
G2-5	0	0	0	0	0	0	0	0	0	+ Decarbonising freight and logistics activities including the uptake of clean, sustainable fuels will generate improvements to the local air quality, which will be beneficial to all residents.	No mitigation measures have been outlined for these policies. Mitigations are likely to be based on scheme specific information once development sites have come forward.
G2-6	0	0	0	0	0	0	0	0	0	The uptake of clean, zero emission fuels for freight vehicles will generate improvements to the local air quality, which will be beneficial to all residents.	Sustainable freight should remain fit for purpose so as to not disrupt vital supply chains e.g. Medical supplies to vulnerable groups.
G2-7	0	0	0	-	0	-	0	0	-	<u>Socioeconomic Status:</u> - Low income groups who experience difficulty in affording transport currently will be adversely affected by the introduction of tolls, higher parking fees, and additional journey costs. <u>Age and Disability:</u> - Those who rely upon access to a vehicle such as young drivers, healthcare workers, the elderly and those who are disabled, could be disadvantaged by higher parking costs and toll charges.	The implication of increased parking costs should be considered in the context of an individual's economic status. As projects and interventions arise, individual EqlAs will be carried out and consultation with affected groups arranged to ensure inclusion. Given their reliance on private vehicle travel, vulnerable groups including the elderly those with a disability could be exempt from higher parking costs.
G3-1	0	0	0	+	0	0	0	0	0	<u>Age:</u> + The Vision Zero to reduce the number and severity of avoidable road traffic accidents by 2024 will be beneficial to all groups, but particularly to children and the elderly who are particularly vulnerable road users. In particular, the Bikeability-standard cycle training will foster road safety and confidence in young children on the roads.	No mitigation measures have been outlined for these policies. Mitigations are likely to be based on scheme specific information once development sites have come forward.

Policy	Summary of impact on protected characteristics									Assessment Summary	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Race	Socioeconomic Status		
G3-2	0	0	0	0	0	+	+	0	0	<p>+ Through combining transport developments with placemaking practises, this policy can ensure that health facilities are highly accessible by foot, wheeling, and public transport. This will be beneficial for all user groups.</p> <p><u>Disability and Pregnancy/ maternity:</u></p> <p>+ Addressing pavement parking will help those in wheelchairs and those using pushchairs to better navigate road crossing and pavements.</p>	As well as health facilities, other facilities such as playgrounds, food shops and places of worship should also be given the same consideration to provide maximum benefit to all groups.
G3-3	0	0	0	0	0	0	0	0	-	<p>+ Eliminating harmful pollution in ways that improve air quality will be beneficial to all local residents.</p> <p><u>Socioeconomic Status:</u></p> <p>- Phasing out of fossil fuelled vehicles for low income groups may not be possible as they may be reliant upon that vehicle and may not have the means to access EV alternatives.</p>	A total shift towards electric vehicles is not practical for many groups from both a cost and convenience perspective. This should not therefore be relied upon to generate target emission reductions in full.
G3-4	+	+	+	0	+	0	0	+	0	<p><u>Sex and Gender, Religion/Belief, Gender Reassignment Sexual Orientation, Race:</u></p> <p>+ Designing out the risk of crime and anti-social behaviour (particularly through creating well-lit transport corridors and points of access) will be particularly beneficial for groups facing discrimination currently, including women and girls, and those of differing sexual orientations, gender identities, ethnicities, and religions to the regional majority.</p>	Guidance from Make Space for Girls ¹⁸ suggests the presence of other people is conducive of feelings of safety for young women and girls in public spaces. The policy might encourage the opening of facilities in transport corridors and points of access in order to minimise idle waiting areas. This will aid in efforts to make spaces on the network more inviting.
G4-1	0	0	0	+	0	+	0	0	0	<p><u>Disability and Age:</u></p> <p>+ A well maintained network of carriageways and footways will be beneficial to all groups, particularly wheelchair users who rely on the good condition of surfaces for safe and comfortable travel.</p>	No mitigation measures have been outlined for these policies. Mitigations are likely to be based on scheme specific information once development sites have come forward.
G4-2	0	0	0	0	0	0	0	0	0	<p>+ By building climate resilience into the transport system, weather events such as flooding can be efficiently prepared for and tackled to alleviate potential adverse effect. This will be beneficial to all groups.</p>	No measures have been outlined for these policies. Mitigations are likely to be based on scheme specific information once development sites have come forward.
G4-3	0	0	0	0	0	0	0	0	0	<p>+ Carbon reductions through low carbon technology and green infrastructure will generate improvements to the local air quality, which will be beneficial to all residents.</p>	The retrofitting of street lighting should not compromise the feeling of safety provided by well-lit public realm.

¹⁸ Make Space for Girls. Available at: <https://www.makespaceforgirls.co.uk/>

Policy	Summary of impact on protected characteristics									Assessment Summary	Mitigation measures / Recommendations
	Sex and gender	Religion/belief	Gender reassignment	Age	Sexual orientation	Disability	Pregnancy/maternity	Race	Socioeconomic Status		
G5-1	0	0	0	0	0	0	0	0	0	+ In supporting plans that perform well against a range of uncertainties, this policy ensures a degree of resilience in all new transport developments, alleviating any potential adverse effects of possible economic and climatic future scenarios. This will be beneficial to all groups.	No measures have been outlined for these policies. Mitigations are likely to be based on scheme specific information once development sites have come forward.
G5-2	0	0	0	0	0	0	0	0	+	+ Innovation in forms of new mobility will enhance the future of transport in the city region, benefitting all residents. <u>Socioeconomic Status:</u> + Trialling in order to avoid large scale spending in unproven technologies will protect funds allocated for the support of low income groups.	Trial interventions should not compromise other developments under this plan, especially those geared towards improving the quality of life of those residents identified as experiencing inequality. The use of temporary trials to gauge effectiveness will be useful in ensuring no funding is wasted.
G5-3	0	0	0	0	0	+	0	0	0	+ Consideration of the risks associated with digitalisation and autonomous vehicles in relation to transport user safety will benefit all residents in the city region. Considering technological literacy in the context of digitisation will benefit elderly users in their uptake of paperless ticketing and payments. Additional road safety precautions alongside the rollout of autonomous vehicles will also benefit the safety of all users, especially those with additional needs when crossing and alighting. <u>Disability:</u> + By following requirements set out in PAS 1899, the roll-out of electric vehicles and particularly their charging infrastructure will be accessible to drivers with physical disabilities.	As stated by LCRCA's Digital Inclusion Network ¹⁹ , digitalisation should be accompanied with training opportunities for those with a lower level of technological literacy. This will be the case for all projects associated with this policy. PAS 1899 certified charging infrastructure should be rolled out on a large scale to benefit the highest number of residents possible.

¹⁹ Liverpool City Region Digital Inclusion Network. (LCRCA). Available at: <https://www.liverpoolcityregion-ca.gov.uk/digital-inclusion>.

5 ACTION PLAN

5.1.1. As detailed schemes and interventions come forward framed by the New Local Transport Plan, these should be assessed in more detail to understand the potential impacts on specific local populations and vulnerable groups.

Table 5-1: Action Plan

Improvement / Action Required	Responsible Officer	Timescale	Completed
Review second/third drafts of WSP EqIA	Molly Russell (Policy Officer) / Holly Harwood (Equalities Champion)	Before CA meeting – Sept 2024	X
Work in recommendations from EqIA into policies in LTP rolling document	Molly Russell	Before CA meeting – Sept 2024	X
G2-2: TravelSafe team contacted to support EqIA recommendations on public transport safety and potential involvement in panels	Molly Russell	During consultation stage – Q4 2024/Q1 2025	X
G3-2/G3-4/G4-2: Work with SDS team on any upcoming placemaking strategies surrounding transport sites	Transport / SDS team	Lifetime of plan	
Public engagement to commence and consultation to be embedded into LTP	Isobel Bond (Engagement Lead) / Alex Naughton (Transport Policy Officer)	Q4 2024/Q1 2025	
Consult with Equality Panels on identified aspects (safe spaces, technology, accessibility) from the EqIA and amend EqIA if required	Isobel Bond / Alex Naughton	During consultation stage – Q4 2024/Q1 2025	
Amend EqIA and LTP based on insights from the Equality Panels	Molly Russell	During consultation stage – Q4 2024/Q1 2025	
Equalities outcomes after public/panels consultation to be fed through monitoring and evaluation reporting	Lois Wilkinson (Transport Monitoring & Evaluation Officer)	Q4 2024/Q1 2025	
As actions and interventions from the LTP become operationalised, individual EqIA should be carried out from the start of the process	Transport/ Delivery team to determine	Lifetime of plan	
Collect more data should further evidence be required	Ian Raymond (Evidence and Intelligence Officer)	Lifetime of plan	
G5-3: when operationalised, work with LCRCA's digital inclusion team to mitigate associated risks	Rob Benson (Digital Inclusion Project Manager) / Transport team	Lifetime of plan	

Timescales in action plan to be reviewed post general election giving time to review any transport policy changes that may come with a change of government.

6 SIGN-OFF PROCESS

Table 6-1: Sign-off Form

Officer responsible for assessment	Approved by Head of Service / Assistant Director
Signed:	Signed:
Name:	Name:
Role:	Role:
Date:	Date:



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