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Nottinghamshire Local Transport Plan **Strategic Environmental Assessment** **Environment Report**

Draft

February 2011



Prepared for

Nottinghamshire County Council

Revision Schedule

SEA Environment Report
February 2011

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1 Non-Technical Summary

1.1 Introduction

This is the Non-Technical Summary of the Environmental Report prepared for the Strategic Environmental Assessment (SEA) process to assess the environmental effects of the third draft Local Transport Plan for the County of Nottinghamshire.

The purpose of the SEA is to provide a high level view of the environmental consequences of the plan in order that they are brought into consideration in the preparation and adoption of the plan with a view to promoting sustainable development. The purpose of the Environmental Report is therefore to inform decisions rather than make decisions.

SEAs are required by European Law and brought into effect by regulations in 2004. Local Transport Plans are identified as needing to be subject to an SEA.

This Environmental Report also includes the findings of an assessment of the effects of the Local Transport Plan upon sites identified as being of European importance for biodiversity (designated as Special Conservation Areas or Special Protection Areas). A separate Habitats Regulations Assessment Screening Report is available from the County Council.¹

1.2 Nottinghamshire Local Transport Plan

The Local Transport Act 2008 requires the County Council to prepare a new Local Transport Plan (LTP) by the end of March 2011 and this will be the third plan prepared for the county.

The plan area covers most of the County of Nottinghamshire, with the exception of Nottingham city, and comprises the seven borough and districts of Ashfield, Bassetlaw, Broxtowe, Gedling, Mansfield, Newark & Sherwood, and Rushcliffe. As such it comprises the urban conurbation of Greater Nottingham, the main towns of Mansfield, Sutton-in-Ashfield, Kirkby-in-Ashfield, Newark-on-Trent, Worksop, and Retford, in addition to smaller towns, villages and rural areas. The County covers an area of approximately 805 square miles, within which there are three distinct areas:

- the relatively affluent suburbs surrounding Nottingham city;
- towns and villages in the north west, which grew out of the textile and coal industries; and
- rural areas to the east and south, characterised by prosperous market towns and villages in the Trent Valley.

Each plan must cover highway maintenance (excluding motorways and trunk roads), public rights of way, traffic management, public transport, community transport, road safety, climate change and environmental management etc. Hence it includes roads, services, information provision, behavioural change and links with land use planning and local communities.

The following plans and duties need to be reflected in LTPs:

- Network Management Duty
- Transport Asset Management Plan
- Air Quality Action Plan
- Rights of Way Improvement Plan
- Noise Action Plans
- Bus Information Duty

¹ Nottinghamshire Local Transport Plan. Habitat Regulations Assessment Screening Report. February 2011

- Local Economic Assessment Duty
- Children and Young Peoples Plan
- School Travel Strategy
- Disability Equality Duty (DDA, 2005, and the Equality Act 2010)
- Local Development Frameworks
- National Park Management Plans and AONB Management Plans (None in Nottinghamshire)

In addition to the core elements of the LTP, other supplementary documents supplement the LTP strategy. These include strategies for walking, cycling, accessibility, parking, freight, public transport, school travel, and road safety.

The Local Transport Plan addresses the entire county with the exception of Nottingham city which is subject to a separate plan. This plan considers the transport needs up to 2026 including the effects of an increasingly elderly population, climate change, fuel supplies as well as the consequences of new development.

Alongside the LTP will be four yearly Implementation Plans which will be reviewed annually.

Transport Vision and Goals

The goals for LTP3 are informed by the national goals and challenges adapted to the needs of the county and have been based upon government policy².

With much reduced resources being available at least over the early period of the LTP3, the plan has had to consider both a short and longer term vision. The LTP3 goals have been developed to reflect this context along with the Sustainable Community Strategy and the following County Council Strategies:

- Nottinghamshire Strategic Plan
- Carbon Management Plan
- Nottinghamshire Climate Change Adaptation Plan
- Nottinghamshire Air Quality Improvement Strategy
- Nottinghamshire Integrated Passenger Transport Strategy
- Community Safety Strategy

The LTP3 goals have also sought to take on-board the evolving district and borough local development strategies as reflected in their Core Strategies although none currently have an adopted Core Strategy in place.

The strategic goals of the LTP3 are to:

- Provide a reliable, resilient transport system which supports a thriving economy and growth while encouraging sustainable and healthy travel.
- Improve access to key services, particularly enabling employment and training opportunities.
- Minimise the impacts of transport on people's lives, the environment and help tackle carbon emissions.

² Department of Transport, 2008: Delivering a Sustainable Transport System

Transport Challenges

The following transport challenges have been identified.

Supporting Economic Growth

- Tackling congestion and making journey times more reliable
- Improving connectivity to inter-urban, regional and international networks
- Addressing the transport impacts of planned housing and employment growth
- Encouraging people to walk, cycle and use public transport through promotion and provision of facilities
- Supporting regeneration

Protecting the Environment

- Reducing transport's impact on the environment (air quality, buildings, landscape, noise etc.)
- Adapting to climate change and the development of a low-carbon transport system

Improving Health and Safety

- Improving levels of health and activity by encouraging active travel (walking or cycling) instead of short car journeys
- Addressing and improving personal safety (and the perceptions of safety) when walking, cycling or using public transport

Improving Accessibility

- Provision of an affordable, reliable, and convenient public transport network
- Improving access to employment and other key services particularly from rural areas

Maintaining and Improving Existing Infrastructure

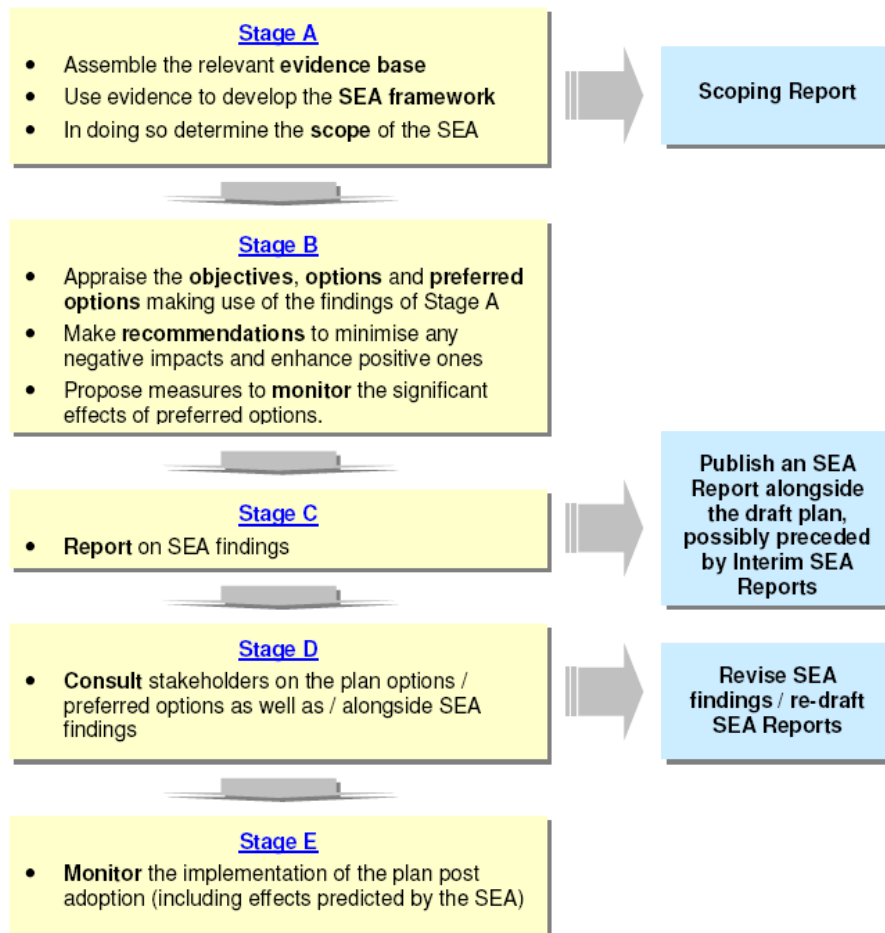
- Maintaining roads, footways, public transport services etc

1.3 The SEA Process

There are five stages to the SEA that, to be effective, are undertaken alongside preparation of the LTP.

The SEA Directive's definition of 'environment' includes not only the natural environment and historic environment, but also effects such as human health and material assets. It also requires a thorough analysis of a plan's effects including secondary, cumulative and synergistic effects³. Mitigation and monitoring measures are recommended to address significant effects.

³ The Directive refers to 'effects' rather than 'impacts', since plans can have beneficial effects as well as negative effects. 'Impacts' are sometimes incorrectly seen as only being adverse.



1.4 Determining the Scope of the SEA

A variety of information was gathered on the environmental situation within which the Local Transport Plan would be developed. This evidence comprised:

- other relevant policies, plans, programmes and environmental objectives;
- baseline information and the identification of environmental problems under the topics of landscape, townscape, heritage, biodiversity and soils, air quality, climatic factors and noise; water resources and quality; accessibility, public health, safer communities and material assets.

This information was used to identify the key environmental issues, challenges and opportunities and a set of SEA objectives. These were then used to define the scope of the assessment. This Scoping Report was then published in August 2010 and subject to consultation by:

- Natural England;
- Environment Agency;
- English Heritage;
- Nottinghamshire County NHS;
- Nottinghamshire Campaign to Protect Rural England.

The comments focused upon:

- Green Infrastructure (GI) , in particular consultees queried why GI appeared to have been scoped out of the SEA
- Network Resilience to climate change;
- Sustainable Urban Drainage (SuDs);
- Strategic Flood Risk Assessments
- Protection, as well as enhancement, of all types of heritage assets and their settings
- The need for a broader SEA objective to “protect, conserve and enhance the natural environment...”
- The need for the assessment to consider the extent to which LTP3 provides opportunities to protect and enhance the landscape character and quality and manage the effects of transport in recognition of the European Landscape Convention (ELC)
- The need for LTP3 to adopt strategies to encourage modal shift to more sustainable, low carbon modes and technologies
- The need for improved accessibility to and within the natural environment

As a result the following changes were made to the scope of the assessment:

- Adoption of an indicator based on uptake of SuDs
- Objective 12 revised to reflect need to protect and enhance (all) heritage assets and their setting. Corresponding indicator also revised and an additional indicator included to capture the number of schemes where heritage assets are lost.
- A review was included of outline transport measures to confirm no effects on designated sites
- Original SEA Objective 6 amended to: “To conserve the natural environment and to enhance the ecological connectivity and LBAP priority habitats and species”
- Objective 9 amended to: “To protect and enhance the landscape character and quality and manage the landscape effects of transport in recognition of the ELC”

With respect to Green Infrastructure, this has been assessed as part of the habitat fragmentation, wider landscape and surface water issues, hence a separate objective for GI was not considered necessary.

1.5 SEA Objectives

The scoping stage identified a total of 50 topics some of which were considered not to be central to the Local Transport Plan and others that could be combined. As a result 28 objectives were proposed as set out below:

1. To contribute towards meeting housing needs.
2. To contribute to regeneration and economic development initiatives.
3. To ensure that the location of development makes efficient use of existing physical infrastructure and helps to reduce the need to travel.
4. To reduce the need to travel and promotion of sustainable modes.
5. To adopt design and management practices that contributes toward social, health and environmental objectives.
6. To conserve the natural environment and to enhance the ecological connectivity and LBAP priority habitats and species.
7. To conserve soils thereby supporting other objectives (e.g. minimising erosion by controlling run-off and maintaining vegetation cover).

8. To use brownfield sites where appropriate where there is no conflict with ecological interest.
9. To protect and enhance the landscape character and quality and manage the landscape effects of transport in recognition of the European Landscape Convention (ELC).
10. To reduce the intrusion of highway lighting.
11. To deliver improvements to the urban environment as part of road improvement schemes.
12. To protect and enhance heritage assets and their setting.
13. To continue to deliver reductions in particulate and nitrogen dioxide levels across the County and the AQMAs in particular.
14. To deliver quantified reductions in greenhouse gas emissions by 2020 that contribute to the 34% reduction target.
15. To encourage sustainable transport systems, alternative fuels, aid behaviour changes and reduce the need to travel.
16. To establish where measures could be taken to enhance resilience of network based on UKCIP 2009 forecasts.
17. To deliver reductions in road traffic noise focusing upon those areas identified as First Priority Locations.
18. To manage the transport drainage network to ensure no detriment to surface water quality.
19. Manage, maintain and where necessary improve the highways drainage network to reduce the economic losses of pluvial flooding.
20. To develop policies and strategies that are spatially targeted towards specific community groups (elderly, young).
21. To fully integrate the planning, transport, housing, environmental and health systems to address the social determinants of health in each locality.
22. To improve community capital and reduce social isolation across the social gradient.
23. To reduce the number of people with access difficulties to employment, community and recreational opportunities.
24. To develop transport policies and strategy that support health, equity and environmental quality.
25. To deliver a physical environment that promotes non-motorised modes and enhanced sense of place and improved perceptions of safety, particularly in those areas of greatest need.
26. To promote resource efficiency.
27. Deliver reductions in the waste arising going to landfill from works to the highways network.
28. Reduce the total energy expended on lighting and fleet vehicles or indirectly funded by the County Council.

1.6 Compatibility of Objectives

The objectives of the transport plan were tested against the SEA objectives resulting in the following findings:

- the LTP3 and SEA objectives exhibit a 55% consistency with a further 13% where the outcome is uncertain.
- the level of inconsistency is at nearly 3% of where links exist, with a further 29% where there is no link between the LTP3 and SEA objectives;
- the greatest number of inconsistencies are with the LTP3 objective “*Improving connectivity to inter-urban, regional and international networks*”. These include reducing the need to travel and potentially negative effects from new infrastructure on ecological habitats and landscape as well as reductions in a sense of place;
- LTP3 objectives showing strong synergies with SEA objectives include: reducing transport’s impact on the environment; maintaining roads, footways, public transport services etc; addressing the transport impacts of planned housing and employment growth; adapting to climate change and the development of a low-carbon transport system; tackling congestion and making journey times more reliable; and improving levels of health and activity by encouraging active travel;
- LTP3 objectives of improving connectivity to inter-urban regional and international networks and improving access to employment and other key services particularly from rural areas provided the greatest level of uncertainty of outcomes against the SEA objectives. This indicates that there is considerable scope to enhance the definition of the transport measures to ensure that a greater number of positive outcomes are delivered;

Much of the potential to deliver sustainability benefits for the SEA objectives are essentially only able to be determined within the delivery processes for each project and confirmed within the Implementation Plan.

1.7 Alternatives

Under regulations assessing the likely significant effects of implementing the plan or programme must include consideration of “*any reasonable alternatives taking into account the objectives and geographical scope of the plan or programme*”. There is also a requirement to provide “*an outline of the reasons for selecting the alternatives dealt with*”. This means that an audit trail is required that explains and justifies the shortlist of alternatives that have been selected for assessment.

Before alternatives are developed, consideration is given to how the environmental issues would evolve where a plan was not in place (**Option 1**). This option assumes that the current LTP programmes will be delivered but does not assume the delivery of any strategies or measures that are in development. While the “without plan” situation would be guided by the Council’s legal duties, it was considered that the following would be likely to occur:

- **Investment planning:** Attention would tend to focus upon highway maintenance, with less attention being given to delivering transport solutions delivering multiple benefits across a range of community objectives. Budget driven by “silo” management would dominate.
- **Forward planning and innovation:** There would be a reactive approach towards problems with reduced capacity for innovation reflecting a lack of overall co-ordination and direction.
- **New housing and employment development:** The level of transport planning input would increasingly rely upon the contributions made by private sector developers with an overall decline being anticipated to reflect the housing

market such that sustainable travel, accessibility planning and potential funding sources could be compromised.

- **Adaptation to climate change:** While the effects of climate change are expected to become more prominent during this LTP3 planning period, without the plan, there would be a reduced focus upon transport's contribution to the legally binding reduction in carbon dioxide emissions.
- **Social exclusion:** The price of fuel is expected to continue to rise as a proportion of disposable income such that with the reductions in subsidised public transport services along with an elderly population there would be a decline in efforts to address social exclusion with a potential lack of support for the voluntary sector with pooled knowledge able to address accessibility issues in a coordinated manner.
- **Monitoring:** A lack of targeted monitoring may mean factors no longer relevant being considered with emerging problems failing to be identified through monitoring activities with a consequential failure to resolve problems before costly remedial expenditure may be required.

The development of realistic options for the LTP3 needed to reflect upon the legal duties which are to be met, the extent of resources and procurement processes for future transport projects as well as consider their social and political acceptability. Consequently, preparation of the Local Transport Plan involved examination of the following alternative approaches developed by the County Council:

Three strategic options considered in addition to the Without Plan option, comprised:

Option 2: Do Minimum: This option proposed no new transport infrastructure to be delivered and that only a minimum amount of maintenance would be undertaken.

Option 3: Asset Management: Consultation identified that maintenance of highway assets was considered a high priority among consultees. This option therefore placed emphasis on maintaining the existing highway assets to at least its current standard. It does not include funding for any additional or new infrastructure except road safety improvements but does include non-infrastructure measures that would help to ensure that statutory obligations are met.

Option 4: Local Improvements : This option included a mix of infrastructure and non-infrastructure measures that would help deliver the local transport objectives identified through consultation. In the short-term financial constraints will limit these measures to smaller scale improvements to concentrate on making best use of existing infrastructure.

Prediction and Evaluation of Effects

The positive and negative effects of each option, including the without plan scenario, were examined using the SEA objectives identified above. The results of this assessment are set out in the table below.

SEA Objectives	Option 1	Option 2	Option 3	Option 4
Plans and Programmes	Mod-ve	Mod-ve	Mod-ve	Mod+ve
Biodiversity, Geological Sites and Soils	Neut	Neut	Neut	Min-ve
Landscape, Townscape, and Historic Environment	Min-ve	Min-ve	Min-ve	Min+ve
Air Quality, Climatic Factors and Noise	Maj-ve	Maj-ve	Maj-ve	Maj+ve
Water	Maj-ve	Maj-ve	Maj+ve	Maj+ve
Population - Community	Min-ve	Min-ve	Min-ve	Min+ve

SEA Objectives	Option 1	Option 2	Option 3	Option 4
Population - Accessibility	Min-ve	Min-ve	Min-ve	Min+ve
Population – Public Health	Mod-ve	Mod-ve	Mod-ve	Mod+ve
Population – Safer Communities	Mod+ve	Mod+ve	Mod+ve	Mod+ve
Material Assets	Maj+ve	Maj+ve	Maj+ve	Maj+ve

Options 1 and 2 would be likely to result in the greatest number of significant negative effects, primarily because they fail to address negative baseline trends identified through the scoping report and emerging challenges that the LTP3 set out to respond to. The identified likely major negative significant effects (Air Quality, Climatic Factors and Noise, and Water) reflect a failure of these options to adequately respond to the potential impacts of climate change, including the inherent uncertainties which this challenge entails.

Option 3 would be likely to lead to predominantly negative effects. This primarily reflects the lack of significant investments in new infrastructure and non-infrastructure measures that are required to support increases in sustainable travel and to respond to the potential impacts of climate change.

Option 4 sets out a strategic approach that can provide a number of positive significant effects.

On the basis of the results of the assessment of options and the results of the assessment of compatibility between LTP3 and SEA objectives, a series of recommendations were presented to the Council with regards to the preferred strategy.

1.8 The Preferred Strategy

Following the County Council's internal appraisal process and drawing on the interim SEA findings of the four options discussed, including the without plan scenario, the County Council determined that Option 4 was likely to best meet their challenges and achieve LTP3's objectives.

Measures to Address the Challenges

Given the long term focus for the LTP, the actual interventions that would be delivered have been selected from a list of measures grouped in the following way:

- Making best use of existing infrastructure (short term measures): to focus on addressing issues at peak times to help ensure efficient and effective movement of people and freight and to address environmental issues such as air quality.
- Local transport improvements (medium to long-term); to focus on geographical areas in need of specific improvements, or to make specific improvements to identified challenges.
- Large scale new infrastructure (medium to long-term): to focus on significant schemes required to deliver several LTP3 strategy objectives, where these are feasible and acceptable.

Assessment of the Preferred Strategy

The transport strategy preferred by the County Council for delivery during the period 2011-2026 for LTP3 has been assessed as being likely to give rise to numerous positive significant effects. Some significant negative effects have been identified in relation to SEA objectives for: Biodiversity, Geological Sites and Soils; Landscape, Townscape and the Historic Environment; Water; and Material Assets. In most cases the potential for negative impacts would be determined by the design and delivery of schemes and measures and there would be opportunities to mitigate these through assessment and consideration of design and implementation procedures.

There are significant uncertainties with respect to the delivery of the LTP3 through the implementation plan. These are primarily a result of uncertainties over the levels of funding available to the County Council. These uncertainties in the LTP3 have presented difficulties for the SEA. For example, in many policy areas it has not been possible to assess: who / what is likely to be affected; where the effect is likely to occur; if the type of effect is likely to affect an area or population that is vulnerable or particularly valued; the magnitude of the impact (based on e.g. duration, scale, reversibility); etc.

There are significant uncertainties with respect to the delivery of the LTP3, primarily as a result of uncertainties over levels of funding available to the County Council,, and this has presented some difficulties for the SEA. In response to these uncertainties, therefore, a number of mitigation recommendations have been put forward to help ensure that the key issues identified through the SEA process are not negatively affected through implementation plans. These are presented in the table below.

Key Scoping Issue	Description of Uncertainty	Possible Mitigation
Enhancing transport infrastructure over the longer term could place pressure on landscape distinctiveness and character, particularly in urban fringes	The Government's localism agenda may reduce local authority control of where development occurs over the plan period.	Subject to the outcome of the Localism Bill, ensure transport guidance is provided to the development of neighbourhood plans in these areas.
The likely trends in transport noise over the duration of the plan	There is potential for lower standards of highway maintenance as a result of funding reductions, particularly in congested urban areas.	Assume reduced funds for strategic highway repair, consider reactive maintenance where deteriorating pavement increase noise levels.
The significant impacts of climate change and water resources as they interact with transport infrastructure	It is not yet clear where the greatest risks are in the County. Prior to the Council's planned risk assessment exercise there is the potential for negative effects on, and from, new development during the plan period.	Regular review of the adaptation plan to maintain its effectiveness.
The accessibility of older people, young, elderly and minority groups over the plan period	There is the potential for reduced accessibility for these groups if changes in community service provision are not matched by changes in transport provision.	An evidence base or online reporting system which tracks longitudinal changes in service provision could be developed in conjunction with the relevant local authorities or parish councils; i.e. lost services over time
Meeting mobility needs	The level of adults over 65 and not in good health is significantly	Design the provision of mobile services and community

Key Scoping Issue	Description of Uncertainty	Possible Mitigation
of the elderly, particularly in rural areas	worse for the County than for England, and in particular in Ashfield, Bassetlaw and Mansfield. Future rates of dementia are also expected to rise, particularly in Bassetlaw and Broxtowe.	transport to meet the needs of such communities.
Casualties amongst cyclists	With a range of measures designed to increase rates of cycling across the County it is unclear what the effects on cycling casualty rates will be alongside potentially increasing traffic levels.	Monitoring and mapping of cycling casualties should be undertaken and publicised
Increasing pressure on transport corridors serving Nottingham City from neighbouring boroughs	Housing pressures and possible Sustainable Urban Extensions may place additional pressure on these routes unless adequate contributions are made by developers.	N/A
Crime and fear of crime amongst women and elderly	Reduced funding for maintenance may dissuade these groups from using public transport	N/A
Contribution towards reduced carbon emissions	The impact of measures designed to reduce the County's carbon emissions from transport (e.g. behavioural change programmes, electric vehicle charge points, car clubs, etc) is unclear.	Monitoring of transport emissions.

Monitoring

Monitoring will be the responsibility of the County Council in association with other bodies, such as the Environment Agency. Given the reduced financial resources, the funding of monitoring programmes will be restricted. A further consideration is the role of the Implementation Plans intended to deliver the LTP3 on a 4 yearly cycle in which specific programmes and measures are to be proposed. At this point County Council will need to assess proposals against the LTP3 objectives and SEA Framework to identify strategies that avoid, reduce adverse effects and enhance beneficial outcomes.

For these reasons, the mitigation and monitoring of the significant effects will place primary reliance upon evidence of mitigation/enhancement procedures being implemented during the design and delivery of the transport measures rather than the monitoring of external environmental parameters. It is proposed that these mitigation/enhancement procedures would comprise:

- Clear specification of design objectives for transport measures to deliver the SEA objectives;

- Assembly of evidence throughout the design and decision making processes for the transport measures demonstrating consideration of the environmental and sustainability outcomes;
- Gathering of evidence of implementation alongside delivery of the transport measures
- Periodic external verification of the evidence and outcomes to deliver transparency and credibility to the process over the life of the plan.

Monitoring proposals are presented in the table below. These are in addition to the monitoring which the County Council would undertake of the delivery and progress of the LTP3.

Theme	Monitoring	Action Trigger
Plans and programmes	<ul style="list-style-type: none"> • Number of schemes targeted at enhancing employment opportunities through Implementation Plans or daughter documents 	<ul style="list-style-type: none"> • Review of Implementation Plans or publication of daughter documents
	<ul style="list-style-type: none"> • Evidence of continuous improvement in sustainability associated with management of the transport network 	<ul style="list-style-type: none"> • Consideration of a formal sustainability award scheme within 3 years
	<ul style="list-style-type: none"> • Monitoring sustainable transport use for major housing, retail, leisure and employment developments (e.g. number of new developments with travel plans) 	<ul style="list-style-type: none"> • Planning consents for major developments with transport implications following publication of LTP3
	<ul style="list-style-type: none"> • Average journey time to urban centres 	<ul style="list-style-type: none"> • Continuous
Biodiversity, geological sites and soils	<ul style="list-style-type: none"> • Number of transport measures delivering enhanced ecological outcomes through Implementation Plan or daughter documents 	<ul style="list-style-type: none"> • Review of design processes should there be an absence of transport measures in any 3 year period
	<ul style="list-style-type: none"> • Area of greenfield land taken for transport assets 	<ul style="list-style-type: none"> • Continuous
	<ul style="list-style-type: none"> • Area of brownfield land taken for transport assets 	<ul style="list-style-type: none"> • Continuous
	<ul style="list-style-type: none"> • Percentage of employment land on previously developed land 	<ul style="list-style-type: none"> • Continuous
	<ul style="list-style-type: none"> • Percentage of new and converted dwellings on previously developed land 	<ul style="list-style-type: none"> • Continuous
Landscape, townscape, historic environment	<ul style="list-style-type: none"> • Number of schemes delivering enhanced public realm through Implementation Plans or daughter documents 	<ul style="list-style-type: none"> • Review processes if no transport measures submitted for design awards in any 3 year period

Theme	Monitoring	Action Trigger
	<ul style="list-style-type: none"> Number of transport schemes where contributions are made to the enhancement of heritage assets or their setting 	<ul style="list-style-type: none"> Continuous
	<ul style="list-style-type: none"> Number of heritage assets adversely or beneficially affected by transport measures 	<ul style="list-style-type: none"> Continuous
	<ul style="list-style-type: none"> Length of county roads with low intrusion lighting 	<ul style="list-style-type: none"> Review of Implementation Plans or publication of daughter documents
Air quality, climatic factors, noise	<ul style="list-style-type: none"> NI 186 per capita CO₂ emissions 	<ul style="list-style-type: none"> Continuous - Review if no reduction in emissions in any 3 year period
	<ul style="list-style-type: none"> Energy consumed by transport within the county 	
	<ul style="list-style-type: none"> Proportion of public vehicle fleet using low carbon fuels 	<ul style="list-style-type: none"> Continuous - Review of measures if no increase in proportion of fleet using low carbon fuels in any 3 year period
	<ul style="list-style-type: none"> NI198 Mode of travel to school 	<ul style="list-style-type: none"> Continuous - Review measures if rate of improvement declines over any 3 year period
	<ul style="list-style-type: none"> Number of noise complaints related to transport 	<ul style="list-style-type: none"> Continuous
Water	<ul style="list-style-type: none"> Number of projects incorporating SUDS 	<ul style="list-style-type: none"> Review of Implementation Plans or publications of daughter documents; Review of design processes should there be an absence of transport measures in any 3 year period
	<ul style="list-style-type: none"> Capital costs of dealing with the costs of flooding events on the highway estate 	<ul style="list-style-type: none"> Flooding events
	<ul style="list-style-type: none"> Number of days highway network disrupted by extreme weather events 	<ul style="list-style-type: none"> Extreme weather events
	<ul style="list-style-type: none"> Quality of water bodies receiving runoff from principal county roads 	<ul style="list-style-type: none"> Continuous
Population – Community	<ul style="list-style-type: none"> NI 141 – Percentage of vulnerable people achieving independent living 	<ul style="list-style-type: none"> Continuous - Review measures if rate of improvement declines

Theme	Monitoring	Action Trigger
		over any 3 year period
	<ul style="list-style-type: none"> Number of killed and seriously injured children in social group V or in areas of high deprivation 	<ul style="list-style-type: none"> Continuous - Review measures if rate of improvement declines over any 3 year period
	<ul style="list-style-type: none"> Percentage of rural population served by public transport every hour within 20 minutes walking distance 	<ul style="list-style-type: none"> Continuous
	<ul style="list-style-type: none"> Proportion of community by age within 800m of hourly or better bus services 	<ul style="list-style-type: none"> Continuous
	<ul style="list-style-type: none"> Number of DDA compliant bus services 	<ul style="list-style-type: none"> Five year review of LTP3 followed by review of measures if number is decreasing or unsatisfactory
	<ul style="list-style-type: none"> Relative cost of bus fares against Retail Price Index 	<ul style="list-style-type: none"> Continuous
Population - Accessibility	<ul style="list-style-type: none"> Uptake of concessionary fare entitlement within eligible population 	<ul style="list-style-type: none"> Publicity measures to be taken should uptake not increase on a yearly basis
	<ul style="list-style-type: none"> Number of DDA compliant bus services 	<ul style="list-style-type: none"> Five year review of LTP3 followed by review of measures if number is decreasing or unsatisfactory
	<ul style="list-style-type: none"> Satisfaction levels of public with transport services 	<ul style="list-style-type: none"> Continuous
	<ul style="list-style-type: none"> Proportion of community by age within 800m of hourly or better bus services 	<ul style="list-style-type: none"> Continuous
	<ul style="list-style-type: none"> NI 176 Working age people with access to employment by public transport (and other specified modes) 	<ul style="list-style-type: none"> Continuous - Review measures if rate of improvement declines over any 3 year period
	<ul style="list-style-type: none"> Percentage of rural population served by public transport every hour within 20 minutes walking distance 	<ul style="list-style-type: none"> Annual review of services
	<ul style="list-style-type: none"> NI 175 Access to services and facilities by public transport, walking and cycling 	<ul style="list-style-type: none"> Annual review of services
	<ul style="list-style-type: none"> NI178 Bus services running on time 	
<ul style="list-style-type: none"> Level of use made of demand responsive transport 		

Theme	Monitoring	Action Trigger
	services	
Population – Public health	<ul style="list-style-type: none"> Length of new/improved multi-user paths to green/ open space as progressed through Implementation Plan or daughter documents 	<ul style="list-style-type: none"> Review of Implementation Plans or publications of daughter documents; Review of design processes should there be an absence of measures in any 3 year period
	<ul style="list-style-type: none"> Number of locally targeted active travel and health promotion initiatives provided through Implementation Plan or daughter documents 	<ul style="list-style-type: none"> Review programme on a 3 yearly basis to focus on communities experiencing most health inequalities
	<ul style="list-style-type: none"> Cycling and walking trips to schools and work 	<ul style="list-style-type: none"> Continuous - Review measures if rate of improvement declines over any 3 year period
	<ul style="list-style-type: none"> Access to hospitals and other health care services 	<ul style="list-style-type: none"> Continuous - Review measures if rate of improvement declines over any 3 year period
	<ul style="list-style-type: none"> NI198 Mode of travel to school 	<ul style="list-style-type: none"> Continuous - Review measures if rate of improvement declines over any 3 year period
Population – Safer communities	<ul style="list-style-type: none"> NI 47 People killed and seriously injured 	<ul style="list-style-type: none"> Continuous - Review measures if rate of improvement declines over any 3 year period
	<ul style="list-style-type: none"> NI 48 Children killed and seriously injured 	
	<ul style="list-style-type: none"> Monitoring required to identify and respond to cycling accident 'hotspots' 	<ul style="list-style-type: none"> Continuous
	<ul style="list-style-type: none"> Reduction in the total and reduction in the gap between mortality and morbidity of different social groups 	<ul style="list-style-type: none"> Five year review of LTP3 followed by review of measures if there is an unsatisfactory result
	<ul style="list-style-type: none"> Public perceptions of safety (including place survey analysis) 	<ul style="list-style-type: none"> Continuous
Material Assets (transport infrastructure, minerals, waste and energy)	<ul style="list-style-type: none"> Proportion of recycled aggregates used in transport and public realm projects 	<ul style="list-style-type: none"> Continuous
	<ul style="list-style-type: none"> Number of transport measures supporting activities bringing brownfield 	<ul style="list-style-type: none"> Review of Implementation Plan or publication of

Theme	Monitoring	Action Trigger
	land into productive uses	daughter documents; <ul style="list-style-type: none"> Review scheme prioritisation on absence of schemes within any 3 year period
	<ul style="list-style-type: none"> Number of low energy lights installed per year 	<ul style="list-style-type: none"> Continuous

1.9 Limitations of the SEA

As with all SEAs, this SEA has been prepared with the following limitations:

- Uncertainty in forecasting economic and environmental trends through to 2026;
- Data and evidence that was available to the assessment;
- Resources to engage with the transport planning process.

1.10 Remaining Stages

The following chapters together with this Non-Technical Summary form the Environmental Report for the draft Nottinghamshire LTP3, which is now subject to a 6 week public consultation. The LTP3 will be published on 1st April 2011.

The Environmental Report provides information on how the LTP3 was developed, the challenges and opportunities, the alternatives considered along with the environmental consequences of the preferred option along with proposals for mitigation and monitoring.

After taking account of the consultation responses, any alterations to the LTP3 will be assessed and their implications for the mitigation and monitoring measures considered. After these findings have been taken into account, the final LTP3 for the county will be adopted and published. An adoption statement will be published recording:

- how environmental considerations were integrated into the LTP3;
- how the Environmental Report has been taken into account;
- how the opinions and consultations have been considered;
- the reasons for selecting the final LTP3 strategy and
- the measures to be taken to monitor the effects of the strategy.

1.11 Habitats Regulations Assessment

A Screening Report was prepared once the alternative LTP3 options were available to determine their potential consequences upon the following European sites which lie within or close to Nottinghamshire:

- Birklands and Bilhaugh SAC (approximately 8km north-east of Mansfield)
- Hatfield Moor SAC; and
- Thorne and Hatfield Moors SPA.

In addition, as Sherwood Forest is being considered as a potential SPA, so the effects of the plan on the Forest were also assessed.

This assessment took account of other plans and major developments that could give rise to in-combination effects upon these sites and concluded that if the LTP3 were to cause: changes in air quality within 200m of either Birklands and Bilhaugh SAC or the potential Sherwood Forest SPA; alter the visitor pressure on either site

by altering public access or rights of way; or cause noise or light pollution affecting Sherwood Forest; then an Appropriate Assessment would be required.

The HRA Screening Report concludes that the policies and strategies described in the Local Transport Plan do not give rise to direct or in-combination effects and hence the Plan itself can be screened out from requiring an Appropriate Assessment on the basis of being unlikely to lead to significant effects on European sites. The report does point out, however, that this does not absolve the County Council from the need to undertake further HRA screening of any schemes or measures which may be implemented during the LTP3 period. .

1.12 Health Impact Assessment

While there is no statutory requirement to undertake a Health Impact Assessment, there is a requirement to consider the effects on human health of the LTP3 under SEA. As part of this requirement the following approach was adopted:

- a review of the health issues associated with transport (see Chapter 8 of the Scoping Report);
- account taken of health concerns expressed by the health authorities based on the Scoping Report;
- collation of information on the health plans, baseline data, health issues;
- assessment of the health consequences of the LTP3 proposals and how they may be distributed across different groups;
- recommendations to enhance the health outcomes;
- consultation on the health outcomes;
- consider issues raised following consultation; and
- consider need for monitoring of impacts.

1.13 LTP3 and Environmental Management

The LTP3 will be monitored, reviewed and revised on a regular basis to take account of the progress in delivery, and new / evolving issues over the period of the plan. Implementation or delivery plans will be prepared on a four yearly basis to manage a set of projects in line with the measures identified in the Environmental Report and the monitoring requirements confirmed in the adoption statement.

2 Introduction

2.1 Nottinghamshire LTP3

As a local transport authority, Nottinghamshire County Council has a statutory obligation to produce a Local Transport Plan (LTP). The purpose of an LTP is to provide a policy framework for the planning and provision of transport services in the county. This is the third Local Transport Plan (LTP3) which will set out the direction for travel and transport services over the next 15 years to 2026.

The plan area covers most of the County of Nottingham, with the exception of Nottingham city, and comprises the seven borough and districts of Ashfield, Bassetlaw, Broxtowe, Gedling, Mansfield, Newark & Sherwood, and Rushcliffe. As such it comprises the urban conurbation of Greater Nottingham, the main towns of Mansfield, Sutton-in-Ashfield, Kirkby-in-Ashfield, Newark-on-Trent, Worksop, and Retford, in addition to smaller towns, villages and rural areas. The County covers an area of approximately 805 square miles, within which there are three distinct areas:

- the relatively affluent suburbs surrounding Nottingham city;
- towns and villages in the north west, which grew out of the textile and coal industries; and
- rural areas to the east and south, characterised by prosperous market towns and villages in the Trent Valley.

LTPs must undergo Strategic Environmental Assessment that considers the environmental consequences of the plan⁴⁵ and this is the Environmental Report (ER) that documents these findings. Alongside the Strategic Environmental Assessment, preparation of the LTP3, has also involved consideration of the following:

- **Habitats Assessment:** A Habitats Regulations Assessment Screening Report has been prepared⁶ in parallel with this Environmental Report and its findings have been incorporated into the SEA.
- **Health Impact Assessment:** As noted in the Scoping Report, the Council has determined that health issues will be dealt with in the Environmental Report.
- **Equalities Impact Assessment:** An Equalities Impact Assessment has been undertaken by the County Council.

The following consultations have taken place during preparation of the LTP3:

- **January - February 2010:** Transport challenges and priorities – 906 responses
- **June – July 2010:** How to address the transport challenges – 701 responses
- **December 2010 – February 2011:** Public consultation on Draft LTP3 strategy
- **End March – May 2011** Consultation on Environment Report

The findings of the Strategic Environmental Assessment have been taken into account in the preparation of the final LTP3 to be published at the end of March 2011.

⁴ European Parliament and Council of the European Union (July, 2001) *Directive 2001/42/EC on the assessment of certain plans and programmes on the environment* (Official Journal of the European Community – OJ No L197, 21.7.2001, p.30) as implemented by The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004, no. 1633).

⁵ Department for Transport (2004). *Strategic Environmental Assessment for Transport Plans and Programmes – TAG Unit 2.11* [online] available at: <http://www.dft.gov.uk/webtag/documents/project-manager/pdf/unit2.11.pdf> (accessed 4 May 2010).

⁶ Nottinghamshire Local Transport Plan. Strategic Environmental Assessment. Scoping Report, August 2010.

The LTP3 strategy is accompanied by an Implementation Plan for the period 2011/12 – 2014/15 setting out how the LTP3 Strategy is to be delivered

The Department of Transport (DfT) will no longer formally assess LTPs, impose mandatory targets or require submission of formal monitoring reports. DfT may however, take into account the overall quality of an authority's LTP, and its delivery, where relevant to its decisions.

The LTP must detail what arrangements are in place to oversee delivery, manage risks and monitor outcomes. DfT recommends that all local authorities set up appropriate quality management systems to facilitate the planning, monitoring and control of the transport programme.

Authorities should determine what performance indicators are most appropriate for monitoring the LTP. A strong LTP will include ambitious target setting, clear trajectories and close monitoring of delivery.

In parallel with preparation of the LTP, the Government has introduced changes to the way in which development; transport and spatial planning are to be delivered. Essentially, the Government considers that decisions on local transport are matters for the local community. The proposed Local Enterprise Partnerships having a key role in determining the investment priorities.

The Government also intends to streamline the funding arrangements for transport, encourage greater private sector investment, propose the introduction of Neighbourhood Plans and promote a community right to build⁷.

This agenda will have implications on the content of the LTP3, the Implementation Plan and potentially upon the delivery of the recommendations made within this Environmental Report.

2.2 Aims and Structure of the Environmental Report

This Environmental Report documents the Strategic Environmental Assessment of the LTP3. It has been produced alongside the draft LTP3 in January – March 2011 to assist the public and statutory bodies in better understanding the environmental effects of the LTP3.

The remainder of this report is structured as follows:

- **Section 3** – summarises the LTP3 including its objectives and relationship with other plans.
- **Section 4** – describes the methodology used in undertaking the Strategic Environmental Assessment.
- **Section 5** – describes the context in which the Nottinghamshire LTP3 has been undertaken through a summary of links to other plans, programmes, policies, strategies and initiatives; baseline environmental data; future baseline without the plan; existing and foreseeable future environmental problems; difficulties in collecting data and any limitations, as well as the SEA framework.
- **Section 6** – presents the findings of the compatibility test between the SEA objectives and LTP3 objectives.
- **Section 7** – presents the findings of the assessment of the three strategic options for the delivery of LTP3 as developed by the Council as well as the preferred option.
- **Section 8** – presents the findings of the assessment of the policy priorities for delivering the preferred strategy.
- **Section 9** – presents monitoring proposals

The requirements of the SEA Directive have been met in the following manner:

⁷ HM Government 2010: Local Growth: Realising Every Place's Potential, White Paper, Cn 7961
<hypertext link>

Environmental Report Requirements	Section
a) Outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes	Section 3 Section 5.2
b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme	Section 5.2
c) the environmental characteristics of areas likely to be significantly affected	Section 5.2
d) any existing environmental problems which are relevant to the plan or programme, in particular, those relating to any areas of particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC	Section 5
e) the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation;	Annex 1
f) the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;	Section 8
g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	Section 9
h) an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	Sections 3.5 to 3.7 Section 7
i) a description of the measures envisaged concerning monitoring in accordance with Article 10;	Section 9
j) a non-technical summary of the information provided under the above headings.	Section 1

2.3 Purpose and Scope of the SEA

A Strategic Environmental Assessment (SEA) undertaken in accordance with the regulations⁸ implementing European Directive 2001/42/EEC on the assessment of the effects of certain plans and programmes on the environment is required for Local Transport Plans. Its intention is 'to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans [...] with a view to promoting sustainable development' (Article 1). This commitment is addressed through Government policies and is reflected in transport planning and appraisal guidance⁹.

The SEA Directive defines 'environmental assessment' as a procedure comprising:

- Preparing an Environmental Report on the likely significant effects of the draft plan on the environment;

⁸ *The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004, no. 1633).*

⁹ Department for Transport (2004). *Strategic Environmental Assessment for Transport Plans and Programmes – TAG Unit 2.11* [online] available at: <http://www.dft.gov.uk/webtag/documents/project-manager/pdf/unit2.11.pdf> (accessed 4 May 2010). A 2010 draft unit 2.11D is also available. <http://www.dft.gov.uk/webtag/documents/project-manager/pdf/unit2.11d.pdf>

- Carrying out consultation on the draft plan and the accompanying Environmental Report;
- Taking into account the Environmental Report and the results of consultation on decision-making; and
- Providing information when the plan is adopted and showing how the results of the SEA have been taken into account

The Directive's definition of 'environment' includes not only the natural environment and historic environment, but also effects such as human health and material assets. It also requires a thorough analysis of a plan's effects including secondary, cumulative and synergistic effects¹⁰. Mitigation and monitoring measures are recommended to address significant effects.

2.4 Limitations of the SEA

This assessment has relied upon the data and information recorded in the appendices to this Environmental Report along with the views provided by consultees on the Scoping Report. This evidence provides an insight to both the current and emerging sustainability issues apparent across the County insofar as they are relevant to the scope of the Local Transport Plan.

It is acknowledged that at the current time, there is considerable uncertainty associated with many aspects of national and local economy that have a considerable bearing upon the future transport needs and the ability to address such needs. Such uncertainty affects both the projections on what a future without a plan might look like as well as the assessment of the alternative strategies.

¹⁰ The Directive refers to 'effects' rather than 'impacts', since plans can have beneficial effects as well as negative effects. 'Impacts' are sometimes incorrectly seen as only being adverse.

3 Nottinghamshire County Council LTP3

3.1 Introduction

A review has been undertaken of the relevant international, national and local policies and plans that influence the formulation of the LTP3. This section summarises the draft LTP3 including its objectives and relationship with other plans and major projects. A more detailed description of the relationships can be found in the Scoping Report¹¹. For each document, the key objectives relevant to transport have been identified as are the implications for the SEA. These objectives were then used to formulate the SEA framework.

3.2 Local Transport Plans

The Local Transport Plan (LTP) is the mechanism by which transport authorities deliver the Government's transport objectives and seek funding to maintain and improve the local transport network. It provides the framework for the delivery of an integrated transport strategy and is linked to national transport priorities and local objectives through a series of programmes.

Nottinghamshire County Council has previously produced two Local Transport Plans for North Nottinghamshire (covering Ashfield, excluding Hucknall, Bassetlaw, Mansfield and Newark & Sherwood) and two Local Transport Plans for Greater Nottingham, in conjunction with Nottingham City Council (covering Broxtowe, Gedling, Rushcliffe, Hucknall and Nottingham city). Each plan covered a period of five years. Regular progress reports were submitted to Government on how well the County Council performed against the national and local objectives.

The second Local Transport Plan (LTP2) runs to March 2011 and the third (LTP3) (2011 to 2026) is the subject of this assessment and is coincident with the timeframe for the Nottinghamshire Sustainable Community Strategy and the emerging Local Development Frameworks for the seven districts in the county. This LTP3 covers Ashfield, Bassetlaw, Broxtowe, Gedling, Mansfield, Newark & Sherwood and Rushcliffe but not Nottingham city.

A LTP must contain both transport strategies and Implementation Plans. These two parts may be reviewed and replaced at different times. The LTP strategy should set out the key challenges for the county and the manner in which they will be addressed. The Implementation Plan should complement the strategy detailing how the strategy will be delivered.

The following plans and duties need to be reflected in LTPs:

- Network Management Duty
- Transport Asset Management Plan
- Air Quality Action Plan
- Rights of Way Improvement Plan
- Noise Action Plans
- Bus Information Duty
- Local Economic Assessment Duty
- Children and Young Peoples Plan
- School Travel Strategy
- Disability Equality Duty (DDA, 2005, and the Equality Act 2010)
- Local Development Frameworks
- National Park Management Plans and AONB Management Plans (None in Nottinghamshire)

¹¹ Nottinghamshire Local Transport Plan Strategic Environmental Assessment Scoping Report August 2010.
<http://.../Documents and Settings/39969pt/Application Data/Microsoft/05 - Draft Scoping Report/Scoping Report - Main text/version 2/NCC LTP SEA Scoping Report Final.pdf>

In addition to the core elements of the LTP, other supporting documents form part of the LTP strategy. These include strategies for walking, cycling, accessibility, parking, freight, passenger transport, travel to school and road safety.

LTPs must cover all of a local authority's strategies and delivery plans relating to transport, explaining how these contribute to the wider local agenda. It needs to consider the transport needs of both people and freight. It must also consider not only possible enhancements to transport services but the maintenance, management and best use of the assets necessary for transport delivery

3.3 Local Transport Plan 2006-2011

For the second round of LTPs, two separate Local Transport Plans covered the county. North Nottinghamshire¹² (covering Ashfield, excluding Hucknall, Bassetlaw, Mansfield and Newark & Sherwood) and Greater Nottingham (City of Nottingham, the Boroughs of Broxtowe, Gedling and Rushcliffe and the Hucknall area of Ashfield), each covering a period of five years up to 2011.

Some of the achievements during the second Local Transport Plan period include:

- limited traffic growth across the county, reducing the vehicle kilometres travelled by 2% over the Plan period, and meeting targets to limit CO₂ emissions from vehicles;
- reduced delay on the road network;
- increased the numbers of people using buses (by 8%) as well as trains over the Plan period;
- maintained high levels of access to services by public transport with the County Council awarded Beacon Status for 'improving accessibility' in 2008;
- significantly reduced the numbers of people killed and seriously injured in road accidents during the Plan period (25% reduction in all age group and 50% reduction in children);
- 83% of schools have travel plans and the numbers of children travelling to school by car has reduced by 9% over the Plan period;
- reduced illegal parking in town centres following the introduction of Civil Parking Enforcement; and
- the condition of A, B and C roads in the county remains high and the condition of other transport assets, such as lighting columns and bridges has improved.

There are areas, however, that require improvement as there have been:

- reductions in cycling levels in the County overall;
- poor air quality conditions at specific locations;
- reduced performance in bus punctuality; and
- worsening condition of the unclassified roads in the county.

3.4 National Transport Framework

The objectives for LTP3 nest within those already identified in the Sustainable Community Strategy and the national transport goals which were set in the Government's 'Towards a Sustainable Transport System' (TaSTS) document published in October 2007. The following year 'Delivering a Sustainable Transport System' (DaSTS) identified the challenges to delivering those goals and emphasised the focus on delivering strong economic growth while also reducing greenhouse gas emissions.

The national transport goals are:

- Support national economic competitiveness and growth, by delivering reliable and efficient transport networks;

¹² www.nottinghamshire.gov.uk/ltp#nnltp

- Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- Contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
- Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and
- Improve quality of life for transport users and non transport users, and to promote a healthy natural environment.

The county will, during the plan period also be expected to experience the consequences of the High Speed 2 rail line that is proposed to pass through the eastern side of the county.

3.5 LTP3 Goals

The goals for LTP3 are informed by the national goals and challenges adapted to local circumstances. Local goals are to be in the form of desired outcomes, and can look outside the transport agenda to wider corporate priorities.

With much reduced resources being available at least over the early period of the LTP3, the plan has had to consider both a short and longer term vision. The LTP3 goals have been developed to reflect this context along with the Sustainable Community Strategy and the following County Council Strategies:

- Nottinghamshire Strategic Plan
- Carbon Management Plan
- Nottinghamshire Climate Change Adaptation Plan
- Nottinghamshire Air Quality Improvement Strategy
- Nottinghamshire Integrated Passenger Transport Strategy
- Community Safety Strategy

The LTP3 goals have also sought to take on-board the evolving district and borough local development strategies as reflected in their Core Strategies.

The strategic goals of the LTP3 are to:

- provide a reliable, resilient transport system which supports a thriving economy an growth while encouraging sustainable and healthy travel
- improve access to key service, particular enabling employment and training opportunities
- minimise the impacts of transport on people's lives, the environment and help tackle carbon emissions.

3.6 County Transport Challenges

Based on the consultations¹³ held during the preparation of the draft LTP3 strategy and evidence the County Council has identified twelve transport challenges to be addressed (see below).

¹³ See section 2.1

Box 3.1: Transport Challenges

<p>Supporting Economic Growth</p> <ul style="list-style-type: none">• Tackling congestion and making journey times more reliable• Improving connectivity to inter-urban, regional and international networks• Addressing the transport impacts of planned housing and employment growth• Encouraging people to walk, cycle and use public transport through promotion and provision of facilities• Supporting regeneration <p>Protecting the Environment</p> <ul style="list-style-type: none">• Reducing transport's impact on the environment (air quality, buildings, landscape, noise etc.)• Adapting to climate change and the development of a low-carbon transport system <p>Improving Health and Safety</p> <ul style="list-style-type: none">• Improving levels of health and activity by encouraging active travel (walking or cycling) instead of short car journeys• Addressing and improving personal safety (and the perceptions of safety) when walking, cycling or using public transport <p>Improving Accessibility</p> <ul style="list-style-type: none">• Provision of an affordable, reliable, and convenient public transport network• Improving access to employment and other key services particularly from rural areas <p>Maintaining and Improving Existing Infrastructure</p> <ul style="list-style-type: none">• Maintaining roads, footways, public transport services etc

The twelve transport challenges to delivering the strategic goals (Box 3.1) have been adopted as the transport objectives for the LTP3. The high level objectives broadly align with the national transport goals:

- Support economic growth
- Protect the environment
- Improve health and safety
- Improve accessibility
- Maintain and improve existing infrastructure

Whilst the 12 transport challenges are relevant throughout the whole county, delivering the objectives will be more of a challenge in specific districts. Detailed below are some of the specific challenges in the seven districts:

- **Ashfield District:**
 - Road casualties – between 2005 and 2009 there has been no reduction in pedestrian casualties in the district
 - Health – 28% of adults and 10% of children in the district are considered obese, higher than both the regional and national average; active participation in sport has decreased and is below the regional and national average
- **Bassetlaw District**
 - Public transport services – there is a lack of services in some of the rural parts of the district; there is also the lowest percentage of eligible older people taking up a concessionary pass in the county (77%)
 - Condition of assets – the condition of unclassified roads is worse than most parts of the county

- Health – 11% of children in the district are considered obese, higher than both the regional and national average; cycling levels have decreased by 9% since 2005
- Crime – The largest amounts of vehicle related crime per 1,000 population in the county occurs in Bassetlaw

- **Broxtowe District**
 - Road casualties – between 2005 and 2009 the total number of killed and seriously injured in the district increased by 8% (compared to 25% reductions countywide) – although many of these are on the trunk road network (such as the M1); the number of motorcycle rider and passenger casualties increased by 70% (compared to 10% reductions countywide)
 - Condition of assets – the percentage of the lighting stock in the district in poor condition is worse than most parts of the county
 - Air quality – transport related air quality management areas exist adjacent to the M1 motorway
 - Health – active participation in sport is below the regional and national average

- **Gedling Borough**
 - Road casualties – between 2005 and 2009 the number of motorcycle rider and passenger casualties increased by 29% (compared to 10% reductions countywide)
 - Air quality – a transport related air quality management area is likely to be declared on the A60 in Daybrook

- **Mansfield District**
 - Delays on the network – between 2008 and 2009, Mansfield was the only market town in the north of the county that has seen delays on the network marginally worsen
 - Road casualties – between 2005 and 2009 the total number of killed and seriously injured in the district increased by 6% (compared to 25% reductions countywide); the number of car drivers and passengers increased by 31% (compared to 27% reductions countywide); the number of children killed and seriously injured decreased by 9% (compared to 50% reductions countywide)
 - Health – 25% of adults and 10% of children in the district are considered obese, higher than both the regional and national average; active participation in sport has decreased and is below the regional and national average; cycling levels have decreased by 5% since 2005

- **Newark & Sherwood District**
 - Traffic mileage – between 2005 and 2009, Newark & Sherwood was the only district in the county where the annual traffic mileage increased
 - Public transport services – there is a lack of services in some of the rural parts of the district; large areas of the district are without a social car scheme
 - Condition of assets – the condition of unclassified roads is worse than most parts of the county; the percentage of the lighting stock in the district in poor condition is worse than most parts of the county
 - Health – active participation in sport is lower than the regional and national average; cycling levels have decreased by 17% since 2005

- **Rushcliffe District**
 - Road casualties – between 2005 and 2009 the total number of slightly injured in the district increased by 7% (compared to 15% reductions countywide)

- Public transport services – there is a lack of services in some of the rural parts of the south of the district
- Air quality – transport related air quality management areas exist adjacent to the A52 trunk road and at Trent Bridge and Lady Bay Bridge. A further air quality management area is likely to be declared on the A52 at Stragglethorpe

Urban and Rural Variations

The above highlights that there are several challenges that are more specific to the rural districts of Bassetlaw, Newark & Sherwood (and to a much lesser extent Rushcliffe), such as:

- Accessibility to jobs, training and services in rural areas due to a lack of public transport
- Reduction in cycling levels in Bassetlaw and Newark & Sherwood, despite a general increase in rural areas in the south of the county
- Condition of unclassified roads is worse in the rural districts than most other parts of the county
- Ageing population is greatest in rural areas
- Changes in area-wide traffic mileage has not decreased in Bassetlaw (no change) or Newark & Sherwood (3% increase).

Conversely, in the urban areas there are specific challenges such as:

- Delay on the road network
- Housing and employment growth adjacent to the existing built-up areas.

Wider Issues and Challenges

There are also various general challenges in the county that need to be considered when developing how we will deliver our strategy.

- **Peak oil production** – It is predicted that oil production will plateau in the near future, possibly as early as 2013. It is anticipated that costs of transport will become more expensive following this date and therefore it will be important to investigate alternative fuel sources as well as promoting and providing for alternative forms of transport other than the private car.
- **Current economic climate** – Commentators on the current economic climate are wary that the current economic situation is uncertain and that there is the possibility that the economy could get worse again (double-dip recession) which could lead to further job losses and would put further pressure on employment opportunities. In addition to this, seven of the ten largest employers in Nottinghamshire are public sector organisations. The reductions in public sector funding announced on 20 October 2010 will almost certainly result in significant job losses. This may result in people having to travel further for employment opportunities. It is therefore important that people are able to access alternative employment and training opportunities and have transport choices to enable them to access such opportunities.
- **Funding** – On 20 October 2010 it was announced that as part of Government's Comprehensive Spending Review, the Department for Transport's funding for the period 2011-2015 would be reduced by approximately £13b per year, equivalent to 15% in real terms. There remains uncertainty, however, about the actual levels of funding that the County Council will have available for local transport measures. Funding for local transport measures will certainly decrease resulting in the County Council being unable to deliver the range of transport improvements seen in the last 10 years.

- **Travel to work** – The county has several market towns and different employment centres. Bassetlaw district is the most self-sufficient (71% of residents work in the district) and to a lesser extent the Mansfield/Ashfield area and Newark & Sherwood district, but most people travel between districts or further afield for employment. This has significant transport implications concerning how people access jobs and training opportunities.
- **Population growth** – between 2008 and 2026 the population of each district except Bassetlaw and Mansfield are expected to increase at a rate higher than the national average.
- **Ageing population** – Nottinghamshire, like most areas of the country, has an ageing population. Increases are predicted in the number of people of pensionable age and over between 2010 and 2026 are projected in each district – the lowest being a 31.5% increase in Broxtowe with the highest in the rural districts of Bassetlaw (46.4%), Newark & Sherwood (45.1%) and Rushcliffe (42.2%). As people get older, independent travel often becomes more difficult and if public transport is not available or accessible this can present problems of isolation, particularly in rural areas where the largest increases of older people are expected in Nottinghamshire.
- **Growth** – The recent dismantling of the regional bodies and scrapping of regional strategies has resulted in uncertainty on the numbers of housing in the whole region. This has delayed the progress of the district council local development frameworks in most districts in Nottinghamshire which impacts on the ability to effectively plan for growth. At the time of publication only Newark & Sherwood District has commenced their Examination in Public into the Core Strategy in November 2010. The Bassetlaw Publication Core Strategy was issued in November 2010.
- **Climate change** – Recent years have seen increased rainfall; flooding; and more severe winters across Great Britain. If the predicted impacts of climate change occur the County Council will need to ensure that its transport networks are more resilient to potentially harsher winters; hotter summers; more intense rainfall; and greater levels of flooding.
- **Carbon emissions** – Transport accounts for high proportion of CO₂ emissions in the county, 31% of the total CO₂ emissions in Nottinghamshire, ranging from 37% of emissions in Broxtowe borough to 19% of emissions in Gedling borough. The proportion of CO₂ emissions from transport in Broxtowe borough is higher than those from domestic and industry/commercial purposes. Similarly, in Bassetlaw and Newark & Sherwood districts, the proportion of CO₂ emissions from transport is higher than those from domestic purposes and almost as high as those from industry/commercial purposes. It should be noted that the boroughs with the highest CO₂ emissions from transport are those with major, heavily trafficked Highways Agency managed nationally strategic roads running through them, (ie. Bassetlaw – a1; Broxtowe – m1; and Newark & Sherwood – A1).

3.7 Options generation

The task of option generation commences with an appreciation of national and local goals, as well as the problems and challenges facing the county. The options need to be considered over the 15 year period of the LTP3 and need to consider the

statutory duties and requirements which place a legal obligation on the transport authorities to deliver a range of transport functions, such as those relating to:

- Highways and winter maintenance;
- Network management;
- Co-ordination of streetworks;
- Road safety;
- Air quality;
- Flooding and water management;
- Rights of Way improvement; and
- School transport.

During preparation of the LTP3, a series of strategic measures for delivering the local transport objectives were identified, based on consultation with County Council elected members, stakeholders and the public:

- **Public transport service improvements** - e.g. improving frequency, capacity and speed; addressing gaps network; as well as promotion and marketing
- **Maintenance of roads, footways and bridges** - e.g. resurfacing roads and footways; strengthening bridges; and renewing lining on the road
- **Bus priority and infrastructure** - e.g. priority at traffic lights; bus lanes; improved facilities at bus stops; and improved ticketing to make it easier to use the bus or train
- **Public transport interchange** - e.g. improved stations in local centres; facilities where people may connect to public transport; and park and ride
- **Reduce the need to travel** - e.g. development control; smarter choices; helping people access local shops and other services; and regenerate shopping areas
- **Local safety schemes** - e.g. improving safety at sites with a history of accidents; safer routes to school schemes; and community safety schemes
- **Active travel** - e.g. measures to help people when walking, cycling and horse riding; travel planning; training; cycle hire schemes; and promotion and marketing
- **Demand management** - e.g. traffic and speed management; optimising traffic signals; controlling parking; and controlling where freight travels
- **New roads and local road schemes** - e.g. making contributions towards new roads; and targeted capacity improvements on existing roads where there is congestion

In generating the options, uncertainty about levels of funding that would be available for transport improvements and the limitations that this placed on the County Council, was also taken into consideration.

Three different options along with a without plan option were developed by the County Council to deliver the LTP3. These comprise the following:

Option 1: Without plan: This option assumes that current LTP programmes will be delivered but does not assume the delivery of any strategies or measures that are in development.

Option 2: Do Minimum: This option proposes that no new transport infrastructure would be delivered and that only a minimum amount of maintenance would be undertaken. Highway assets would therefore be allowed to deteriorate under this option.

Option 3: Asset management. Consultation identified maintenance of highway assets as a high priority. This option therefore places emphasis on maintaining the

existing highway assets to at least its current standard. It would not include funding for any additional or new infrastructure except road safety improvements but would include non-infrastructure measures that would help ensure that statutory obligations are met.

Option 4: Local improvements. Consultation identified the transport priorities for Nottinghamshire as well as a range of local transport objectives that would need to be met to deliver the priorities. This option includes a mix of infrastructure and non-infrastructure measures that would help to deliver the local transport objectives identified through consultation. In the short-term these measures would be limited to smaller-scale improvements to concentrate on making the best use of existing infrastructure, under the sub-headings of:

- Reduce the demand to travel on the existing transport networks
- Promotion and marketing of the existing public transport, cycle and pedestrian networks.
- Improved asset management
- Improve the efficiency of transport networks
- Undertake small scale improvements to the transport networks

Local transport improvements and large scale new infrastructure would only be implemented in the medium to long-term.

3.8 Implementation Plans

Four-year implementation plans will be developed and reviewed annually. It is noted that the Government's White Paper on Local Growth: Realising Every Place's Potential sets out a key role for Local Economic Partnerships (LEP) in defining the transport needs of the area. The Nottingham, Nottinghamshire, Derby & Derbyshire LEP will have a future role in aspects of transport planning related to economic development and growth across the whole of the geographical area.

4 Methodology

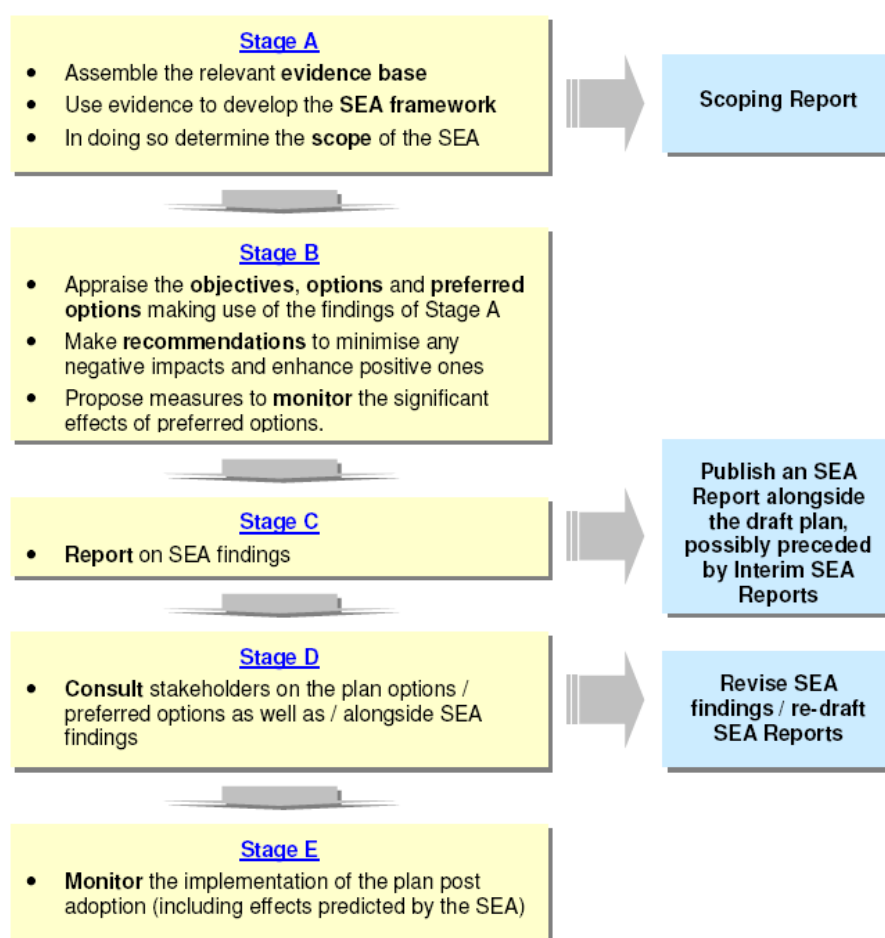
4.1 Introduction

The SEA for the Nottinghamshire LTP3 has been undertaken in line with TAG Unit Strategic Environmental Assessment for Transport Plans and Programmes¹⁴. Other sources of guidance that have been drawn upon include the following:

- The (former) ODPM's Practical Guide to the SEA Directive¹⁵
- The (former) ODPM's Sustainability Appraisal (SA) of Regional Spatial Strategies and Local Development Frameworks¹⁶.

Figure 4-1 presents a simplified version of the SEA methodology that has been followed.

Figure 4-1: SEA process



¹⁴ Department for Transport (2004). *Strategic Environmental Assessment for Transport Plans and Programmes – TAG Unit 2.11* [online] available at: <http://www.dft.gov.uk/webtag/documents/project-manager/pdf/unit2.11.pdf> (accessed 4 May 2010) and the 2010 draft unit 2.11 <http://www.dft.gov.uk/webtag/documents/project-manager/pdf/unit2.11d.pdf>

¹⁵ ODPM (2005). *A Practical Guide to the Strategic Environmental Assessment Directive* [online] available at: <http://www.communities.gov.uk/publications/planningandbuilding/practicalguidesea> (accessed 4 May 2010).

¹⁶ ODPM (2005). *Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents* [online] available at: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/142520.pdf> (accessed 4 May 2010).

4.2 Stage A – Scoping

Article 5(4) requires that:

The authorities referred to in Article 6(3) shall be consulted when deciding on the scope and level of detail of the information which must be included in the environmental report

Stage A in the SEA process involves developing the SEA evidence base and framework and documenting this in a stand alone Scoping Report for consultation.

The Scoping Report was provided to the statutory bodies for consultation between August 2010 and September 2010. Copies were also provided to Nottinghamshire County Teaching Primary Care Trust, to Bassetlaw Primary Care Trust and to the Council for the Protection of Rural England (on behalf of the East Midlands Transport activist Roundtable (EMTAR)).

The Scoping Report was placed on the County Council website from 25th August to 29th September 2010.

This stage involves assembling information and involves the following steps:

- **Setting the context and objectives:** The formulation of objectives for the SEA are to take account of:
 - Environmental protection objectives from legislation;
 - Environmental objectives from other relevant plans and programmes;
 - Regional Sustainable Development Frameworks; and
 - The results of baseline data collection and consultation with the statutory environmental bodies and other stakeholders as appropriate.
- **Problems and opportunities:** Use of the evidence and expert judgement to define current and future problems and opportunities based on:
 - Transport and land use planners' and statutory environmental bodies' evidence of environmental problems in the area;
 - Input from other stakeholders;
 - Conflicts and opportunities identified by a preliminary review of other plans, programmes and environmental objectives;
 - Conflicts between the current or future baseline conditions and existing objectives, targets or obligations; and
 - Approaches to delivering the national transport goals.
- **Assembling the environmental baseline:** baseline data provide the basis for forecasting and monitoring of environmental effects, and helps in the identification of environmental problems. For each SEA objective, data is collected to help answer (where possible) the following questions:
 - How good or bad is the current situation? Is it getting better or worse? How is the environment likely to change in accordance with or differently from historical trends (e.g. due to human pressure or climate change)?
 - How far is the current situation from thresholds, objectives or targets?
 - Are particularly sensitive or important elements of the environment affected: people, resources, species, habitats?
 - Are the problems of a large or small scale, reversible or irreversible, permanent or temporary, direct or indirect?
 - How difficult would it be to offset or remedy any damage?
 - Have there been significant cumulative or synergistic effects over time? Are there expected to be such effects in the future?
- **Relationship with other plans, programmes and environmental objectives:** A plan will be affected by, and affect, other plans and programmes, and environmental objectives both within and beyond an authority's jurisdiction. Identification of conflicts and the integration of objectives across the plans and

programmes is a key activity. A review of the plans, programmes and environmental objectives is presented in Annex 1.

Consultee Observations on the Scoping Report

The following observations were received from the consultees and have been taken into account in the manner set out in the table below.

Table 4-1: How Consultee Comments on the Scoping Report Have Been Addressed

Consultee Response	Consultee Organisation	Action/Comment
Green infrastructure: Welcome reference to benefits of green infrastructure and reference to 6C's Green Infrastructure Strategy but query justification for scoping out green infrastructure. Natural England (NE) also query why green infrastructure has been scoped out. NE further comments that the extent to which the 6C's GI Strategy can be integrated with LTP3 should be explored.	Environment Agency; Natural England	GI is to be assessed as part of habitat fragmentation, wider, landscape and surface water. See para 4.2.20, 5.2.20 and 7.2,18 of Scoping Report. To avoid double counting a separate GI objective was not required. No action
Network Resilience: EA welcome emphasis placed upon making the transport system more resilient to impacts of climate change. NE comment that sound design principles for new infrastructure and innovative management of the existing transport network could achieve benefits for network resilience (as well as for the natural environment) in response to climate change.	Environment Agency; Natural England	Network resilience is to feature within the maintenance strategy and design specification for transport measures.
Sustainable Urban Drainage: Comment that benefits of SuDs also extend to the objective of making the highway network resilient to impacts of climate change. Suggest uptake of SuDs as a useful indicator for monitoring effectiveness of the LTP in achieving this objective	Environment Agency	Benefits of SuDs are acknowledged (see 4.2.16 of the Scoping Report) but impose a long term maintenance cost so that its use is to be evaluated on a case by case basis. Adopt an indicator based on uptake of SuDs
Notes identification of risks associated with pluvial flooding. Strategic Flood Risk Assessments (SFRA) available: Greater Nottingham SFRA, Ashfield Level 1 SFRA, Newark & Sherwood SFRA, Bassetlaw SFRA. Nottingham City SFRA in preparation.	Environment Agency	Reference to available SFRAs to be noted in Environmental Report and Policy/plans annex
Query what is meant by an 'integrated whole systems approach to the delivery for transport to contribute towards social, health and environmental objectives'	English Heritage	The concept considers that transport measures ought to deliver across the entire community agenda in an integrated manner that recognises system links in the short, medium and longer term beyond the traditional transport planning silos. An indicator is required that demonstrates integrated approaches
Comment that it is vital to protect environmental assets (as well as to enhance them)	English Heritage	Noted. Amendment made to Environmental Report
Comment that whilst "vibration and air pollution damage to listed buildings" (and presumably also to scheduled structures such as bridges may be appropriate to scope out at strategic level, it is still a significant issue.	English Heritage	The significance of the impact is not underplayed, but does not feature as a significant element capable of being addressed within the LTP3. Environmental Report to

Consultee Response	Consultee Organisation	Action/Comment
		recognise the issue.
Draws attention to the Nottinghamshire Historic Landscape Characterisation and to the Mature landscape areas.	English Heritage	Noted. Environmental Report to draw attention to the use of such information in the design and assessment of transport measures.
Comments that the SEA will need to assess the potential impacts on the significance of all types of heritage assets (both designated and undesignated).	English Heritage	At the scale of county wide plan and where no specific transport measures can be geographically defined it is not feasible to identify individual designated heritage features. Consideration of undesignated features may be feasible as part of the appraisal of measures within Implementation Plans. No action.
Seems to be a contradiction between the timescale of effects and the fact that they may be reversible.	English Heritage	No contradiction. While an impact may be reversible, there is no guarantee that resources would be provided to reverse the impact. Hence the approach records the significance of the effect assuming it is not reversed, but recognised that potential mitigation measures could be devised. No action.
Comment that major, moderate and minor significance criteria lack clarity and do not adequately reflect the relative importance of assets as well as the degree of harm that might result from LTP proposals.	English Heritage	Significance is defined as a function of scale, duration and probability etc. Relative importance of individual assets and degree of harm can only be proximate as the assessment is of the strategy rather than individual transport measures. No action
Suggest amend SEA Objective 12 to "To protect and enhance heritage assets and their setting"	English Heritage	Objective 12 revised
Suggested amendment to indicator proposed: "the number of transport schemes where contributions are made to the enhancement of heritage assets or their setting"	English Heritage	Indicator revised
Suggested additional indicator proposed: "the number of schemes resulting in the loss of heritage assets"	English Heritage	Indicator added to capture the number of schemes where heritage assets are lost.
Welcome recognition of need for close integration of transport and spatial planning	Natural England	Noted. No action
Welcome identification of climate change as a focus for the assessment. Comment that the assessment should test the contribution that the LTP makes to climate change mitigation and adaptation.	Natural England	This is the intention. No action
Consider that spatial planning system has a pivotal role in securing mitigation and adaptation measures to address long-term threat from climate change.	Natural England	Noted
Welcome that assessment will take a holistic view and consider contribution transport can make to a wide range of objectives. Comment that well-designed transport links can also provide "green infrastructure" and	Natural England	Noted

Consultee Response	Consultee Organisation	Action/Comment
that multi-functional green infrastructure can deliver a range of benefits.		
LTP needs to include policies that reduce carbon emissions and also recognise the opportunities that the transport network has to assist the natural environment in adapting to climate change, including sound design principles for new infrastructure and innovative management of the existing transport network.	Natural England	Noted
Comments that there should be improved accessibility to and within the natural environment. Additional objective suggested: "To improve accessibility to, and within, the natural environment taking into account the needs of disadvantaged groups and communities, particularly in relation to health and obesity".	Natural England	Addressed in SEA Objective 24 "To develop transport policies and strategy that support health, equity and environmental quality". No action
Consider it imperative to incorporate infrastructure that encourages use of more sustainable modes of transport. To encourage modal shift there should be ease of access to an efficient and effective, integrated public transport system and a network of improved attractive pedestrian and cycle routes should be incorporated into the design of new development.	Natural England	Noted
Welcomes recognition that transport can have both positive and negative impacts on human health.	Natural England	Noted
Welcome recognition of the opportunity that exists for LTP to contribute to and enhance biodiversity. Comment that it is not clear why statutory designated sites are not considered key to defining the scope of the assessment.	Natural England	Transport measures not currently defined, it being unlikely that proposals would emerge that affect designated sites, whereas loss of other habitat and fragmentation more likely. A review of outline transport measures to confirm no effects on designated sites will be undertaken.
Attention is drawn to the possible future designation of Sherwood Forest as a Special Protection Area, though it is not designated as such yet. Copy of advice note to Local Planning Authorities provided.	Natural England	Noted. To be considered in the HRA Screening Report.
<p>NE believe the SEA objective should be to "...conserve the natural environment and deliver high quality, environmentally sustainable development. Conservation should be defined as the protection, conservation and enhancement of the natural environment by ensuring policies contribute to:</p> <ul style="list-style-type: none"> • conserve and enhance the natural environment through the wise use of natural resources; • mitigate and adapt to the impacts of climate change through the creation of an enhanced GI network; • provide the highest levels of protection for England' protected habitats, sites and species; • deliver substantial benefits for the natural environment and people together. " 	Natural England	The GI network issue is captured under landscape. Other aspects need to respect level of detail available in LTP3 and resource availability. It is considered that a pithy and clear objective is needed for the SEA and hence the objective is amended to: To conserve the natural environment and to enhance ecological connectivity and LBAP priority habitats and species

Consultee Response	Consultee Organisation	Action/Comment
Support the objective to provide a physical environment that encourages the use of non-motorised modes of travel. LTP3 should recognise the importance of providing and maintaining a network of green infrastructure, including RoW, quality green spaces, quiet lanes, greenways and corridors, for an effective non-motorised transport network threading through urban areas and linking to more rural areas.	Natural England	LTP3 will recognise these aspects
Welcomes reference to the European Landscape Convention (ELC), which confirms that England's landscapes matter for the health, wealth and well-being of society, our cultural identity and for the diverse habitats that exist as part of them.	Natural England	Noted
Policy wording should establish "the principle of landscape character led consideration of development proposals..... and require development to take forward the positive enhancement of local landscapes, particularly where landscape character has been degraded"	Natural England	LTPs set the policy context for the management of urban and rural transport. Para 5.2.19 of the Scoping Report recognises that opportunities may exist to improve landscape quality and local distinctiveness. LTP3 to provide a policy to guide enhancement of local landscapes
The assessment should "consider the extent to which LTP3 provides opportunities to protect and enhance the landscape character and quality and manage the landscape effects of transport in recognition of the ELC."	Natural England	LTP3 sets the policy framework and hence it is not possible to measure the "extent" to which opportunities are provided. Nevertheless the objective is replaced with: To protect and enhance the landscape character and quality and manage the landscape effects of transport in recognition of the ELC
NE hold condition assessment information on statutory designated sites and it may be possible to gather baseline evidence on whether air quality issues are currently affecting the condition of a site	Natural England	Natural England provided a list of SSSIs at potential risk from air pollution, but hold no data to demonstrate sites being adversely affected.
Comment that would expect LTP3 to assess impacts of its policies and strategies in combination with other development proposals, especially on those sites sensitive to air quality for example: Rainworth Heath SSSI, Strawberry Hill Heath SSSI and Birklands West & Ollerton Corner SSSI.	Natural England	Noted. Request made to Natural England to confirm the list of such sites. NE do not have monitoring evidence to demonstrate whether or not individual sites are currently being affected. More detailed assessment would be required at a project level. At a strategic level it is not anticipated that LTP3 would have any adverse effect.
Strategies should be adopted to encourage modal shift of necessary travel to more efficient sustainable, low carbon modes and technologies that benefit air quality and the natural environment by: <ul style="list-style-type: none"> • recognising importance of public transport and active travel and investing in appropriate infrastructure including Rights of Way • encouraging use of smarter choices (travel plans) • recognising importance of rail, water 	Natural England	Noted

Consultee Response	Consultee Organisation	Action/Comment
<p>and more fuel efficient vehicles for more sustainable transport of freight;</p> <ul style="list-style-type: none"> reinforcing positive driver behaviour and encourage eco-driving 		
<p>NE comment that not clear why accessibility to public open space has been scoped out. CPRE comment that access to open and green spaces should be built more consistently into the objectives. CPRE comment that whereas access to open spaces and recreational opportunities is included, access to open space has been scoped out. Query why open space cannot be brought in under the recreation objective.</p>	<p>Natural England; Campaign for the protection of Rural England (CPRE)</p>	<p>Access to open space was considered to be a local matter more appropriately assessed at a project rather than plan level with larger areas being captured within the accessibility to recreational areas objective although this was not clear. The assessment will focus upon how policies support improved access to recreational areas (including large areas of open space).</p>
<p>Query ranking of equality of opportunity – ranked 5 in table but second in text</p>	<p>Campaign for the Protection of Rural England (CPRE) (on behalf of EMSTAR)</p>	<p>NCC: The text has been misunderstood. Whilst stakeholders (such as businesses, interest groups and PT operators) ranked it second of the five priorities, the overall ranking by all respondents ranked equality of opportunity fifth.</p>
<p>Comment that it is not always possible to distinguish between travel for social and domestic purposes and access to jobs and training.</p>	<p>CPRE</p>	<p>NCC: While this is true, the focus here is upon reducing journey times to areas offering employment and training.</p>
<p>Comment that options identified (in 2.4.9) are generic and do not appear to be related to the transport challenges identified</p>	<p>CPRE</p>	<p>NCC: The process of drafting LTP3 will give further consideration of alternatives in relation to the transport challenges.</p>
<p>Seek clarification on where data gaps are, whether poor accessibility (3.8.2, p27) refers to sustainable modes, connectivity by road network or another criterion, and how economic competitiveness would be established.</p>	<p>CPRE</p>	<p>NCC: accessibility relates to access by public transport.</p>
<p>Request more information on whole life costing</p>	<p>CPRE</p>	<p>There are similarities between whole life costing and life cycle assessment, although the focus of the former is upon examining the cost benefits of say using a cheaper product but with a shorter life span or a more expensive product with a longer duration.</p>
<p>Consider that priorities should be refocused to take account of considerations referred to in 2.1 above</p>	<p>CPRE</p>	<p>NCC: CPRE respondent has misunderstood the text. No action.</p>
<p>Comment that access to countryside for non-residents is of economic value to the countryside and argue that SEA objective 22 deals with accessibility for rural communities but not adequately with access for visitors. Comment that an SEA objective to facilitate better access to the countryside by sustainable modes would seem in keeping with the County's overall aims for LTP3 (including commitment to reduce greenhouse gas emissions)</p>	<p>CPRE</p>	<p>The focus is upon rural communities as access to the countryside for recreation is captured in objective 23. Objective 14 deals with greenhouse gas emissions</p>
<p>Why is a health needs assessment not required?</p>	<p>NHS</p>	<p>A separate Health Impact Assessment is not required as health is considered within the SEA</p>
<p>LAA expires March 2011</p>	<p>NHS</p>	<p>Acknowledged.</p>

Consultee Response	Consultee Organisation	Action/Comment
States that there are 10 priorities (under the Sustainable Community Strategy) not six? (3.3.2)	NHS	Chapter 10 of the SCS identifies 6 priorities and are titled as such.
Comment that read as priorities not targets: (3.3.3)	NHS	Amended para 3.3.3 to read targets and priorities.
A new JSNA published 2010.	NHS	Revisions to capture 2010 made to Environmental Report
Comment that data in 8.3.23 is estimated.	NHS	Presume this relates to para 8.33.22. Amended to read "Recent estimated data"
Obesity data is also limited	NHS	Noted
Comments that should consider access to health care facilities (8.3.33)	NHS	Access to health care recorded in access to community facilities
Is reference to "human health" needed	NHS	SEA Directive makes reference to human health
Suggest para 2.3.3 needs to be more specific ie children – what age, health problems etc	NHS	SEA will consider impact upon different children's groups if spatial profiles can be provided by the NHS to NCC.
Reference sought for statement in 8.2.47 on areas with particular accessibility issues	NHS	NCC: the relevant mapping is included within the Accessibility Strategy.

So as to provide the context for this Environmental Report the spatial, temporal and technical scope of the LTP3 and the SEA is set out below.

Spatial Scope

The LTP3 covers the administrative county of Nottinghamshire (see Figure 4.2) excluding the City of Nottingham which is subject to a separate LTP3 and SEA. This approach is different to that of LTP2 where a Greater Nottingham and a North Nottinghamshire LTP2 were prepared.

As transport or environmental issues are not limited to county/ administrative boundaries, so consideration is given to the effects on surrounding counties as well as considering the effects of their LTP3s upon Nottinghamshire.

Temporal Scope

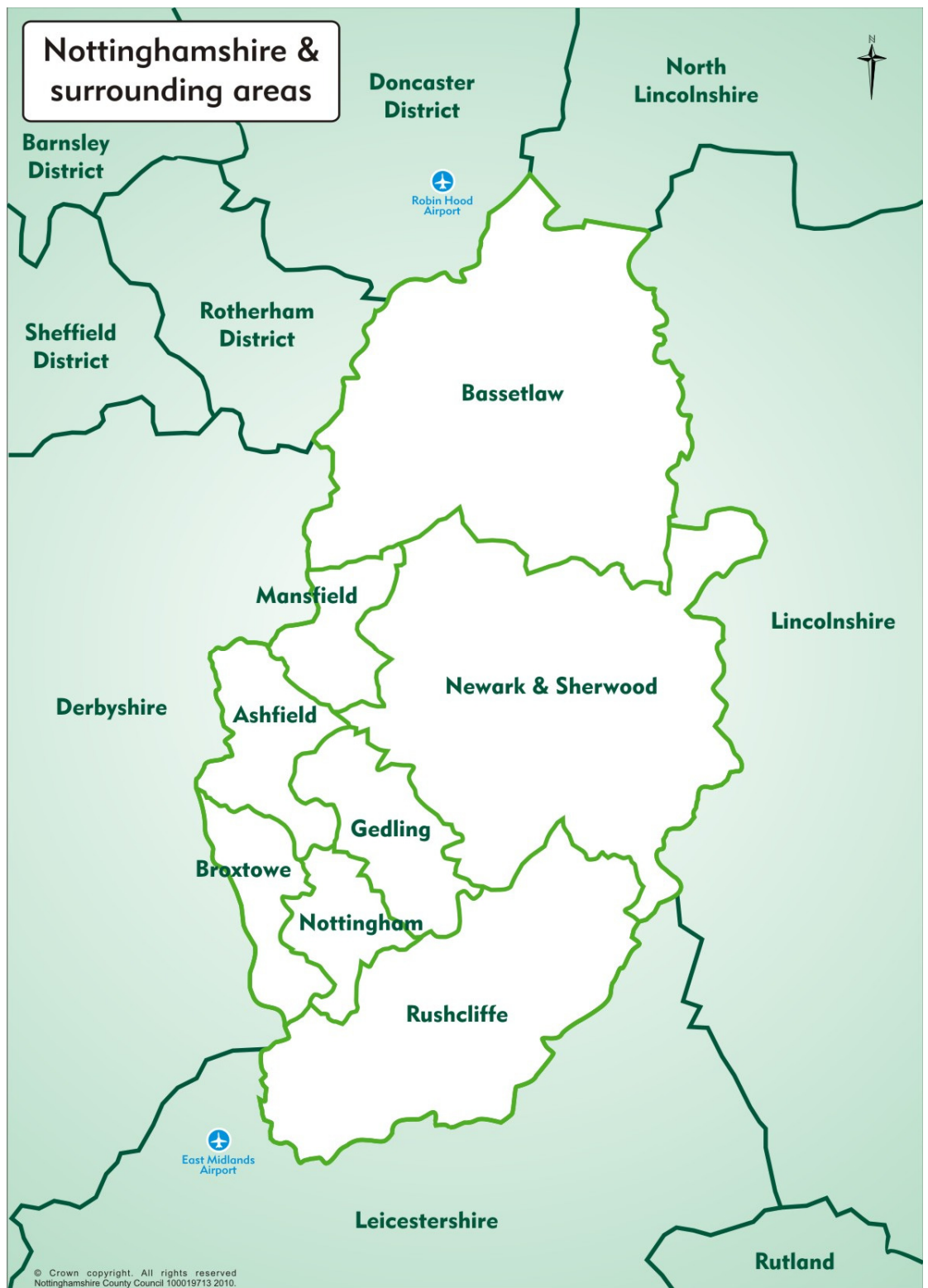
While LTP2 covered a 5-year period, the LTP3 extends over 15 years from 2011 to 2026, with Implementation Plans being prepared aligned to Central Government Spending Reviews, currently 4 yearly cycles.

Technical Scope

The regulations require that the SEA is to consider all relevant topics identified in the SEA Directive.

Two other assessment activities have been undertaken as separate exercises – a Habitats Regulations Assessment and Equalities Impact Assessment. The findings of each have been summarised in this Environmental Report where appropriate, but the findings can be consulted separately alongside the draft LTP3.

Figure 4.-2. Area covered by Nottinghamshire LTP3 (excludes Nottingham City)



Data Limitations

The following data gaps were found to exist while preparing the Scoping Report, and the following gaps still remain:

- **Traffic forecasts:** Uncertainties exist in relation to the following: Delays on local county roads; consequences of growth on rail services; TEMPRO forecasts based on 2008 Regional Spatial Strategy projections likely to be reviewed, the Impacts of growth on regional and local roads; Labour market trends and travel to work patterns.
- **Financial uncertainties:** The consequences of reductions in budgets and changes to the financing of transport.
- **Economic development:** The links between congestion, poor accessibility and economic efficiency and competitiveness with the limitations placed on capacity for growth are unclear at a local scale.
- **Impact on designated wildlife sites:** Any effects caused by changes to the transport infrastructure can only practically be determined when details of the scheme and the ecological character of the neighbouring areas are known. Such effects will be considered as part of any scheme design and optioneering process. Natural England observed that some Sites of Special Scientific Interest are sensitive to and therefore potentially at risk of experiencing adverse effects from, air pollution. Consequently, a change in traffic volume within 200m of such a site would be worthy of assessment. However at this stage, any assessment would be on the basis of whether traffic volumes could be expected to increase or decline.
- **Habitat fragmentation:** Most data available refers to designated sites and LBAP species, with documented data on lengths/areas and the condition of non-designated habitats not readily accessible. The assessment will therefore be based on the potential for LTP3 policies to results in further fragmentation, or enhancement, of habitats.
- **Visual intrusion from transport infrastructure upon landscape, townscape and heritage assets:** Absence of mapping defining an areas' existing level of visual intrusion means that the sensitivity of areas to change will be considered.
- **Visual, air pollution and acoustic intrusion from traffic:** While areas thought to be experiencing elevated noise levels have been identified as a result of measures implementing the European Environmental Noise Directive, the implications of LTP3 upon road and rail traffic noise can only be surmised as there are no forecasts of changes to traffic flows available. Also, given the variety of factors, it is not feasible to judge the visual consequences of changes in traffic that result from the plan.
- **Light pollution:** There are no maps of the occurrence and nature of highway lighting in relation to the sensitivity of the landscape to such intrusion.
- **Impacts on Landscape Character and the historic environment:** there is no data available to indicate how climate change, energy crops or land use changes may materially change landscape character. There is also no systematic documentation of the impacts of the operation of the transport network on the historic environment.
- **Material Assets:** Whilst the County Council's Waste management sub-contractor will maintain records of volumes of waste materials going to landfill, the Council does not maintain records of the proportion of materials reused or recycled products used in works on its transport network.

4.3 Stage B – Appraisal

Stage B involves considering the objectives, options and the draft plan against the objectives defined in Stage A as well as identifying measures to avoid, mitigate or enhance direct, indirect, long-term and short-term and cumulative effects. Proposals to monitor significant effects are also to be considered.

The individual tasks with Stage B comprise:

- **B1:** Test Transport Strategy objectives against the SEA Framework;
- **B2:** Develop strategic alternatives;
- **B3:** Predict the effects of the strategy and alternatives;
- **B4:** Evaluate effects of the strategy and alternatives;
- **B5:** Consider mitigation and enhancement;
- **B6:** Propose monitoring measures.

B1 – Test Transport Strategy Objectives against the SEA Framework

This task looks to identify any potential inconsistencies or synergies between the objectives developed in Stage A and the LTP3 aims and objectives. A compatibility matrix supported by a brief narrative is used to illustrate the findings of this task.

SEA Framework

The environmental consequences of the County LTP3 are assessed by reference to the change that is anticipated to occur from the situation without the plan across a series of SEA objectives that form the SEA Framework. This framework was developed by the Council and included in the Scoping Report and subject to consultation.

The Scoping Report proposed that the following aspects while potentially of importance in themselves, were unlikely to be significantly affected by the policies and measures outlined in the Local Transport Plan:

- statutory designated sites;
- road kills and wildlife disturbance;
- designated geological sites;
- contaminated land;
- recreational vehicles;
- informal parking;
- listed buildings;
- ancient woodland
- tranquil areas;
- groundwater quality;
- ethnic communities; and
- community severance;

Aspects such as green infrastructure and access to public open space were scoped out as individual aspects but are considered to be covered within other broader topic areas, i.e. relating to landscape, habitats and access to recreational areas and open space.

Statutory designated sites were scoped out due to specific transport measures not being defined at the time and as it was considered unlikely that strategic proposals would emerge which would affect designated sites. Nonetheless, the SEA has

included a review of the outline transport measures to confirm this. The Habitat Regulations Assessment Screening Report¹⁷ provides, in addition, a review of the effects of the proposals on European designated sites.

Nevertheless, it is acknowledged that some or all of the discarded aspects may need to be considered during the development of Implementation Plans and transport programmes and proposals that may emerge over the duration of LTP3.

The SEA objectives retained for the LTP3 assessment are shown below.

Table 4-2: SEA Objectives

LTP3 SEA Objective	Sub-Objective	Related SEA Topic
Plans and programmes	1 To contribute towards meeting housing needs	Population
	2 To contribute to regeneration and economic development initiatives	Population
	3 To ensure that the location of development makes efficient use of existing physical infrastructure and helps to reduce the need to travel	Population Human health Air Climatic factors
	4 To reduce the need to travel and promotion of sustainable modes.	Population Human health Air Climatic factors
	5 To adopt design and management practices that contributes toward social, health and environmental objectives.	Population Human health Air Climatic factors
Biodiversity, geological sites and soils	6 To conserve the natural environment and to enhance the ecological connectivity and LBAP priority habitats and species.	Biodiversity, fauna, flora
	7 To conserve soils thereby supporting other objectives (e.g. minimising erosion by controlling run-off and maintaining vegetation cover).	Soil Water Climatic factors
	8 To use brownfield sites where appropriate where there is no conflict with ecological interest	Biodiversity, fauna, flora, soil Climatic factors
Landscape, townscape, historic environment	9 To protect and enhance the landscape character and quality and manage the landscape effects of transport in recognition of the European Landscape Convention (ELC).	Landscape Climatic factors
	10 To reduce the intrusion of highway lighting	Landscape
	11 To deliver improvements to the urban environment as part of road improvement schemes	Landscape
	12 To protect and enhance heritage assets and their setting	Cultural heritage
Air quality, climatic factors, noise	13 To continue to deliver reductions in particulate and nitrogen dioxide levels across the County and the	Population Human health Air

¹⁷ Nottinghamshire Local Transport Plan Habitat Regulations Assessment Screening Report, February 2011

LTP3 SEA Objective	Sub-Objective	Related SEA Topic
	AQMAs in particular.	
	14 To deliver quantified reductions in greenhouse gas emissions by 2020 that contribute to the 34% reduction target	Climatic factors
	15 To encourage sustainable transport systems, alternative fuels, aid behaviour changes and reduce the need to travel	Population Human health Climatic factors
	16 To establish where measures could be taken to enhance resilience of network based on UKCIP 2009 forecasts	Climatic factors Water Material assets
	17 To deliver reductions in road traffic noise focusing upon those areas identified as First Priority Locations	Population Human health Noise
Water	18 To manage the transport drainage network to ensure no detriment to surface water quality	Water Biodiversity, fauna, flora Human health
	19 Manage, maintain and where necessary improve the highways drainage network to reduce the economic losses of pluvial flooding.	Water Climatic factors
Population – Community	20 To develop policies and strategies that are spatially targeted towards specific community groups (elderly, young).	Population
	21 To fully integrate the planning, transport, housing, environmental and health systems to address the social determinants of health in each locality	Population Human health
	22 To improve community capital and reduce social isolation across the social gradient.	Population Human health
Population - Accessibility	23 To reduce the number of people with access difficulties to employment, community and recreational opportunities	Population Human health
Population – Public health	24 To develop transport policies and strategy that support health, equity and environmental quality	Population Human health Biodiversity, fauna, flora Soils Air Noise Climatic factors
Population – Safer communities	25 To deliver a physical environment that promotes non-motorised modes and enhanced sense of place and improved perceptions of safety, particularly in those areas of greatest need.	Population Human health
Material assets	26 To promote resource efficiency	Material assets

LTP3 SEA Objective	Sub-Objective	Related SEA Topic
	27 Deliver reductions in the waste arisings going to landfill from works to the highways network	Material assets
	28 Reduce the total energy expended on lighting and fleet vehicles or indirectly funded by the County Council.	Climatic factors Material assets

The methodology for the assessment involves assessing the strategies and policies developed for the LTP3 against the criteria presented in the SEA Directive, namely: duration, scale, likelihood, direct/indirect, reversibility as well as their likely spatial distribution and effects upon different community groups.

B2 – Develop Strategic Alternatives

Article 5(1) requires that:

Assessing the likely significant effects of implementing the plan or programme must include consideration of “*any reasonable alternatives taking into account the objectives and geographical scope of the plan or programme*”. This is normally an iterative process with the assessment influencing plan or programme development. There is also a requirement to provide “*an outline of the reasons for selecting the alternatives dealt with*”. Hence an audit trail that explains and justifies the shortlist of alternatives that have been selected for assessment is required.

Alternatives comprise different ways of:

- Achieving the aspirations of the local community;
- Dealing with environmental problems;
- Dealing with transport problems (as identified through TAG Unit 2.2).

There is the need to consider a hierarchy of alternatives, from broad strategic approaches/alternatives for the plan (e.g. increasing choice, restricting transport demand through physical measures, restricting it through fiscal measures) to more detailed statements of policy direction and transport management approaches for specific areas in the county.

Alternatives must also be reasonable and deliverable. Some suitable alternatives may be beyond the responsible authority's immediate powers. However, where such alternatives have been explored and can be shown to be deliverable with partners these may be considered within the plan¹⁸. An overarching aim is the achievement of Government transport objectives. The WebTAG SEA Guidance unit 2.11 notes that:

*Alternatives that are more environment-friendly should not be eliminated from consideration at an early stage of the plan making process purely on cost grounds. Measures that, of themselves, do not fully deliver the plan objectives should not automatically be disregarded: good strategies are often built up out of many small, coherent "fixes". Alternatives should address the issues highlighted through a consideration of the future baseline. However, caution should be exercised in relation to the assumption that specific new strategies will be implemented (even if these appear to be essential in the light of current Government policies or of other plans and programmes)*¹⁹.

¹⁸ Department for Transport (2004). *Strategic Environmental Assessment for Transport Plans and Programmes – TAG Unit 2.11* [online] available at: <http://www.dft.gov.uk/webtag/documents/project-manager/pdf/unit2.11.pdf> (accessed 4 May 2010).

¹⁹ Ibid

The development of alternatives should be a systematic and auditable process that also describes the reasons for rejecting any alternatives at an early stage. In particular, more detailed analysis should be carried out when developing key alternatives.

The development of alternatives is the responsibility of the plan-making authority (in this case Nottinghamshire County Council) but the assessment is undertaken through the SEA.

B3 / B4 Prediction and Evaluation of Effects

Predicting the effects of the plan involves examining each strategy/measure in turn and:

- Identifying the changes to conditions in the 'without the plan' scenario which are judged to arise from the strategy/measure;
- Describing these changes in terms of their magnitude, the time period over which they will occur, whether they are permanent or temporary, positive or negative, probable or improbable, frequent or rare, and whether there are cumulative and/or synergistic effects.

The criteria used within the assessment are set out in Table 4-3 below.

Table 4-3: Assessment Criteria

Theme	Objective	Criteria
Plans and programmes	1 To contribute towards meeting housing needs	<ul style="list-style-type: none"> • Improve access to employment using sustainable modes • Support the use of technology • Improve regional connectivity • Provide infrastructure for sustainable freight transport • Reduced need to travel • Commitments to deliver objectives during design and delivery of transport measures
	2 To contribute to regeneration and economic development initiatives	
	3 To ensure that the location of development makes efficient use of existing physical infrastructure and helps to reduce the need to travel	
	4 To reduce the need to travel and promotion of sustainable modes.	
	5 To adopt design and management practices that contributes toward social, health and environmental objectives.	
Biodiversity, geological sites and soils	6 To conserve the natural environment and to enhance ecological connectivity and LBAP priority habitats and species.	<ul style="list-style-type: none"> • Commitments to manage the highway estate to promote biodiversity • Measures to avoid damage to soils • Support development of brownfield sites
	7 To conserve soils thereby supporting other objectives (e.g. minimising erosion by controlling run-off and maintaining vegetation cover).	
	8 To use brownfield sites where appropriate where there is no	

Theme	Objective	Criteria
	conflict with ecological interest	
Landscape, townscape, historic environment	9 To protect and enhance the landscape character and quality and manage the landscape effects of transport in recognition of the European Landscape Convention (ELC).	<ul style="list-style-type: none"> • Create opportunities to enhance the urban environment • Preserve the character of areas, sites, buildings, and features of historic interest
	10 To reduce the intrusion of highway lighting	
	11 To deliver improvements to the urban environment as part of road improvement schemes	<ul style="list-style-type: none"> • Promote good design and local distinctiveness
	12 To protect and enhance heritage assets and their setting	<ul style="list-style-type: none"> • Demonstrate commitment to consider good design through design and delivery of transport measures
Air quality, climatic factors, noise	13 To continue to deliver reductions in particulate and nitrogen dioxide levels across the County and the AQMAs in particular.	<ul style="list-style-type: none"> • Reduce need to travel • Promote sustainable travel options
	14 To deliver quantified reductions in greenhouse gas emissions by 2020 that contribute to the 34% reduction target	<ul style="list-style-type: none"> • Support low carbon fuel initiatives • Reduce traffic congestion
	15 To encourage sustainable transport systems, alternative fuels, aid behaviour changes and reduce the need to travel	<ul style="list-style-type: none"> • Create a resilient transport network • Reduce traffic noise levels in sensitive areas
	16 To establish where measures could be taken to enhance resilience of network based on UKCIP 2009 forecasts	
	17 To deliver reductions in road traffic noise focusing upon those areas identified as First Priority Locations	
Water	18 To manage the transport drainage network to ensure no detriment to surface water quality	<ul style="list-style-type: none"> • Measures to manage water quality • Measures to reduce the impact of flooding
	19 Manage, maintain and where necessary improve the highways drainage network to reduce the economic losses of pluvial flooding.	
Population – Community	20 To develop policies and strategies that are spatially targeted towards specific community groups (elderly, young).	<ul style="list-style-type: none"> • Promote integration of objectives in design and delivery of transport measures and management of the transport asset
	21 To fully integrate the planning, transport, housing, environmental and health systems to address the	<ul style="list-style-type: none"> • Address physical

Theme	Objective	Criteria
	social determinants of health in each locality	travel barriers
	22 To improve community capital and reduce social isolation across the social gradient.	<ul style="list-style-type: none"> • Meet the travel needs of different communities
Population - Accessibility	23 To reduce the number of people with access difficulties to employment, community and recreational opportunities	<ul style="list-style-type: none"> • Improve access to jobs and services using sustainable transport • Improve accessibility for those without access to a car
Population – Public health	24 To develop transport policies and strategy that support health, equity and environmental quality	<ul style="list-style-type: none"> • Promote sustainable travel options • Improve access to healthcare services and open space
Population – Safer communities	25 To deliver a physical environment that promotes non-motorised modes and enhanced sense of place and improved perceptions of safety, particularly in those areas of greatest need.	<ul style="list-style-type: none"> • Improve road safety • Reduce fear of crime
Material assets	26 To promote resource efficiency	<ul style="list-style-type: none"> • Promote use of renewable resources • Reduce energy use • Support local sourcing • Minimise construction waste • Support development of brownfield sites
	27 Deliver reductions in the waste arisings going to landfill from works to the highways network	
	28 Reduce the total energy expended on lighting and fleet vehicles or indirectly funded by the County Council.	

Carrying out the assessment involves considering, for each strategy/ measure, the following:

- Is it clear what is proposed?
- Who/what is likely to be affected?
- Where is the effect likely to occur?
- Is the effect likely to affect an area or population that is vulnerable or particularly valued?
- Will any social group be disproportionately disadvantaged / affected by the alternative?
- What is the magnitude of the impact based on (Duration, scale, uncertainty, direct, indirect, cumulative, reversible)
- Is the strategy likely to have a significant effect on the objectives?
- If so, can the effect be enhanced, avoided or its severity reduced?
- If the effect cannot be avoided, e.g. by conditions or changes to the way it is implemented, can the proposal be changed or eliminated?
- If its effect is uncertain, or depends on how the plan is implemented, how can uncertainty be reduced?

To assist in the identification of significant effects a simple traffic-light based scoring system was used. This is illustrated in Table 4-4. Significance was determined as a function of rule-based criteria drawing on instruction provided by the SEA Directive. Additionally, the rule-based criteria could be manually overridden by the assessor if the need arose, although this required justification and agreement by the project director.

Table 4-4 Impact Significance

Scoring Symbol	Definition
Maj+ve	Major positive effect
Mod+ve	Moderate positive effect
Min+ve	Minimal positive effect
Neut-	Neutral effect
Min-ve	Minor negative effect
Mod-ve	Moderate negative effect
Maj-ve	Major negative effect

The significance criteria developed for the assessment capture duration, geographic scale, probability as well as whether the effect would be direct, indirect or cumulative. While the potential for an impact to be reversible is recorded, since there would not necessarily be a guarantee that resources would be available to reverse the impact, the assessment significance assumes a worst case outcome. The reversibility of the impact is then considered in making recommendations to avoid, minimise or offset its effects.

The process of prediction was undertaken through the use of consultants with the findings debated and agreed with the County LTP3 team.

B5: Consider Mitigation and Enhancement

Annex I of the SEA Directive requires the Environmental Report to include measures to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan or programme. Mitigation, which is also covered in WebTAG SEA Guidance, can take a wide range of forms, including:

- changes to the alternative concerned, specific proposals or to the plan or programme as a whole;
- the identification of issues to be addressed in project EIAs; and
- proposals for changing other plans and programmes.

Mitigation recommendations have been made, where appropriate, for each strategy/ measure within LTP3.

B6: Propose Monitoring Measures

Article 10 of the SEA Directive requires that the significant environmental effects of the implementation of plans and programmes are to be monitored in order, *inter alia*, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action.

Where likely significant effects are identified, and especially where these are adverse effects or where uncertainties are identified, proposals have been designed to keep a 'watching brief' on the affected receptors. This allows an evidence base to be built up for future appraisals to inform the Implementation Plans and potentially also to eliminate uncertainties where appropriate

4.4 Stage C – Environmental Report

The information to be provided in the Environmental Report is set out in Annex 1 of the Directive as being:

- a) *an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes;*
- b) *the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;*
- c) *the environmental characteristics of areas likely to be significantly affected;*
- d) *any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC²⁰;*
- e) *the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation;*
- f) *the likely significant effects (1) on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;*
- g) *the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;*
- h) *an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;*
- i) *a description of the measures envisaged concerning monitoring in accordance with Article 10;*
- j) *a non-technical summary of the information provided under the above headings.*

Stage C involves documenting the process and findings in an Environmental Report (this document) to accompany the draft Local Transport Plan at consultation and to accompany the final LTP3 document. A Non-Technical Summary is also required by the regulations. The Non-Technical Summary is bound into the front of this Environmental Report.

4.5 Stage D – Consultation

Stage D involves consultation on the draft LTP3 and the Environmental Report. Following the period of public consultation there may be a need to make alterations to the Environmental Report as a result of comments received regarding SEA findings, the evidence base, or as a result of significant changes having been made to the Plan by the County Council.

²⁰ The EU Bird's Directive and the EU Habitats Directive respectively.

4.6 Stage E – Monitoring

SEA guidance indicates that the existing monitoring arrangements of the plan and for other plans can be used to obtain the required information. Particular attention will be paid to the monitoring proposals to ensure that they are practical and within anticipated resource constraints.

Monitoring that will be undertaken by the County Council or other organisation as identified in the Adoption Statement that will be produced.

4.7 Health Impact Assessment

While there is no statutory requirement to undertake a Health Impact Assessment, there is a requirement to consider the effects on human health of the LTP3 under SEA. As part of this requirement the following approach was adopted:

- a review of the health issues associated with transport (see Chapter 8 of the Scoping Report);
- account taken of health concerns expressed by the health authorities based on the Scoping Report;
- collation of information on the health plans, baseline data. health issues;
- assessment of the health consequences of the LTP3 proposals and how they may be distributed across different groups;
- recommendations to enhance the health outcomes;
- consultation on the health outcomes;
- consider issues raised following consultation; and
- consider need for monitoring of impacts.

5 Context for Nottinghamshire County Council LTP3

5.1 Introduction

This section describes the context in which the LTP3 SEA has been undertaken drawing upon not only the Scoping Report, but the wider transport evidence base and financial constraints affecting the Council over the next few years. It is primarily derived from the Scoping Report that was produced and consulted on by the County Council in August 2010²¹.

In addition to incorporating the observations on the Scoping Report (refer to Table 4-1), this section summarises the following components of the Scoping Report:

- links to other plans, programmes, policies, strategies and initiatives, including environmental protection objectives;
- baseline environmental data;
- future baseline without the plan;
- existing and foreseeable future environmental problems;
- difficulties in collecting data and any limitations;
- SEA Framework.

For the purpose of this SEA and the LTP, the geographic focus of the plan's strategic priorities within the county but excluding the Nottingham city are:

- the conurbation surrounding the City of Nottingham in the south;
- the market towns in the east, west and north; and
- the connecting rural hinterland throughout the County.

It is necessary for the SEA to consider the potential for any interactions with neighbouring plans and programmes. In this regard, the evolving Core Strategies for the seven districts and the five neighbouring Local Transport Plans are considered along with European and national plans and programmes.

5.2 Existing and Future Baseline

To understand the issues and challenges that the County Council is to manage, baseline information on transport, environmental and social issues has been assembled and is available on request from the County Council.

The SEA regulations require that information is provided on the relevant aspects of the current state of the environment (section 4.3) and **the likely evolution thereof without implementation of the plan**. The future baseline, or 'business-as-usual' scenario, is difficult to describe as trend data are often not available. Nevertheless, this section describes the future environmental baseline as it relates to each SEA topic.

This section provides a summary of the existing and future baseline as well as the key issues against which the LTP3 has been assessed. Key issues and challenges described within the Scoping Report are summarised below. Reference should be made to the Scoping Report for consideration of those aspects not carried forward into the Environmental Report.

European and National Policies/Plans/Programmes

The SEA process requires an appreciation of the overarching policy context within which the LTP3 is prepared. This includes national, regional and local plans, programmes, policies, strategies and initiatives, including environmental protection objectives.

²¹ [..\05 - Draft Scoping Report\Scoping Report - Main text\version 2\NCC LTP SEA Scoping Report Final.pdf](#)

The review of plans and programmes was presented in Section 3 and Annex 1 of the Scoping Report. In particular, the priorities identified in the Sustainable Community Strategy and the status of the district Core Strategies were described, amongst other topics, to identify the implications for both the LTP3 and the SEA.

Annex 1 of this report updates the Scoping Report section on plans and programmes by taking account of the Government's White Paper on Local Growth, the National Infrastructure Plan and the LTP3s of neighbouring authorities. Key issues are summarised below.

At an International and European level, recent developments have included the new policy agenda on biodiversity focusing upon halting the decline in the number of species.

In December 2010, the European Commission issued a draft White Paper on Transport in which it expresses a desire for transport users to pay for emissions, noise and other harm they cause. The Commission envisages a radically different transport system by 2020 including greener infrastructure and low-carbon technologies. The draft White Paper foresees an increasing economic cost of transport due to expensive oil, congestion, scarcity of labour skills and wider application of the user pays principle.

The draft White Paper envisages the charging of heavy-duty trucks for using European highways with the phasing in of charging in the inter-urban network or at least the main European corridors by 2020.

In October 2010, the Department for Transport issued a report on Investment in Local Major Transport Schemes. This report highlighted the following:

- Greater flexibility to local authorities in funding local solutions;
- Reduced role for central government with greater role for elected representatives and business interests;
- Mansfield Public Transport Interchange to be funded subject to a revised bid (subsequently funding has been agreed and full approval granted);
- Hucknall Town Centre Improvement Scheme subject to further analysis with decision at the end of 2011.

It was noted in the Scoping Report that it was likely that the planning framework would evolve during preparation of the LTP3 and the Environmental Report. Since then the following national policies have emerged and will evolve prior to publication of the final LTP3 and Environmental Report:

- **National Infrastructure Plan 2010:** Forecasts a 20% increase in congestion by 2025 and requires a change to how infrastructure is planned, coordinated and delivered with adaptation to provide security and resilience. Private sector capital is to be attracted and the cost of capital for projects needs to be reduced.
- **Localism Bill (including a Right to Build):** This will shift power from central government back into the hands of individuals, communities and councils.
- **Public Health White Paper:** Seeks new partnerships in important areas such as transport. Every child is to be offered high-quality instruction on how to ride safely and confidently by the end of year 6 of school. The £560m Local Sustainable Transport Fund will support active travel and further support will be outlined in the Local Transport White Paper. Public health is to be better integrated into social care, transport, leisure, planning and housing with the focus upon keeping people connected, active, independent, and in their own homes.
- **Creation of Local Enterprise Partnerships:** The Nottingham, Nottinghamshire, Derby and Derbyshire LEP was approved by Government in October 2010. Local Enterprise Partnerships encouraged to work on transport, housing and planning as part of an integrated approach to growth and infrastructure delivery by setting out key investment priorities, including transport infrastructure.

The key implications to arise from consideration of the European and National plans and programmes for the Nottinghamshire LTP3 and the SEA are presented in Annex 1 and summarised in the table below:

Table 5-1: Implications of European and National Plans and Programmes

LTP3 Implications	SEA Implications
Biodiversity, Geology and Soils	
<ul style="list-style-type: none"> • Seek to avoid direct or indirect damage to sites and species that are either internationally or nationally protected • Protect wildlife and employ ecosystems approach in decision making • Support conservation and enhancement of biodiversity • Undertake Habitats Regulation Screening of future Implementation Plans, where necessary • Recognise importance of efficiency of land use and need to conserve soil resources 	<ul style="list-style-type: none"> • Protect, restore and enhance the County's biodiversity, in particular priority habitats and species • Embed consideration of biodiversity and ecosystem services into decision making
Landscape, Townscape & Historic Environment	
<ul style="list-style-type: none"> • Give consideration to the protection and enhancement of landscapes • Avoid damage to internationally or nationally designated sites, monuments and their settings • Avoid damage to the character of Conservation Areas • Understand value of historic environment and how the transport estate can be managed to sustain that value • Reduce intrusion by highway lighting and seek to reduce signage and street furniture where appropriate and not detrimental to safety 	<ul style="list-style-type: none"> • Incorporate consideration of landscape as a whole within decision-making • Protect the cultural heritage of the County • Conserve and enhance features and areas of cultural heritage • Minimise impact of highway lighting • Reduce impact of street clutter on local landscape/townscape
Air Quality, Climate Change and Noise	
<ul style="list-style-type: none"> • Improve air quality by reducing the need to travel particularly for AQMAs • Promote travel plans • Reduce carbon emissions • Minimise levels of traffic noise 	<ul style="list-style-type: none"> • Increase proportion of journeys made by walking, cycling and public transport • Improve air quality and minimise noise levels • Promote low carbon transport modes
<ul style="list-style-type: none"> • Enhance resilience of transport network • Reduce need to travel • Explore other ways of delivering services • Promote accessible and affordable sustainable transport • Promote lower carbon fuel for public transport and public sector vehicles • Promote low carbon vehicles 	<ul style="list-style-type: none"> • Consider drainage and management of extreme weather conditions • Reduce need to travel • Promote sustainable transport • Support low carbon solutions

Water	
<ul style="list-style-type: none"> Promote use of Sustainable Urban Drainage Systems Deliver network resilience from flooding 	<ul style="list-style-type: none"> Reduce risk of flooding Protect water resources from impacts associated with transport network
Population - Community	
<ul style="list-style-type: none"> Contribute to sustainable, connected communities Consider community transport objectives Support public transport 	<ul style="list-style-type: none"> Improve transport options for those with special needs, including the elderly, disabled etc
Population - Accessibility	
<ul style="list-style-type: none"> Ensure the location of new development makes efficient use of existing infrastructure Promotion of sustainable travel patterns in new urban developments Improve accessibility to employment, education, health care and recreation Provide equality of access to the transport system, information and the physical environment Support public transport, especially in more rural areas 	<ul style="list-style-type: none"> Promote equality of access through transport, information and communications technologies Support and improve public/community transport provision, especially within rural areas Support and improve accessibility to the transport network by young people
Population – Public Health	
<ul style="list-style-type: none"> Ensure policies maximise health benefits Contribute to improvement of physical activity by supporting non-motorised modes of travel and access to recreation Consider health issues and provide for monitoring of health issues 	<ul style="list-style-type: none"> Promote non-motorised modes, including walking and cycling Improve access to green and open space and to recreational opportunities Reduce health problems and health specific monitoring
Population – Crime and Safety	
<ul style="list-style-type: none"> Identify transport measures which require an EqIA Improve road safety 	<ul style="list-style-type: none"> Promote change to sustainable modes Promote safety improvements
Material Assets	
<ul style="list-style-type: none"> Reduce use of hydrocarbons and energy Local sourcing of maintenance materials Whole life costing techniques Minimise use of primary aggregates by use of recycled aggregates Promotion of recycling and reduction in waste disposal Support development on brownfield sites 	<ul style="list-style-type: none"> Reduced use of fossil fuels Sustainable material sourcing Waste minimisation Support development on brownfield sites

Regional Economic Strategy

While the regional policy context is no longer in place, the regional economic strategy still describes the needs of the region and its aim of better connectivity within and outside the region to be achieved by:

- targeting and prioritising investment;
- improving accessibility;
- tackling travel demand to reduce congestion and minimise harmful environmental impacts; and
- realising the economic benefits of airports.

The following actions are identified:

- improve inter and intra-regional connectivity by strengthening links between the region's main urban centres, improving reliability on key routes for passengers and freight, and address poor connectivity or capacity to key centres in other regions;
- improve international accessibility by improving surface access to Nottingham East Midlands Airport and other airports;
- strengthen connectivity to mainland Europe by a range of modes, including rail via London;
- support regional regeneration and growth by improving access from all communities to employment and maximising the impacts of economic drivers and growth areas, unlocking investment sites in disadvantaged communities, and addressing inequality by improving accessibility; and
- contribute to environmental, quality of life, and wellbeing indicators by implementing demand management measures, and access to recreation, sport, and cultural facilities.

Sustainable Community Strategy

The Nottinghamshire Sustainable Community Strategy is intended to guide the policies and delivery plans of all local partners. The following six priorities have been set for the period up to 2020:

- A greener Nottinghamshire;
- A place where Nottinghamshire's children achieve their full potential;
- A safer Nottinghamshire;
- Health and well-being for all;
- A more prosperous Nottinghamshire;
- Making Nottinghamshire's communities stronger.

The challenges for each borough/district within the LTP3 area, identified in the County Sustainable Community Strategy are:

- **Ashfield:** Crime, educational achievement, employment, quality of place, new housing (11,200 by 2026)²², low life expectancy and well-being;
- **Bassetlaw:** Identification of inward development sites, increasing population, health issues, crime, opportunities with Robin Hood International Airport and good road safety information / education identified as a priority;
- **Broxtowe:** Employment, crime, health, educational achievement, quality of place, housing;
- **Gedling:** Housing, ageing population, stronger communities, equalities, quality of life and healthy lifestyles;
- **Mansfield:** Crime, employment, health, educational attainment, stronger community, quality of life;
- **Newark & Sherwood:** Ageing population, sustainable transport, quality of place, education and obesity;
- **Rushcliffe:** Housing (15,000 by 2026)²³, ageing population, carbon emissions, healthy lifestyles, supporting children and young.

²² Based on former RSS allocations

Neighbouring Local Transport Plans

Nottinghamshire is bounded by five counties that in addition to Nottingham City are to prepare Local Transport Plans for which the potential for cumulative effects is to be explored.

The status of the significant plans in neighbouring authority areas is summarised below.

Table 5-2: Neighbouring Local Transport Plans

Local Transport Plan	Implications for Nottinghamshire LTP3
<p>Derbyshire LTP3 Consultation draft published 8 November 2010. Consultation ends 17 January 2011.</p>	<ul style="list-style-type: none"> • A617 Glapwell Bypass – may increase traffic on A617 along with proposed Pleasley Bypass • Rail services on Robin Hood line • Sustainable transport network in Long Eaton • Access to Nottinghamshire job centres by people in Creswell/Whitwell, Derbyshire
<p>Leicestershire LTP3 Consultation draft published 1 October 2010 Consultation to 26 November 2010.</p>	<ul style="list-style-type: none"> • Only about 1,000 journeys per day between Leicester and Nottingham cities²⁴, but over 12,000 cross boundary trips with the majority from Notts
<p>Lincolnshire LTP3 SEA Scoping Report published Sept 2010.</p>	<ul style="list-style-type: none"> • Rolling forward LTP2 for a further two years to be followed by more detailed LTP4. Over 9,000 cross boundary trips with equal numbers in and out.
<p>Nottingham City LTP3 Consultation draft published November 2010</p>	<ul style="list-style-type: none"> • Recognises potential implications of increasing growth of airport related traffic. • Powers exist to introduce work-based parking scheme from October 2011 and charge from April 2012. • Ring Road proposal to DfT anticipated in January 2011 • Significant cross boundary issues.
<p>South Yorkshire LTP3 Sheffield City Region Transport Strategy available for consultation July to October 2010.</p>	<ul style="list-style-type: none"> • Development of rail links to Robin Hood Airport Doncaster Sheffield also being developed as an engineering and aero-industry centre with some 3000 jobs in its business plan²⁵. • About 14,000 movements across the Nottinghamshire boundary with equal numbers in and out. • Enhance connectivity through to Nottingham • Recognises that cross boundary cumulative effects associated with transport should be considered especially in relation to European Sites located within Doncaster.

To ensure consistency on cross-boundary issues, Nottinghamshire County Council has a memorandum of understanding (MoU) and holds regular meetings with

²³ Ibid

²⁴ Leicester and Leicestershire Economic Assessment, 2010 Chapter 8 Transport.

²⁵ South Yorkshire Integrated Transport Authority 2010: Sheffield City Region Transport Strategy 2011-2026: Draft for Consultation.

Nottingham City and Derbyshire County Council, as the largest migration is between Nottinghamshire LTP3 area and these two authorities. The MoU identifies the following links and common objectives:

- Planning and growth (residential and economic);
- Public transport strategy (including rail);
- Traffic management;
- Road safety;
- Smarter choices and marketing;
- Wider linkages.

Nottinghamshire County Council has also discussed LTP3 developments regularly with South Yorkshire Passenger Transport Executive (PTE) and have consulted with (and been consulted by) Leicestershire and Lincolnshire on LTP3.

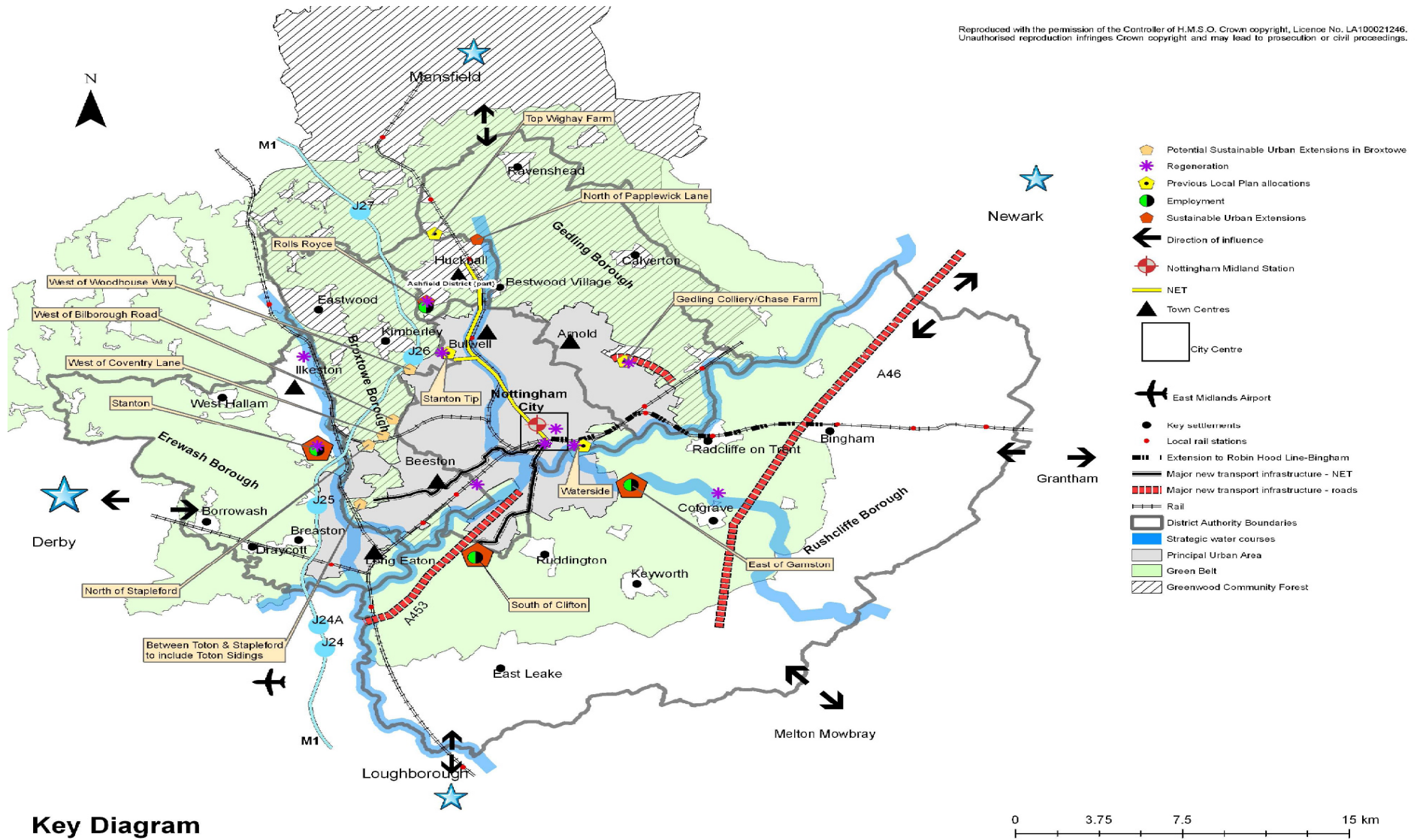
There are greater movements between Nottinghamshire and Derbyshire than with Leicestershire²⁶. Movements between northern parts of the county and South Yorkshire are also significant (refer to Key Diagram)

No specific contradictions between Nottinghamshire County Council's strategies and those of the neighbouring authorities have been identified by the County Council. However, the potential for increased movements between the County and the Robin Hood Airport business centre need continued consideration.

Within two-tier areas, counties are advised by the Department for Transport to work closely with lower tier authorities to ensure alignment between Local Development Frameworks (LDF) and LTPs.

²⁶ Highways Agency 2008: Regional Network Report for the East Midlands 2008

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Core Strategies

Following abandonment of Regional Strategies, the district housing targets up to 2026 may well change with implications upon the production of the LDF Core Strategies (notably Gedling, Broxtowe and Rushcliffe).

The implications of the various LDF Core Strategies is summarised below on the basis of their status as of November 2010. Annex 3 provides a summary of the strategic objectives proposed for each district.

Table 5-3: Implications Arising from Draft Core Strategies

Implications for Nottinghamshire LTP3
Ashfield Core Strategy (Preferred Option) March 2010
<ul style="list-style-type: none"> • Population of Ashfield expected to rise by about 14% with some 11,200 new homes. • Two Sustainable Urban Extensions at Kirby and about 38 ha of high quality business land at the Rolls Royce site. • The Business Park development at Rolls Royce could ensure less 'out-commuting' and improve air quality. However, it increases car usage and causes greater air pollution unless bus services in the Hucknall west ward are improved²⁷. • Deprived areas of district to be focus for safety improvements. • Support the role of Sutton, Kirkby and Hucknall centres. • Support accessibility measures particularly where they promote healthy lifestyles. • Opportunities to develop new green infrastructure should be identified. • Prevent coalescence of settlements. • Ensure no adverse effect on existing communities and that benefit from new infrastructure provision is gained by both new and existing residents.
Bassetlaw Publication Core Strategy and Development Management Policies (November 2010)²⁸
<ul style="list-style-type: none"> • Bassetlaw will have a national reputation as a place to live and work and as a tourist destination. • Demand for employment land expected to increase considerably. • Rural areas need support to encourage relevant local services and to maintain those that still exist. • 3629 houses needed between 2010 and 2026 with Worksop (Sustainable Urban Extensions), Retford (potential Sustainable Urban Extensions) and Harworth (potential Sustainable Urban Extensions) taking 80% of the housing growth and all of the employment growth. • Development proposals will be required to be consistent with, and contribute to the implementation of the Nottinghamshire Local Transport Plan. • Sustainability Appraisal identified no significant effects of the Core Strategy for transport.²⁹
Broxtowe, Gedling, Nottingham City, Rushcliffe Aligned Core Strategy for the Greater Nottingham: Options for Consultation (February 2010)
<ul style="list-style-type: none"> • More housing post 2026 is shown to have proportionately negative or questionable effects on the environment and transport without very significant mitigation.³⁰ • A rebalancing of the housing mix may alter transport requirements.

²⁷ Ashfield District Council, 2010: Local Development Framework Sustainability Appraisal for the Preferred Option.

²⁸ Bassetlaw District Council, 2010: Publication Core Strategy

²⁹ Bassetlaw District Council, 2010: Sustainability Appraisal of Publication Core Strategy

³⁰ Broxtowe, Erewash, Gedling, Nottingham City and Rushcliffe, 2010: Greater Nottingham Aligned Core Strategies Sustainability Appraisal Interim Report

Implications for Nottinghamshire LTP3
<ul style="list-style-type: none"> • Implementing behavioural change measures, and encouraging new working practices may reduce need to travel. • Growth in villages has significant positives in relation to housing, health, heritage and social objectives. Negative transport issues could be mitigated by careful design and transport management measures³¹. • In Erewash, the Stanton site is preferred to west of Ilkeston because of its socio-economic positives, although it has major negative resources use and transport effects.³² • Approximately 9,880 homes in Sustainable Urban Extensions to the Principal Urban Area, at East of Gamston (4,200 homes) and South of Clifton (4,200 homes) are proposed. • Public transport links between the north and south parts of the borough are particularly sparse.³³ • Some rural settlements in Gedling are very isolated and suffer from poor transport links.³⁴ • Rural communities without access to a car in Rushcliffe can suffer significant deprivation in terms of access to essential services.³⁵ • There should be improved accessibility within Cotgrave.³⁶ • Nottingham City Council is committed to introducing a Workplace Parking Levy.³⁷ • Identified schemes not currently funded include: Gedling access road; Stanton access road, tram extensions, tram-train routes, cross-city bus transit corridors, West Bridgford bus priority measures, Ilkeston Station reopening Nottingham to Grantham Rail upgrade, Robin Hood Line Bingham extension and capacity improvements, Turning Point future phases, A52 Saxondale to Radcliffe upgrade, A52 grade separated junctions (West Bridgford), 4th Trent Crossing near Radcliffe, Rail upgrades between Nottingham and Core Cities, electrification of Midland Mainline and potentially High Speed Rail. Further transport infrastructure schemes are likely to emerge through Area Action Plans, Supplementary Planning Documents to Masterplans for major new development especially the sustainable urban extensions³⁸.
Mansfield Core Strategy Issues and Options Report (June 2010)
<ul style="list-style-type: none"> • Approximately 10,600 homes to be provided (2006-2026) although spatial strategy yet to be defined³⁹. • 18,032 households (just under half of all households) in the district contain one or more people suffering from a long-term limiting illness⁴⁰. • The provision of public transport particularly by bus is therefore a key issue in the quality of life of many existing residents in the context of accessibility to jobs, shops and other services⁴¹. • Pleasley by-pass (the off-line single carriageway option) is selected as the second priority major scheme. It meets many of the core priorities of the LTP2 strategy and provides in effect the second phase of the Mansfield Ashfield Regeneration Route (MARR). It is an important scheme for economic regeneration as it improves links from the MARR redevelopment areas to the motorway.⁴²

³¹ Ibid

³² Ibid

³³ Gedling Borough Council, 2010: Greater Nottingham Aligned Core Strategies Options for Consultation

³⁴ Ibid

³⁵ Ibid

³⁶ Ibid

³⁷ Ibid

³⁸ Ibid

³⁹ Mansfield District Council, 2010: Core Strategy Issues and Options

⁴⁰ Mansfield District Council 2009: Core Strategy Sustainability Appraisal Scoping Report

Implications for Nottinghamshire LTP3
Newark & Sherwood Submission Core Strategy July 2010
<ul style="list-style-type: none"> • 14162 dwellings and 210-220 ha needed between 2006 and 2026 mainly in Newark Urban Area Sustainable Urban Extensions to south and East of Newark and around Fernwood⁴³ • The Mansfield Ashfield Regeneration Route (MARR) has led to increased traffic on the A617⁴⁴. • Additional demands for rail travel and cycling/walking as a result of the growth are expected to be largely accommodated by existing infrastructure. However, local improvements will be required to integrate development sites. • Improvements to existing bus networks and infrastructure will be required to meet additional demands and encouraging bus use will have an important role to play in reducing car travel within the District. • The provision of a Southern Link Road (SLR) south of Newark to link A46 to A1 is required to help mitigate the traffic impacts as a result of growth within Newark Urban Area and should be developer funded. • The Southern Link Road will not mitigate traffic impacts entirely and further improvements will be required at multiple locations on the urban highway network. • Improvements to the A614/A6075/A616 Ollerton Roundabout junction will be required to accommodate any additional growth in the north west of the District or significant growth elsewhere. • Strategic highway infrastructure improvements will be required at various locations on the rural highway network within the District. • Concern over service reductions to village stations on the Castle Line, while the pattern outside Newark, Southwell and Ollerton can be poor⁴⁵. • Potential for some 3.5% of road-based freight to use existing waterways⁴⁶. • Although high levels of car dependency, 43% of households in the Devon ward, Newark have no car access.⁴⁷ • The six accident problem sites were identified during 2008 the following three are on county highways: A6097/Trentside – Gunthorpe; A614/B6034 Old Rufford Road; B6326 London Road/ Baines Ave, Balderton.⁴⁸ • Peak period congestion problems occur on A1(T)/B6236 London Road roundabout at Balderton, A612 at Southwell, A612/A6097 at Lowdham.⁴⁹ • While two existing level crossings at Barnby Lane and Bullpit Lane in Newark-on-Trent are identified with future safety issues, no specific committed infrastructure schemes or land-use developments have been identified materially affecting transport in the District, but it is likely that all new residential and employment sites will require bus and infrastructure enhancements⁵⁰. • Twenty six junction improvements, seven LTP/developer rural highway and five other sustainable transport initiatives were identified as lower priority.⁵¹

The implications of the Government's proposals under "Right to Build" could lead to development taking place in places not anticipated under Core Strategies. Depending upon the scale of development permitted under this agenda transport

⁴¹ Ibid

⁴² Ibid

⁴³ Newark & Sherwood DC, 2010: Submission Core Strategy

⁴⁴ Newark & Sherwood DC, 2009: Local Development Framework Sustainability Appraisal Scoping Report

⁴⁵ Ibid

⁴⁶ Ibid

⁴⁷ Ibid

⁴⁸ Newark & Sherwood District Council: 2010: Infrastructure Delivery Plan

⁴⁹ Ibid

⁵⁰ Ibid

⁵¹ Ibid

effects beyond those envisaged based on the Core Strategies could emerge over time.

Rural Transport

Rural transport accessibility is an aspect where the county has a good standard of provision, but one where local accessibility issues exist such as in Rushcliffe (access to GP), Newark and Sherwood (access to hospital) and Bassetlaw (access to further education). With financial constraints the current level of services could be reduced.

With the current reductions in funding, whilst the County Council will continue to work with community transport providers to help complement conventional services, an overall declining level of rural accessibility can be anticipated across the eastern side of the county. With a concentration of development proposed to be around Newark-on-Trent there may be little prospect of a development-led increase in rural transport services.

School Travel

The County Sustainable School Travel Strategy provides an assessment of need and an audit of infrastructure. It also sets out a strategy to develop the sustainable travel/transport infrastructure and promote sustainable school travel.

Public Transport

Nottinghamshire has a relatively good level of bus network coverage, with 95% of urban households being within 10 minutes walk of a bus stop with an hourly and better service during the week day. The corresponding figure for rural areas is 70%.

Approximately 80% of the public transport network is operated commercially, although the extent varies by area and time of day. In 2010/2011, the County Council will spend about £7m to provide additional services to supplement the commercial bus network. This supports services in more rural parts of the county with limited or no services or provides services in the early mornings, evenings and at weekends. Without this support, more rural parts of the county would have a reduced level of service.

Walking and Cycling

Little data is available on levels of walking throughout the County, though there is some evidence that school travel plans are resulting in a slight increase in the number of pupils walking or cycling to school. Whilst cycling levels have fluctuated in individual districts in recent years, it is suggested that the future baseline may well see an increase the amount of walking and cycling as the health benefits combine with financial forces of increasing travel costs and reduced transport subsidies potentially reducing the levels of service.

Low Emission Vehicles

The majority of the County Council's passenger and light commercial vehicles are currently Euro 3 rated or higher, with the newest vehicles being Euro 5 rated. With regards pool cars, only a very small percentage of these are currently dual fuel. There is currently a halt in capital investment and the Council is looking for an overall 20% reduction in its fleet. Nonetheless a four year rolling programme for the replacement of fleet vehicles is being developed. In the future, new vehicles are likely to have Euro 4 or 5 rated engines. Where applicable and appropriate, hybrid engine vehicles will be considered as will vehicles with EFGS engines.

It is anticipated that over the life of the plan there will be an increasing penetration of low emission vehicles into the motor fleet in the county. To an extent, the European Directive 2009/33 on the Promotion of Clean and Energy-Efficient Road Transport Vehicles, as well as the actions of motor manufacturers may well assist in promoting low emission vehicles.

Biodiversity, Geological Sites and Soils

There is currently one European designated site (Birklands and Bilhaugh candidate SAC) in the County. Sherwood Forest is currently designated as a National Nature Reserve and may become an internationally designated Special Protection Area. There are seventy two nationally designated sites (Sites of Scientific Interest), four designated for their geological importance, forty two Local Nature Reserves and a further 1386 non-statutory Sites of Importance for Nature Conservation (SINCs).

Rainworth Heath, Strawberry Heath and Birklands West & Ollerton Corner SSSIs have been identified by Natural England as being sensitive to air pollution. Natural England has in addition, provided a more comprehensive list of SSSIs which it states may be sensitive to air pollution, however no data is readily available as to whether any of these are currently being adversely affected by emissions from road traffic (refer to Annex 4).

Improvements in the condition of SSSIs and increased levels of positive management of non-statutory sites, together with planting and management of woodland being undertaken by the Greenwood Community Forest based near Kirby-in-Ashfield, indicate a positive trend in terms of biodiversity. While the condition of designated sites may continue to improve, the general national decline in biodiversity and endangered species is anticipated to continue over the plan period, due to numerous factors potentially including transport.

While improvements in biodiversity have taken place, this is to be set against the adverse effects of increasing human pressures, the effects of climate change and declining budgets. Hence there is a risk that biodiversity interests may at best continue with little change over the plan period.

No significant changes in soils are expected over the plan period.

Landscape

There are no designated Areas of Outstanding Natural Beauty (AONB) within the plan area, however, there are three County Parks – Sherwood Forest, Rufford Abbey (both managed by the County Council) and Clumber Park (National Trust).

Nottinghamshire's Countryside Appraisal – Nottinghamshire Landscape Guidelines, originally produced in 1992 and reviewed in 1997– included identification of Mature Landscape Areas – areas designated as being least affected by adverse change (180 within Nottinghamshire). The 2009 update to the Countryside Appraisal identifies 11 County Character Areas and contains strategies and key recommendations which set high level priorities for conserving the diversity and distinctiveness of the landscape within these areas.

The series of Landscape Character Assessments undertaken within the county in recent years identified pressures upon the landscape. These included infrastructure, including minor changes to facilitate development, loss of mature vegetation as part of road improvement works, higher noise levels and loss of tranquillity in rural areas and upgrading of footpaths and cycleways.

Within the County a number of localised landscape improvements are in progress, whilst the 6Cs Green Infrastructure Strategy⁵² is also likely to give rise to further localised improvements whilst contributing to the overall landscape strategy within the county. In the longer term, there are no data available to indicate how climate change, energy crops or land use development may materially change the landscape character of the County.

With respect to the landscape associated with the transport network, it is envisaged that over the short-term there will be minimal investment in maintaining or

⁵² http://www.emgin.co.uk/images/PDF_Files/6Cs/Strategy/6Cs_GI_Strategy_Executive_Summary_2010.pdf

enhancing the soft estate, highway and public transport infrastructure beyond that needed for safety or delivered via private sector contributions. Consequently, deterioration in appearance can be expected particularly in urban areas. Conversely, there is envisaged to be little in the way of improvements or new county transport infrastructure to adversely affect landscape and townscape attributes presenting a deteriorating situation in the short to medium term, although developer-led infrastructure associated with new housing could lead to some further loss of tranquillity

It is recognised that major infrastructure development may be limited in the short-term, though minor changes and roadworks may continue. Enhancing transport infrastructure over the longer plan period could also place pressure on landscape distinctiveness and character, particularly in urban fringes

Townscape

A recent trend, nationally, has been to incorporate more urban design perspectives into the highway estate based upon the Manual for Streets and Streets for All. The Manual for Streets and Streets for All – East Midlands⁵³ provides the context for enhancing the urban environment in ways that enhance non-motorised modes and road safety.

Nottinghamshire County Council support initiatives such as its Local Improvement Scheme (formerly Building Better Communities), helping to regenerate village and town centres, countryside, businesses, leisure and tourism spots⁵⁴

While transport measures may give rise to negative effects on townscape, there is little evidence on the location or extent of such effects. In addition, there is an absence of evidence where signage and the selection of materials contribute to a degraded or cluttered landscape or townscape.

Historic Environment⁵⁵

Of the 128 Conservation Areas in the County (excluding Nottingham city), seven Conservation Areas within the plan area are on the at risk register. Five of these (Tuxford, Worksop, Newark, Ollerton and Walesby) are currently considered to be in a very bad condition and three are considered likely to deteriorate or are at risk of deteriorating (Bridge Street, Tuxford, Newark). Other historic assets considered to be at risk include 7 historic cores (in Mansfield, Newark & Sherwood and Gedling districts), 24 Scheduled Ancient Monuments (10 of which are in Newark and Sherwood district), 3 Registered Parks and Gardens (in Ashfield, Broxtowe and Gedling) and 247 listed buildings. The highest occurrence of buildings at risk is in Broxtowe and Gedling, the lowest rate being in Newark and Sherwood).

The Historic Landscape Character Map for Nottinghamshire provides a yardstick against which both future change and the effectiveness of planning and management policies in the landscape can be monitored.

Data on damage to buildings and structures as a result of the operation of the transport network has not been systematically documented, hence the significance of the effect of the transport network on the historic environment cannot readily be determined. No significant changes are expected to emerge without LTP3 as safeguarding policies can already be found within national and local policy.

⁵³ <http://www.nottinghamshire.gov.uk/home/environment/lis.htm>

⁵⁴ <http://www.nottinghamshire.gov.uk/home/environment/lis.htm>

⁵⁵ Historic landscapes vary widely in character and include designated sites and areas such as World Heritage Sites, Conservation Areas, Scheduled Ancient Monuments, Listed Buildings, Registered Parks and Gardens, Registered Battlefields and Ancient Woodlands, but also places like new towns, historic orchards, former colliery sites and canals, other buildings and parkland that may be locally recognised for their qualities.

Air Quality

Climate change may well exacerbate local air pollution problems which can pose health risks to local residents. Consequently, continued action to reduce emissions with Air Quality Management Areas (AQMAs) may well be needed.

Whilst technological improvements can be expected to gradually improve NO₂ and PM₁₀ concentrations (e.g. electric vehicles), this may be offset by increased urban traffic and congestion. However, it is also necessary to factor in the changing transport patterns of a more elderly population and the potentially declining disposable incomes available from which to purchase fuel efficient vehicles. Although this may also combine to reduce the total distances travelled, it is difficult to forecast the effect on future transport emissions.

There are six AQMAs across the county which are summarised below (plus two further AQMAs in the city of Nottingham).

- **Broxtowe:** Four AQMAs along the M1 corridor declared due to the exceedance of nitrogen dioxide (NO₂) due to vehicle emissions. The AQMA are at: the M1/A6007, M1/A609, M1/B600 and M1 Trowell Services
- **Rushcliffe:** Two AQMAs have been declared due to traffic pollution and in particular due to excessive levels of NO₂ (the Trent Bridge/ Radcliffe Road/ Wilford Lane areas and part of the A52 ring road up to the Nottingham Knight traffic island). Both of these areas are major traffic routes into/out of and around the Nottingham

Air quality is improving and is envisaged to continue to do so. However, the Council is aware of potential hotspots where air pollution is close to exceeding thresholds. These include the A60 Mansfield Road, at Daybrook in Gedling and the A52 at Stragglethorpe in Rushcliffe. Detailed assessments are currently being undertaken to determine whether or not AQMAs will need to be declared at these locations. Continued monitoring has also been recommended at Watson Road in Worksop and on the A1 at Tuxford. Without the plan there is an expectation that exceedences could occur in some locations.

Although ozone is not a registered pollutant, it may become of increasing concern in suburban and rural areas as 'summertime smog'. Road transport is the main cause of ozone⁵⁶ and the effects of 'summertime smog' can be expected to get worse as climate change leads to warmer summers with longer periods of dry weather.

Climate Change

The Climate Change Act 2008⁵⁷ requires that the average annual emissions in the carbon budget period including the year 2020 (i.e. the third period, 2018-2022) are at least 34% below the 1990 baseline. This is referred to as a 34% reduction by 2020.

Nottinghamshire's Carbon Management Plan (2007) sets out the actions that the Council can take to reduce CO₂ emissions from its own buildings and operations by 60% by 2050. Of particular relevance to the transport strategy are comments relating to the Council's fleet vehicles and to street lighting. The plan identified the potential to reduce emissions of CO₂ by 1500 tonnes by dimming and switching off lighting.

The Climate Change Act requires local authorities to put in place measures to improve the resilience of local transport to the impacts of climate change, such as flooding and deterioration of roads, in line with the Government's Adapting to

⁵⁶ Ozone does not come directly from vehicles, rather it is created by chemical reactions between other nitrogen oxides and hydrocarbons.

⁵⁷ Available online at: http://www.opsi.gov.uk/acts/acts2008/ukpga_20080027_en_1 (accessed 22 June 2010)

Climate Change Programme. Urban growth is the main challenge as urban transport accounts for 40 % of CO₂ emissions and 70 % of emissions of other pollutants arising from road transport⁵⁸.

Within Nottinghamshire as a whole traffic mileage in 2009 was the same as in 2005. Whilst this may be a consequence of work undertaken by the Council to get people to use transport modes other than the car, it may also have been affected by the recession. The annualised index for emissions of CO₂ from road traffic mileage in the County indicates that these decreased between 2005 (99.3) and 2009 (94.8). This is assumed to reflect developments in vehicle engine technology giving rise to increased efficiency and reductions in emissions despite there being no reduction in whole traffic mileage.

Table 5-4 Sources of Carbon Dioxide Emissions in the County, 2007⁵⁹

	Transport emissions		Total Emissions (1000 tonnes)	Per Capita Emissions (tonnes)
	(1000 tonnes)	%		
Ashfield	239	29%	831	7.1%
Bassetlaw	386	37%	1053	9.4%
Broxtowe	328	39%	839	7.6%
Gedling	109	20%	544	4.9%
Mansfield	127	23%	560	5.6%
Newark & Sherwood	418	37%	1136	10.1%
Rushcliffe	260	29%	882	8.1%

The Nottinghamshire County Council Local Climate Impact Profile identifies seven severe weather events (flooding, gales and the effects of heat waves) since 2000 that were considered to have significant impacts on County Council services. The County Council, as part of the 3 Counties Alliance Partnership (3CAP) with Derbyshire and Leicestershire County Councils, has also undertaken an assessment of the likely effects of climate change on policies and standards. The resulting report 'The Effect of Climate Change on 3CAP's Highway Network Policies and Standards' identified a series of adaptation responses which the County Council is in the process of implementing⁶⁰. Actions include assessment of highway assets, in particular structures and drainage, and reviews of maintenance regimes for infrastructure and the soft estate.

Climate projections indicate that warmer, wetter winters and hotter, drier summers can be expected. They also indicate that the frequency of severe weather events will increase. Hence, over the plan period the effects of climate change may become of increasing relevance for transport. These include the following:

- Intense storm events increasing surface water flooding;
- High temperature events which, in part due to the geology of the county (i.e. shrinking clays), may damage transport infrastructure; and
- Increased weather variability (e.g. rainfall followed by freezing temperatures) leading to damage to transport infrastructure.

Noise

The Defra Noise Action Plan for Major Roads Outside First Round Agglomerations identifies "Important Areas" (IAs) with respect to major road noise where 1% of the

⁵⁸ [EC, 2007: Green Paper: Towards A New Culture for Urban Mobility](#)

⁵⁹ Source: Department of Energy & Climate Change

⁶⁰ The 3 Counties Alliance Partnership (3CAP)

The Effects of Climate Change on 3CAP's Highway Network Policies and Standards: Phase 2, Section , 2.2
Review of progress against the adaptation action plan, January 2011

population affected by the highest noise levels⁶¹. Those locations where the noise mapping indicates levels of at least 76 dB LA10,18h are to be investigated as a priority.

Approximately 3,800 dwellings within the Nottingham agglomeration, of which 3,000 are within the city, are to be investigated due to road noise mapped by Defra. Beyond the city, a total of 150 dwellings in Broxtowe are identified as first priority areas to be investigated^{62,63}.

The following highway locations are identified as First Priority Locations excluding the M1 A52 and A46:

- Awsworth
- Cossall Marsh
- A6002 north west Nottingham
- A606 Tollerton
- A6097 Gunthorpe/ Lowdham
- A608 Annesley Hall
- A611 Annesley
- A38 Sutton in Ashfield (3 sections)
- A6075 Mansfield (3 sections)
- A60 (5 sections)
- A614 Rufford Country Park
- A6075 New Ollerton
- A617 Kelham

The Noise Action Plan requires that local highway authorities:

- investigate IAs April 2010 – October 2011; and
- implement any actions or secure budget for actions April 2011 onwards.

In terms of traffic noise, while technology and regulatory measures such as those being proposed by the EU on tyre noise may see reductions in rolling noise of 2.5-3.0dB over time, this is more likely to benefit those roads that are less congested. In congested urban areas, noise levels will continue to be dominated by engine noise, although marginal reductions may be achieved with a substantial penetration of electric vehicles. As lower standards of highway maintenance are possible, so body rattle may increase leading to a potential for localised increased noise levels. So as with air quality it is difficult to be definitive on the likely trends in transport noise over the duration of the plan.

Water Resources and Quality

The plan area comprises the Lower Trent and Erewash Catchment (LTEC), a large part of the Idle and Trone catchment (ITC) and a small part of the Soar catchment (SC), all of which fall within the Humber River Basin Management Plan (RBMP) area⁶⁴. The major challenges identified in the River Basin Management Plan (RBMP) are:

- the way that urban land is used should also protect and restore habitats, species and natural processes;
- controlling diffuse pollution and making wise use of water;

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<http://www.defra.gov.uk/environment/quality/noise/environment/documents/actionplan/noiseaction-agglom-nottingham.pdf>

62

<http://www.defra.gov.uk/environment/quality/noise/environment/documents/actionplan/firstpriority/major-sources-tile-107.pdf>

63

<http://www.defra.gov.uk/environment/quality/noise/environment/documents/actionplan/firstpriority/major-sources-tile-108.pdf>

⁶⁴ Environment Agency 2009. River Basin Management Plan Humber River Basin District

- future trends in water availability;
- impacts of modifications and invasive non-native species on wildlife; and
- the legacy left behind from mining.

Strategic Flood Risk Assessments (SFRAs) have been produced for Greater Nottingham, Ashfield, Mansfield, Newark & Sherwood, and Bassetlaw, while under the Flood and Water Management Act 2010, local authorities are responsible for adopting and maintaining Sustainable Urban Drainage Systems (SuDS) associated with new development. Any new connection to surface water sewers requires a new development to include a SuDS component.

After the floods of 2007, Nottinghamshire County Council undertook a review of flooding, drainage and watercourses, which identified that lack of investment in capital drainage improvements and a lack of capacity in existing systems, were outstanding issues for highways drainage. To address highway drainage issues, the County Council appointed a Drainage Manager and purchased a specialist drain-cleaning vehicle.

The on-going challenge for the transport strategy will be how to ensure that the transport drainage network is resilient to the anticipated increased run-off volumes associated with climate change – in particular intense rainfall events. This will include addressing the physical capacity of existing drainage infrastructure (including pipes, attenuation ponds), maintaining the operational capacity of existing drainage infrastructure, addressing the potential increase in siltation of systems due to soil erosion under heavy rainfall events and the potential for erosion caused by changes in vegetation cover. The Council currently has a dedicated unit looking into the issue of flooding within the County. At this point, it is not clear how significant the impacts of climate change and water resources will be as they interact with transport infrastructure. For example, it is known that poor drainage systems can lead to unintentional flooding and water retention, but it is not clear where in the County these risks are greatest.

Population – Community & Accessibility

Nottinghamshire's population in mid-2009 was estimated to be 776,600 and is projected to increase to 879,500 by 2026. The proportion of children is projected to increase by 10% (0-4 year olds) and 20% (5-9 year olds). The predicted increase in older age groups is predicted to be more significant, especially among the elderly population (60% for 75-89 year olds). In contrast, the number of people of working age is projected to increase by only 3.6%, resulting in the overall percentage decreasing from 61.1% to 56%. Child poverty is concentrated in the north-west of the county with additional clusters in Retford, Newark, Arnold and Carlton, Hucknall and scattered wards in Broxtowe⁶⁵. The changing pattern of age distribution within the population has implications for transport requirements in relation to access to services, employment, health and disability.

As people retire so their pattern of use of transport changes as:

- car ownership declines with increasing age;
- older women are less likely to have access to a car;
- shopping and other personal business are the most common reasons for travel by older people; and
- older people, specifically those over state pension age, are more reliant than younger people on public transport, as it is available free of charge⁶⁶.

⁶⁵ Nottinghamshire County Council, 2010: Nottinghamshire County Joint Strategic Needs Assessment, Children & Young People.

⁶⁶ ODPM, 2006: A Sure Start to Later Life: Ending Inequalities for Older People, A social Exclusion Unit Final Report,

An expectation of increasing costs of transport over the plan period may impact hardest on those on fixed incomes with poor levels of public transport. This may well be exacerbated as centralisation of community services that increases rather than reduces the need to travel. That said, this may be counteracted to some extent with increasing penetration of broadband services to the elderly and rural communities.

While broad levels of accessibility are not envisaged to change this assumes that service levels remain as they are. It also masks a situation where the accessibility of older people, young, elderly and minority groups may well experience change over the period of the plan particularly if changes in community service provision is not matched by changes in transport provision.

As older people tend to report concerns about crime and safety preventing them from using public transport that is available, so declining standards of maintenance may also induce greater levels of insecurity.

While local authorities are required by the Transport Act 2000 to produce a Local Transport Plan considering how the transport needs of various groups will be addressed, resource constraints may well mean that indicators of accessibility would decline without the Local Transport Plan.

Travel to Work Areas (TTWAs) provide an insight into catchments for employment and provide an insight into movement patterns that often transcend local authority boundaries. There are four TTWAs in the county (see Figure 5-1).

Within Greater Nottingham (Broxtowe, Ashfield, Gedling and Rushcliffe), overall accessibility is high, albeit lower than for Nottingham city. Key points relating to accessibility within Greater Nottingham are:

- **Access to education:** Access to primary schools is very high across the county and high levels of access to secondary schools.
- **Access to employment:** High levels of accessibility in Broxtowe, Ashfield, Gedling and Rushcliffe and increasing accessibility elsewhere. Around a quarter of jobs in the county are located in five wards in and adjacent to Nottingham City Centre. Mansfield TTWA has the second largest number of jobs. Worksop & Retford TTWA has a highly concentrated employment pattern with nearly 40% of jobs being in 3 wards. Newark is home to most of the jobs in the Nottingham part of the Lincoln TTWA. Other employment clusters are the A614 in the Mansfield TTWA and the wards in Derbyshire accessible to Nottinghamshire residents⁶⁷.
- **Access to community services:** Most variability is in access to a hospital which in some parts is low for the 30-minute time band, but the majority of residents are within an hour of a hospital. Access to a GP is a particular issue in rural parts of Rushcliffe. Access to a supermarket is high for all areas of Greater Nottingham.

Within the other districts (Bassetlaw, Newark & Sherwood and Mansfield), key points are:

- **Access to education:** Access to secondary schools is poor in North East Nottinghamshire excluding access to Lincolnshire schools;
- **Access to employment:** Wide divergence in the Retford area between all households and those with no car. The urban areas of Worksop, Newark and corridors from Mansfield to Ollerton have improving access;
- **Access to community services:** Retford experiences lower levels of access to major retail centres and supermarkets. Retford and Newark areas also have lower levels of access to hospitals.

⁶⁷ Nottinghamshire County Council & Nottingham District Council, 2010: Draft Economic Assessment

Community transport could become increasingly challenging in:

- **Bassetlaw:** Increasing population, higher numbers of unemployed older people of working age, a declining population of 15 to 64 year olds and a concentration of disabled;
- **Gedling:** High elderly numbers, high numbers of unemployed older people of working age, and high long-term unemployed numbers;
- **Rushcliffe:** High long-term unemployed numbers, a declining population of 15-64 year olds, an increasing population of 0-17 year olds, and increasing demands on rural accessibility;
- **Newark & Sherwood:** Increasing high elderly numbers, increasing demands on rural accessibility;
- **Mansfield, Broxtowe and Ashfield:** Concentration of disabled people.

Population – Public Health

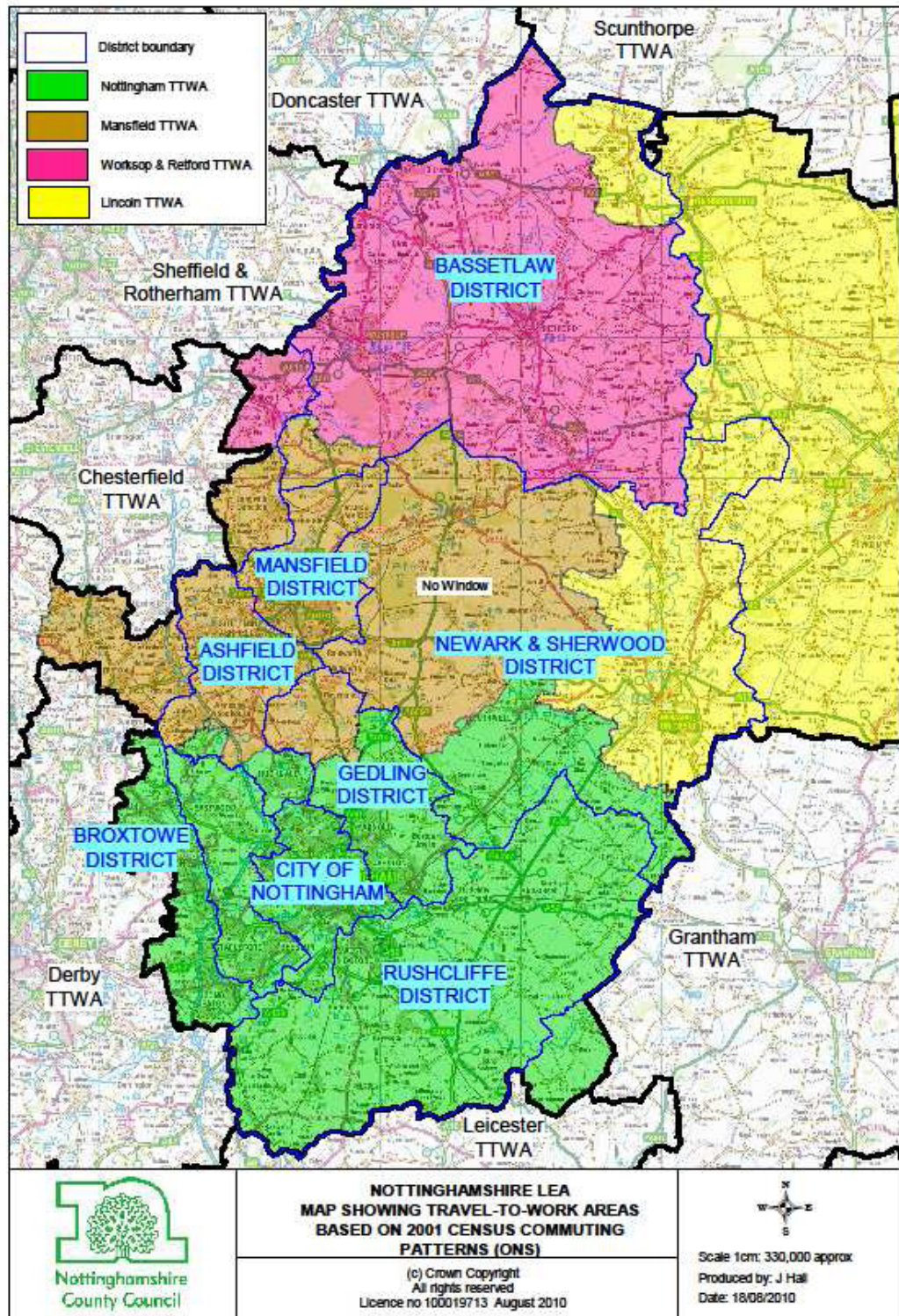
In general, the health of people in Nottinghamshire is similar to the average for England, though life expectancy for women living in Nottinghamshire is lower than the England average. There is also a disparity between life expectancy in the most deprived and least deprived wards. Mansfield is the most deprived district, and is within 10% of the most deprived lower tier authorities in England, with Ashfield and Bassetlaw being in the most deprived third.

In terms of physically active children, adult healthy eating, road injuries and deaths, the County has been significantly worse than the average for England. Consequently, the Nottinghamshire LAA prioritised tackling physical activity, obesity and road injuries and deaths along with a series of other aspects. The County health profile for 2009⁶⁸ shows that there has been an improvement, with physically active children being significantly better than and healthy eating adults, child and adult obesity overall being similar to the England average. Nonetheless, this is not the case for all districts (refer to Table 5-5). The level of adults over 65 and not in good healthy is also significantly worse for the County than for England, and particularly in Ashfield, Bassetlaw and Mansfield.

Estimates of future dementia for 2025 suggest that between 2010 and 2025 Bassetlaw will experience a 63% increase in dementia cases, Broxtowe will see a 42% increase while the average for the county (excluding Nottingham city) will be a 50% increase. This will pose a growing challenge in meeting their mobility needs particularly in the rural areas.

⁶⁸ www.nottinghamshirepartnership.org.uk/index/publications/jsna

Figure 5-1: Travel to Work Areas in Nottinghamshire



Population – Safer Communities

There are several dimensions to the subject of safer communities. Those focused upon are:

- Road (particularly motorcycle) and footway accidents
- perceptions of safety and crime
- pedestrian friendly streets

Progress has been made to reduce the number of children killed or seriously injured in road accidents and to reduce the number of slight casualties although the County has a high rate of road casualties with road traffic injury being a major cause of death in 5 to 19 year olds. Motorcyclists represent only 1% of traffic on Nottinghamshire's roads, yet 25% of the numbers killed or seriously injured. The highest number of killed and seriously injury casualties were to 16-17 year old motor cycle riders/ passengers (41% of all casualties for that age group). Casualty rates amongst motorcyclists are highest in Bassetlaw and increased by 70% between 2005-2009.

Among other road users, child casualties have been consistently higher in Mansfield, as have pedestrian casualties, though these compare to overall pedestrian casualties in Newark & Sherwood and Ashfield. Casualties amongst cyclists are highest in Broxtowe, whilst casualties among car drivers and passengers are highest in Bassetlaw and Newark & Sherwood.

Overall, road accidents have been declining with equal reductions in both the rural and urban areas. There has been a year-on-year decrease in the numbers killed or seriously injured, with 2009 figures representing a decrease of 46% compared to the period 1994-1998. This exceeds the national target for a 40% reduction by 2010. Total casualties fell by 4.4% in 2008-2009. Of 100,000 school age children only around 15 per year are involved in accidents of any severity outside school. These trends could be expected to continue without interventions through LTP3.

The County 2008 Place Survey illustrates the crime and fear of crime situation in Nottinghamshire. The survey placed concerns over crime and clean streets as the top two aspects across most boroughs and districts

Material Assets

The policy framework is in place to promote the management of natural resources, increase use of secondary aggregates and reduce the amount of waste being disposed to landfill with an increasing amount of recycling. The County's Carbon Management Plan (2007) states that waste reduction and recycling techniques have been adopted in highways design and maintenance, with waste materials being reused and the use of recycled products being specified. Whilst the County Council's Waste Management sub-contractor will hold records of volumes of waste going to landfill, records of volumes of waste generated by works on the highways network is not readily available. Nor is data available on the proportion of reused or recycled products being used on the County's transport network.

As a result of Government requirements for reduced energy use⁶⁹, increased financial pressures, energy costs and increasing costs to dispose of waste, it is envisaged that resource efficiency could improve while the amount of energy expended on transport by the County and waste sent to the landfill would be reduced without the plan.

Summary of Sustainability Trends

Table 5-5 provides a summary of the trends identified in the Scoping Report and considered above.

⁶⁹ Through the mandatory Carbon Reduction Commitment Energy Efficiency Scheme

Table 5-5: Sustainability Trends

Aspect	Trend 😊 Positive, 😐 Same, 😞 Negative
Development Pressures	
County wide	<ul style="list-style-type: none"> 😞 Housing pressures and possible Sustainable Urban Extensions for Nottingham city place increasing pressure on transport corridors serving the City from neighbouring boroughs and districts unless adequate contributions are made by developers
Ashfield	<ul style="list-style-type: none"> 😊 Significant population and housing growth (11,200 dwellings by 2026) - two Sustainable Urban Extensions envisaged at Kirkby. Also, 38 ha employment site at Rolls Royce and along the MARR in Sutton
Bassetlaw	<ul style="list-style-type: none"> 😊 Demand for Inward development sites to increase 😊 Opportunities associated with Robin Hood Airport 😊 Housing pressures at Worksop, Retford and Harworth but no significant transport effects
Broxtowe	<ul style="list-style-type: none"> 😞 Over 6800 dwellings to be found in Broxtowe some within the existing urban area, but some green belt land may be required 😞 Rebalancing of housing mix may affect transport needs
Gedling	<ul style="list-style-type: none"> 😞 Housing may create negative transport effects 😞 Rebalancing of housing mix may affect transport needs
Mansfield	<ul style="list-style-type: none"> 😞 10,600 new homes needed 2006 to 2026 😊 Mansfield Ashford Regeneration Route
Newark & Sherwood	<ul style="list-style-type: none"> 😞 Housing may create localised negative transport effects around Newark and Sherwood with Southern Link Road and improvements to Ollerton Roundabout needed and across rural network
Rushcliffe	<ul style="list-style-type: none"> 😞 Housing may create negative transport effects 😞 Rebalancing of housing mix may affect transport needs
Biodiversity, Geological Sites and Soils	
Ashfield	<ul style="list-style-type: none"> 😞 No change in the ecological status of sites and continued fragmentation of habitat
Bassetlaw	<ul style="list-style-type: none"> 😊 No information on trends
Broxtowe	<ul style="list-style-type: none"> 😊 No information on trends
Gedling	<ul style="list-style-type: none"> 😊 No information on trends
Mansfield	<ul style="list-style-type: none"> 😊 No information on trends
Newark & Sherwood	<ul style="list-style-type: none"> 😞 Potential for increased recreational pressure and air pollution affecting Sherwood Forest
Rushcliffe	<ul style="list-style-type: none"> 😊 No information on trends
Landscape, Townscape and Historic Environment	
County-wide	<ul style="list-style-type: none"> 😊 Potential for a decline in estate management and while reduced investment in new infrastructure could lead to little change except in areas of developer-led infrastructure associated with new housing 😊 No significant changes in the historic environment are anticipated
Ashfield	<ul style="list-style-type: none"> 😊 Protecting high quality open space in urban areas is important

Aspect	Trend 😊 Positive, 😐 Same, 😞 Negative
Bassetlaw	• 😐 No information on trends
Broxtowe	• 😐 No information on trends
Gedling	• 😐 No information on trends
Mansfield	• 😐 No information on trends
Newark & Sherwood	• 😐 No information on trends
Rushcliffe	• 😐 No information on trends
Air Quality, Climate Change and Noise	
County-wide	<ul style="list-style-type: none"> • 😊 Increase in proportion of low emission vehicles • 😐 No significant change in air quality or noise levels
Ashfield	<ul style="list-style-type: none"> • 😞 Air quality problems increasing in line with regional and national figures⁷⁰ • 😞 Risk of flooding is expected to increase with the impact of climate change but the district is at a lesser risk than other parts of Greater Nottingham⁷¹
Bassetlaw	• 😐 No information on trends
Broxtowe	• 😐 Traffic volume and congestion may offset effects of improved vehicle technology.
Gedling	• 😞 Air quality deteriorating due to traffic and an air quality management area is likely to be declared
Mansfield	• 😐 No information on trends
Newark & Sherwood	• 😐 No information on trends
Rushcliffe	• 😐 No information on trends
Water	
County-wide	<ul style="list-style-type: none"> • 😞 Increasing risk of disruption to transport due to flooding • 😞 Increased risk of pollution from sediment and hydrocarbons due to reduced maintenance of highway drainage
Population - Community	
County-wide	<ul style="list-style-type: none"> • 😞 30% increase in over 70-74 forecast for the county with a 60% increase in 75-90 age group while a three-fold increase of those over 90 is expected by 2033 with specific transport needs • 😞 14% of households in County are single pensioner households of which 69% have no car (2007) • 😞 Increased reliance upon public transport particularly by women • 😞 A child well-being score of 140 slightly worse than England (138.4 in 2009)
Ashfield	<ul style="list-style-type: none"> • 😐 Increase in working age population 2008-2026 • 😐 14% increase in 0-19 year olds 2010-2030 • 😞 A child well-being score of 165.5 worse than County (140 in 2009) • 😞 Highest levels of deprivation amongst older people in Kirkby in Ashfield
Bassetlaw	• 😞 Ageing population

⁷⁰ Ashfield DC, 2009: The Core Strategy Issues and Options: Transport and Accessibility.

⁷¹ Ashfield DC, 2009: The Core Strategy Issues and Options: Climate Change

Aspect	Trend 😊 Positive, 😐 Same, 😞 Negative
	<ul style="list-style-type: none"> • 😐 6% increase in 0-19 year olds 2010-2030 • 😞 A child well-being score of 162.3 worse than County (140 in 2009) • 😞 Higher numbers of unemployed
Broxtowe	<ul style="list-style-type: none"> • 😞 Ageing population • 😐 17% increase in 0-19 year olds 2010-2030 • 😊 A child well-being score of 105.9 better than County (140 in 2009)
Gedling	<ul style="list-style-type: none"> • 😞 Ageing population • 😐 15% increase in 0-19 year olds 2010-2030 • 😊 A child well-being score of 115.8 better than County (140 in 2009) • 😞 High numbers of long-term unemployed
Mansfield	<ul style="list-style-type: none"> • 😐 Ageing population • 😐 9% increase in 0-19 year olds 2010-2030 • 😞 One of the 10% most deprived areas in the country • 😞 Worst child well-being score in the county (225.2 in 2009)
Newark & Sherwood	<ul style="list-style-type: none"> • 😞 Ageing population • 😐 16% increase in 0-19 year olds 2010-2030 • 😞 A child well-being score of 42.9 worse than County (140 in 2009)
Rushcliffe	<ul style="list-style-type: none"> • 😞 High numbers of long term unemployed • 😐 16% increase in 0-19 year olds 2010-2030 • 😊 One of the 10% least deprived areas in the country • 😊 Best child well-being score in the county (62.4 in 2009)
Population - Accessibility	
County-wide	<ul style="list-style-type: none"> • 😊 High levels of satisfaction with public transport with increasing rail and bus patronage • 😞 Increase in single-person households potentially causing challenges to levels of accessibility • 😞 Some 83% of schools have travel plans, mainly primary schools the LTP2 target was 85%. • 😊 High accessibility to education across most of Greater Nottingham • 😞 Increasing transport costs and declining services affecting about one third of the County's population currently living in rural areas with a decline from 96% of households being within 800m (10 min walk) of an hourly or better bus service. • 😊 Access to services for children and young people may improve as spatial planning focuses future development in larger settlements. • 😞 Rural residents could experience decreasing accessibility as services and facilities may become concentrated in urban areas. • 😊 High levels of accessibility to primary schools within Greater Nottingham • 😊 Over 90% of all secondary school pupils within 40 minutes of school by public transport within Greater Nottingham

Aspect	Trend 😊 Positive, 😐 Same, 😞 Negative
	<ul style="list-style-type: none"> • 😊 97% of all pupils within 60 minutes of a further education establishment within Greater Nottingham and 96% in other districts • 😞 Rural parts of both Bassetlaw and Newark districts have lower access to hospitals • 😊 High access to employment sites in Broxtowe, Ashfield, Gedling and Rushcliffe and improving access in Worksop, Newark and Mansfield • 😐 Variable access but majority are within 1 hour of a hospital within Greater Nottingham • 😞 Access to weekday public transport is lowest to around Retford and south east of Ollerton and Ruchcliffe • 😞 Eastern parts of county have lowest level off-peak public transport
Ashfield	<ul style="list-style-type: none"> • 😞 Increasing difficulties of access from rural parts of Ashfield • 😞 Decline in public transport services in rural areas. • 😐 Continued reliance on the car • 😊 High accessibility to employment
Bassetlaw	<ul style="list-style-type: none"> • 😞 Funding constraints likely to lead to deterioration in level of services • 😞 Public transport access to community services lower than county average • 😞 Rural areas may well experience declining accessibility
Broxtowe	<ul style="list-style-type: none"> • 😊 High accessibility to employment
Gedling	<ul style="list-style-type: none"> • 😞 Poor north-south and rural transport links • 😊 High accessibility to employment
Mansfield	<ul style="list-style-type: none"> • 😊 Accessibility to employment improving
Newark & Sherwood	<ul style="list-style-type: none"> • 😞 Improvements in bus networks and infrastructure needed to support development • 😞 Southern Link Road (A46-A1) needed but will not mitigate all transport impacts • 😞 Localised areas with low access to private transport • 😊 Accessibility to employment in Worksop improving • 😞 Public transport access to community services lower than county average especially east of Retford and south east of Ollerton
Rushcliffe	<ul style="list-style-type: none"> • 😞 Rural residents without a car have poor accessibility • 😊 High accessibility to employment • 😞 Public transport access to community services lower than county average
Population – Public Health	
County-wide	<ul style="list-style-type: none"> • 😐 Obesity decreasing in each district though levels remain higher than regional and national average in some districts. • 😊 Children's health better than average for England • 😞 50% increase in population with dementia by 2025 • 😐 Variable change in levels of cycling • 😊 58.3% of primary school pupils and 53% of secondary school pupils walk to school

Aspect	Trend 😊 Positive, 😐 Same, 😞 Negative
Ashfield	<ul style="list-style-type: none"> • 😐 Inequalities in levels of ill-health remain particularly obesity • 😊 Increase in levels of walking and cycling likely to continue • 😞 High levels of deprivation • 😞 Low levels of physical activity - 33% of 11-18 year olds never play sport or do any physical activity • 😞 High levels of adult and child obesity
Bassetlaw	<ul style="list-style-type: none"> • 😐 Inequalities in levels of ill-health remain particularly obesity • 😞 A concentration of disabled people • 😞 63% increase in population with dementia by 2025 • 😊 Increase in levels of walking and cycling possible • 😞 High levels of child and adult obesity • 😞 High levels of deprivation • 😞 Low levels of physical activity
Broxtowe	<ul style="list-style-type: none"> • 😐 Inequalities in levels of ill-health remain • 😞 42% increase in population with dementia by 2025 • 😊 Increase in levels of walking and cycling likely to continue
Gedling	<ul style="list-style-type: none"> • 😐 Inequalities in levels of ill-health remain • 😞 43% increase in population with dementia by 2025 • 😊 Increase in levels of walking and cycling likely to continue
Mansfield	<ul style="list-style-type: none"> • 😐 Inequalities in levels of ill-health remain • 😞 Just under half of all households have a long-term limiting illness and may get worse as population ages • 😞 46% increase in population with dementia by 2025 • 😞 Low level of physical activity • 😊 Increase in levels of walking and cycling possible • 😞 High levels of adult and child obesity • 😞 High levels of deprivation • 😞 Low levels of physical activity • 😞 Men live 4 years less than those in Rushcliffe
Newark & Sherwood	<ul style="list-style-type: none"> • 😐 Inequalities in levels of ill-health remain particularly obesity • 😞 59% increase in population with dementia by 2025 • 😊 Increase in levels of walking and cycling possible • 😞 High levels of adult obesity • 😊 High level of child participation in sport/physical activity
Rushcliffe	<ul style="list-style-type: none"> • 😊 Increase in levels of walking and cycling likely to continue • 😞 48% increase in population with dementia by 2025 • 😊 Lowest levels of child and adult obesity and highest levels of participation in sport/physical activity
Population – Safer Communities	
County-wide	<ul style="list-style-type: none"> • 😞 Reduced funding for maintenance may dissuade women and elderly from using public transport • 😊 Child road casualties reduced ahead of national targets (-21.4% reduction 2005-2008) • 😊 Better than average for England in terms of road injuries and deaths with continuous improvement

Aspect	Trend 😊 Positive, 😐 Same, 😞 Negative
	<ul style="list-style-type: none"> 😞 Motorbikes give rise to a disproportionate number of killed or seriously injured
Ashfield	<ul style="list-style-type: none"> 😐 Pedestrian casualties to remain static or show slight increase 😞 Equal with Mansfield with a high proportion of pedestrian casualties over all ages that other parts of county, but reductions in 2007-08 😞 Consistently has a larger proportion of all severities of road casualty up to 15 years old than other boroughs/districts (18.3%). 😊 Significant improvement in number of children killed or seriously injured in road traffic accidents (-27.3% 2005-2008)
Bassetlaw	<ul style="list-style-type: none"> 😐 No change in having the highest amount of vehicle related crime. 😞 Road safety a continued priority with consistently higher than other boroughs/districts for 16-17 year old casualties. 😊 Significant improvement in number of children killed or seriously injured in road traffic accidents (-31.3% 2005-2008)
Broxtowe	<ul style="list-style-type: none"> 😐 Continues to experience a greater number of people killed or seriously injured compared to that in the rest of the county. 😊 Significant improvement in number of children killed or seriously injured in road traffic accidents (-19.0% 2005-2008) 😞 Crime continues as a priority.
Gedling	<ul style="list-style-type: none"> 😐 Continues to experience a greater number of people killed or seriously injured compared to that in the rest of the county. 😞 Higher proportion of pedal cycle casualties but reducing significantly in recent years. 😊 Significant improvement in number of children killed or seriously injured in road traffic accidents (-9.5% 2005-2008)
Mansfield	<ul style="list-style-type: none"> 😐 No information on trends. 😞 Equal with Ashfield with a high proportion of pedestrian casualties over all ages that other parts of county, but reductions in 2007-08. 😊 Significant improvement in number of children killed or seriously injured in road traffic accidents (-11.1% 2005-2008)
Newark & Sherwood	<ul style="list-style-type: none"> 😐 Three accident sites on county roads (A6097/Trentside, A612 Southwell and A612/B6236 London Road to persist as do level crossings at Banrby and Bulpit Lane. 😊 Significant improvement in number of children killed or seriously injured in road traffic accidents (-26.5% 2005-2008)
Rushcliffe	<ul style="list-style-type: none"> 😐 No information on trends.
Material Assets	
County-wide	<ul style="list-style-type: none"> 😊 Quantities of waste generated by transport works going to landfill anticipated to reduce. 😊 Resource efficiency envisaged to improve
Ashfield	<ul style="list-style-type: none"> 😐 No information on trends
Bassetlaw	<ul style="list-style-type: none"> 😞 Focus of limited funds on main corridors leading to continued deterioration of unclassified roads in Bassetlaw
Broxtowe	<ul style="list-style-type: none"> 😐 The percentage of the lighting stock in poor condition in Broxtowe continues to be worse than most parts of the county

Aspect	Trend 😊 Positive, 😐 Same, 😞 Negative
Gedling	• 😐 No information on trends
Mansfield	• 😐 No information on trends
Newark & Sherwood	• 😐 No information on trends
Rushcliffe	• 😐 No information on trends

5.3 Without Plan/Business as Usual Scenario

This section provides a view on the future sustainability of transport and its effects across the county up to 2025 against which the performance of the LTP3 will be assessed. DfT advises that the “without plan” should be based on the following:

- current government policies;
- assume other adopted plans and programmes will deliver as planned;
- assume continued implementation of strategies and measures from earlier adopted versions of the plan unless they are time limited;
- no new strategies or measures even where they appear to be essential in the context of current government policies or of other plans or programmes.

The “without plan” is built upon the mandatory elements that the Authority must seek to fulfil with or without the LTP comprising: Asset Management Network Management; Road Safety and Rights of Way Management and Maintenance.

Some of the current and evolving transport issues in the county include:

- uncertainties over funding and their impact on the delivery of both local and major transport improvements;
- transport delays at peak times along some arterial routes into urban areas;
- access to employment, training and services, particularly from rural areas;
- connecting to regional and national transport networks;
- maintaining the highways assets; and
- improving travel choices by non-car modes.

This scenario proved to be difficult to define given the economic circumstances and the changing approach towards government and delivery of transport infrastructure and services. Although the “without plan” situation would be guided by the Council’s legal duties, officers considered that the following would be likely to occur:

- **Investment planning:** Attention would tend to focus upon highway maintenance, with less attention being given to delivering transport solutions delivering multiple benefits across a range of community objectives. Budget driven by “silo” management would dominate.
- **Forward planning and innovation:** There would be a reactive approach towards problems with reduced capacity for innovation reflecting a lack of overall co-ordination and direction.
- **New housing and employment development:** The level of transport planning input would increasingly rely upon the contributions made by private sector developers with an overall decline being anticipated to reflect the housing market such that sustainable travel, accessibility planning and potential funding sources could be compromised.
- **Adaptation to climate change:** While the effects of climate change are expected to become more prominent during this LTP3 planning period, without the plan, there would be a reduced focus upon transport’s contribution to the legally binding reduction in carbon dioxide emissions.
- **Social exclusion:** The price of fuel is expected to continue to rise as a proportion of disposable income such that with the reductions in subsidised public transport services along with an elderly population there would be a

decline in efforts to address social exclusion with a potential lack of support for the voluntary sector with pooled knowledge able to address accessibility issues in a coordinated manner.

- **Monitoring:** A lack of targeted monitoring may mean factors no longer relevant being considered with emerging problems failing to be identified through monitoring activities with a consequential failure to resolve problems before costly remedial expenditure may be required.

A list of potential transport measures and policy instruments available for use in the delivery of LTP3 were assembled by Nottinghamshire County Council that have been used to inform an appreciation of which were more likely to be delivered under this without plan scenario. Officers at Nottinghamshire County Council have judged whether there would likely to be more/less/the same level of investment in each of the transport measures under a without plan scenario (see Table 5-6). As part of this exercise the officers have taken account of the following national changes in funding:

- Department for Transport funding moving from 26 separate local transport grant streams to four;
- Loss of Cycling England with uncertainty on efforts to increase cycling;
- Reduced local government spending by 3.5% p.a. in real terms from 2012/13;
- The Department for Transport's Local Sustainable Transport Fund will fund small scale sustainable transport initiatives from a £560 million competitive fund from 2011 to 2014, but this needs to evidence additional benefits not replace LTP funding;
- A Regional Growth Fund of £1.4 billion (with £465 million coming from the DfT) over 2011 and 2014 to support for projects and programmes with significant potential for creating long term private sector led economic growth and employment;
- Cutting of direct support for bus services by 20% from 2012 will take place, with further reductions for buses in rural areas;
- Slight increase in rail investment by an increase in rail fares above inflation.

Table 5-6: Transport Measures

Transport Measures	More/Less/Same
Maintenance and design	
Routine maintenance of roads	Less
Routine maintenance of pavements	Less
Routine maintenance of rights of way and greenways	Less
Flooding management	Less
Management of the transport asset	Less
Improvement of streetscape	Less
Removal of unnecessary infrastructure	Less
Managing verges with biodiversity value	Less
Maintenance of vegetation	Less
Maintenance of pollution control equipment	Less
Reducing street lighting carbon emissions	Less
Reducing intrusion from lighting	Less
Vehicle fleets	
Low carbon specification in contracted services	Same
Promotion of alternative fuels	Less
Coordination of fleets across public sector	Less
Low emission zones	Less
Sustainable freight distribution networks	Less
Accessibility	
Public transport information	Less
Volunteer car schemes	Same
Community transport services	Less
Demand responsive services	Less

Transport Measures	More/Less/Same
School transport	Less
Community rail	Less
School crossing patrol services	Less
Reducing severance	Less
Local delivery of community services	Less
Spatial Planning	
Reducing need to travel	Less
Modal shift	Less
Minimising impact of transport	Less
Behavioural Change	
Travel plans	Less
Local authority business mileage	Same
Road user charging	Same
Personalised travel planning	Less
Promotion of existing non-car alternatives	Less
Public Transport	
Smart ticketing	Less
Multi-operator ticketing	Less
Publicly supported services	Less
Concessionary fare scheme	Same
Discounted travel	Less
Improvements to public transport services	Less
New Infrastructure	
Cycling facilities	Less
Footpaths and footways	Less
Green infrastructure	Less
Major schemes – congestion/safety	Less
Network Management	
Managing events	Same
Managing highway disruption	Same
Coordination of street works	Same
Parking controls	Less
Clearance of snow - roads	Same
Clearance of snow – footways	Less
Management of HGV traffic	Less
Signing	Less
Travel information	Less
Traffic management	Less
Decision Making	
Efficient use of resources to reduce carbon footprint	Less
Offsetting carbon emissions	Less
Economy	
Support movement of freight by rail/water	Less
Encourage local services	Less
Safety	
Education & training	Same
Safety engineering	Less
Surface treatments to reduce skidding	Less
Safety enforcement	Less
Speed reduction schemes	Less
Street lighting	Less
Monitoring	Less

6 Assessment of LTP3 Objectives

6.1 Introduction

Inconsistencies between LTP3 objectives (see Table 6-1) and SEA objectives (see Table 4-2) often arise as the transport plan may not be able to address the objectives of other plans or programmes.

This section identifies potential inconsistencies or synergies between the SEA objectives and the LTP3 objectives using a 'compatibility matrix'. This exercise assists in identifying or clarifying where trade-offs may be required and to help explain the emergence of any likely significant effects. Each of the twelve LTP objectives has been "scored" against each of the twenty eight SEA objectives – as "compatible" or "incompatible" or as having an "uncertain link" or "no link". These scores have then been summed for each of the twelve LTP3 objectives. The results of the assessment are presented in Annex 2 and a brief summary is provided below supported by Table 6-2. The numbers in Table 6-2 indicate the number of SEA objectives against which each LTP objective is compatible with/incompatible with/has an uncertain link/has no link.

Nottinghamshire County Council has adopted five high level objectives which broadly align with the national transport goals. These have been supplemented by a range of transport specific objectives which reflect the objectives of the Community Strategy's transport and access theme and the policy guidance for transport and environment set out in the Council's plan.

Table 6-1: LTP3 Transport Objectives

<p>Objectives related to supporting economic growth</p> <ul style="list-style-type: none"> • Tackling congestion and making journey times more reliable • Improving connectivity to inter-urban, regional and international networks • Addressing the transport impacts of planned housing and employment growth • Encouraging people to walk, cycle and use public transport through promotion and provision of facilities • Supporting regeneration <p>Objectives related to helping protect the environment</p> <ul style="list-style-type: none"> • Reducing transport's impact on the environment (air quality, buildings, landscape, noise, etc) • Adapting to climate change and the development of a low-carbon transport system <p>Objectives related to improving health and safety</p> <ul style="list-style-type: none"> • Improving levels of health and activity by encouraging active travel (walking or cycling) instead of short car journeys • Addressing and improving personal safety (and the perceptions of safety) when walking, cycling or using public transport <p>Objectives related to improving accessibility</p> <ul style="list-style-type: none"> • Provision of an affordable, reliable, and convenient public transport network • Improving access to employment and other key services particularly from rural areas <p>Objectives related to maintaining and improving existing infrastructure</p> <ul style="list-style-type: none"> • Maintaining roads, footways, public transport services etc.
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Table 6-2: Compatibility matrix – high level LPT3 objectives

LTP3 objectives	Compatibility with SEA objectives			
	✓	≠	?	✗
Objectives related to supporting economic growth				
1. Tackling congestion and making journey times more reliable	17	8	2	1
2. Improving connectivity to inter-urban, regional and international networks	7	8	9	4
3. Addressing the transport impacts of planned housing and employment growth	19	3	6	0
4. Encouraging people to walk, cycle and use public transport through promotion and provision of facilities	15	10	3	0
5. Supporting regeneration	15	9	4	0
Objectives related to helping the environment				
6. Reducing transport's impact on the environment (air quality, buildings, landscape, noise, etc)	22	2	3	1
7. Adapting to climate change and the development of a low-carbon transport system	18	6	3	1
Objectives related to improving health and safety				
8. Improving levels of health and activity by encouraging active travel (walking or cycling) instead of short car journeys	16	12	0	0
9. Addressing and improving personal safety (and the perceptions of safety) when walking, cycling or using public transport	12	13	1	2
Objectives related to improving accessibility				
10. Provision of an affordable, reliable, and convenient public transport network	15	13	0	0
11. Improving access to employment and other key services particularly from rural areas	11	9	7	1
Objectives related to maintaining and improving existing infrastructure				
12. Maintaining roads, footways, public transport services etc.	19	4	5	0
Total Scores	186	97	43	10

The compatibility is assessed by the judgement of the assessment team using the following nomenclature.

Compatible	Uncertain link	Incompatible	No link
✓	?	✗	≠

6.2 Inconsistencies and Synergies

The analysis suggests that the LTP3 and SEA objectives exhibit a 55% consistency with a further 13% where the outcome is uncertain due to insufficient information at this stage. It would appear that the level of inconsistency is at nearly 3% of where links exist, with a further 29% where there is no link between the LTP3 and SEA objectives. This situation is briefly explored below.

Inconsistencies

One objective gives rise to a slightly larger number of inconsistencies than do the other objectives, namely: **Improving connectivity to inter-urban, regional and international networks**. Four inconsistencies have been identified. These are reducing the need to travel and potentially negative effects from new infrastructure on ecological habitats and landscape as well as reductions in a sense of place, but it should be noted that there is no intention for any such improvements in the short term due to lack of available funding.

It is also recognised that measures under this objective may take many forms (including the promotion of rail and bus links) and that significant environmental effects on the environment will be captured and mitigated through EIA or appraisal processes. Consequently, a strategic policy response is not necessary.

In terms of the other LTP3 objectives, there are frequently only one or two inconsistencies with the SEA objectives that relate to a potential for localised impacts that could be addressed by a policy commitment to good design that promotes non-motorised modes as well as improves the sense of place and perceptions of safety and conserves soils.

These results suggest that the LTP3 should give consideration to the localised effects of small schemes designed to support sustainable forms of transport. This is important as potentially there will be resources allocated to small schemes many of which do not constitute EIA development. Opportunities may therefore exist to demonstrate commitment to sustainability by the adoption of the GEEQUAL Term Framework award scheme as part of the delivery processes for LTP3.

A potential inconsistency was identified for LTP3 objective “**addressing personal safety**” as there may be some affects upon perceptions of reduced street lighting. This tension may be more appropriately resolved through a daughter document dealing with different lighting strategies. For example Birmingham City will reduce carbon emissions by up to 50% while improving safety by introducing LED technology that will enable lighting levels to be varied remotely to match traffic conditions. .

Reflecting upon the baseline evidence, the LTP3 would benefit from measures that are geographically and demographically targeted to improving access:

- in urban areas and peri-urban;
- in rural areas; and
- for the elderly.

In addition, consideration could also be given towards whether improving access in rural areas may encourage higher levels of development and increased traffic. A key corridors-based approach may help steer development in rural areas in appropriate patterns.

Synergies

As observed from Table 6-2 there is a potential for the LTP3 and SEA objectives to be 97% supportive. While the majority are synergistic, there are nearly 13% of links where there is some uncertainty owing to the current level of knowledge. Those objectives showing strong synergies include:

- Reducing transport's impact on the environment;
- Maintaining roads, footways, public transport services etc;
- Addressing the transport impacts of planned housing and employment growth;
- Adapting to climate change and the development of a low-carbon transport system;
- Tackling congestion and making journey times more reliable;
- Improving levels of health and activity by encouraging active travel.

The LTP3 objective with the greatest uncertainty in delivering positive outcomes was that of improving connectivity to inter-urban regional and international networks.

Uncertainties were also apparent in relation to the LTP3 objective improving access to employment and other key services. Much of the potential to deliver sustainability benefits for the SEA objectives are essentially only able to be determined within the delivery processes for each project and confirmed within the Implementation Plan. There were also uncertainties related to addressing the impacts of planned housing and employment growth for the same reason as above.

Importantly, synergistic relationships were identified across SEA objectives where inconsistencies were also noted. Hence on balance it is likely that the LTP3 objectives will not lead to adverse effects.

Opportunities

The transport objectives of improving connectivity to inter-urban regional and international networks and improving access to employment and other key services particularly from rural areas provided the greatest level of uncertainty of outcomes against the SEA objectives. This indicates that there is considerable scope to provide greater clarity on specific transport measures (e.g. when, where, according to which criteria, etc) to ensure that a greater number of positive outcomes are delivered.

To maximise the benefits of the LTP3 and encourage community engagement, additional details could be provided in terms of the types of measures that are likely to be put in place in particular areas and what their effects may be. But as noted earlier any significant measures will be subject to individual appraisal, with careful supporting mitigation measures if necessary.

7 Appraisal of Strategic Options

7.1 Introduction

Identifying and comparing strategic alternatives is a key aspect of SEA. Examining alternatives contributes to the process of identifying the environmental performance of the plan and explaining to decision-makers and consultees the preferred strategies and measures being put forward. Alternatives (synonymous with 'options') can be different ways of:

- achieving the objectives of the plan;
- achieving the aspirations of the local community;
- dealing with environmental problems; and
- dealing with transport problems.

This section provides an assessment of the four strategic options considered for LTP3. It summarises the findings of the assessment, describes how environmental problems were considered in developing the strategy and selecting the preferred option, reasons for rejecting the alternatives, and recommends mitigation and enhancement measures.

7.2 Options for Appraisal

In developing the strategic options for LTP3, the County Council gave consideration to:

- statutory duties and requirements to deliver a range of transport functions including those relating to: highways and winter maintenance; network management; coordination of streetworks; road safety; air quality; flooding and water management; Rights of Way Improvement; and school transport;
- uncertainties over funding levels; for the purposes of option comparison with the continuation of the existing local transport plan strategy, the Council assumed that funding levels would remain at 2010/11 levels;
- consultation with County Council elected members, stakeholders and the public .

The four strategic options considered comprised:

Option 1: Without a plan

This option assumes that the current LTP programmes will be delivered but does not assume the delivery of any strategies or measures that are in development.

Option 2: Do Minimum

This option proposes no new transport infrastructure to be delivered and that only a minimum amount of maintenance would be undertaken.

Option 3: Asset Management

Consultation identified that maintenance of highway assets was considered a high priority among consultees. This option therefore places emphasis on maintaining the existing highway assets to at least its current standard. It does not include funding for any additional or new infrastructure except road safety improvements but does include non-infrastructure measures that would help to ensure that statutory obligations are met.

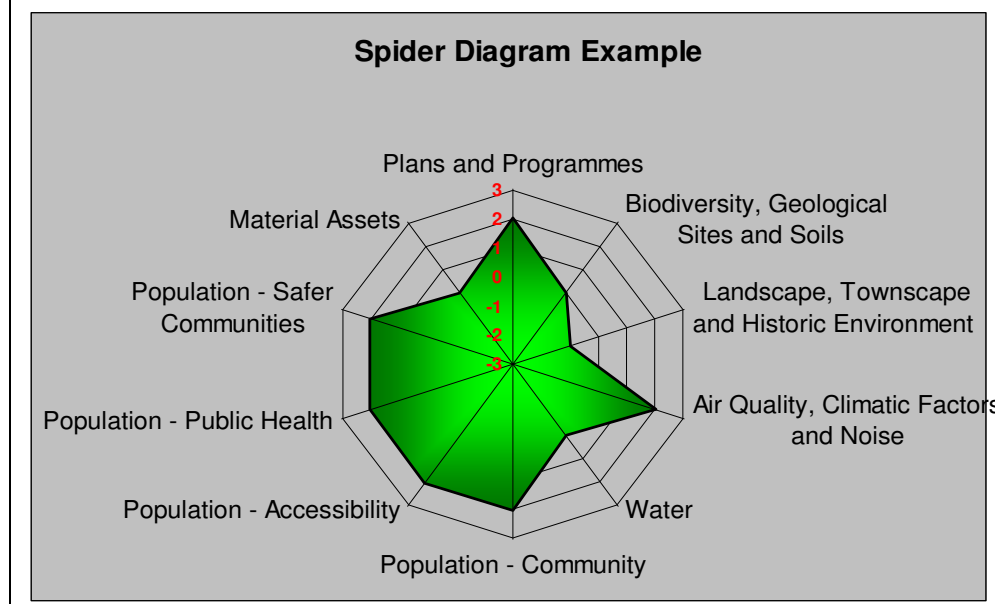
Option 4: Local Improvements

This option includes a mix of infrastructure and non-infrastructure measures that would help deliver the local transport objectives identified through consultation. In the short-term financial constraints will limit these measures to smaller scale improvements to concentrate on making best use of existing infrastructure.

Box 7-1: Explaining the spider diagrams

Spider diagrams have been used to present the assessment findings in a clear manner. **Essentially, the greater the footprint of the shaded area, the better the option or policy performs in sustainability terms.** A sliding scale of 3 to -3 that has been used whereby 3 is a major positive effect, 0 is a neutral effect, and -3 is a major negative effect.

In the example below, the effect of the option / policy is likely to have a major positive effect in terms of health and well being and a moderate negative effect in terms of water and biodiversity. The majority of the remaining effects have been classed as either minor positive or negative, or neutral.



7.3 Summary of Findings

This section describes the relative performance of the four LTP3 strategic options. .

Option 1 – Without a plan

These effects are illustrated in Figure 7-1 (where a greater footprint suggests more beneficial likely effects). Moderate and Major effects are considered to be significant and are summarised in Table 7-2.

Figure 7-1: Overall performance of Option 1 – Without a plan

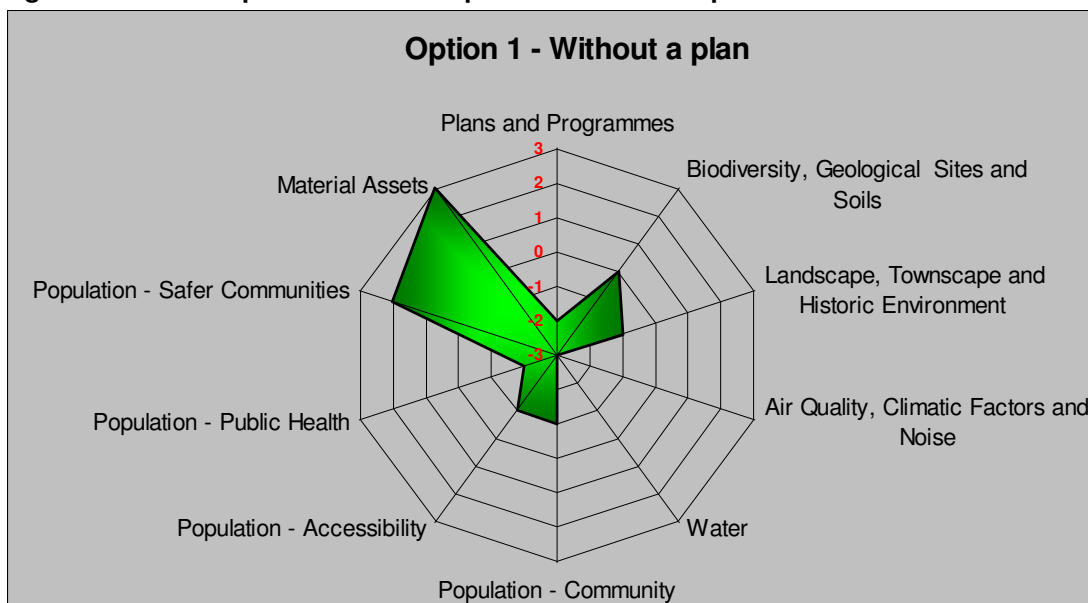


Table 7-1: Likely significant effects of Option 1

SEA Objective Theme	Nature of Likely Significant Effects	Summary of likely significant effect
Plans and Programmes	Mod-ve	Lack of a new LTP3 may cause a failure to provide an adequate framework for transport to effectively respond to plan and programme imperatives. The removal of regional planning increases the potential for negative effects in light of greater uncertainties over future patterns of development.
Air Quality, Climatic Factors and Noise	Maj-ve	Without a plan there is likely to be insufficient measures taken to increase network resilience in light of UKCIP 2009 forecasts. Additionally, the step change required to promote sustainable transport systems may fail to materialise. Trends for air quality and noise are unclear.
Water	Maj-ve	It is not clear how significant the impacts of climate change and water resources will be as they interact with transport infrastructure. Without the plan it is unlikely that potential negative effects would be addressed.
Population – Health	Mod-ve	Without a plan there may be insufficient support for measures to promote improved health in areas experiencing high rates of obesity, low rates of physical fitness, and projected increases in dementia.
Population – Safer Communities	Mod+ve	Current trends (e.g. declining road accidents in rural areas, accidents involving school age children) are expected to continue. It is not clear what the impact on incremental growth and declining road conditions would be on safety.

SEA Objective Theme	Nature of Likely Significant Effects	Summary of likely significant effect
Material Assets	Maj+ve	As a result of Central Government requirements for reduced energy use, increased financial pressures, energy costs and increasing costs to dispose of waste, it is envisaged that resource efficiency could improve while the amount of energy expended on transport by the County and waste sent to the landfill would be reduced without the plan.

Option 2 – Do minimum

These effects are illustrated in Figure 7-2 (where a greater footprint suggests more beneficial likely effects). Moderate and Major effects are considered to be significant and are summarised in Table 7-2.

Figure 7-2: Overall performance of Option 2 – Do minimum

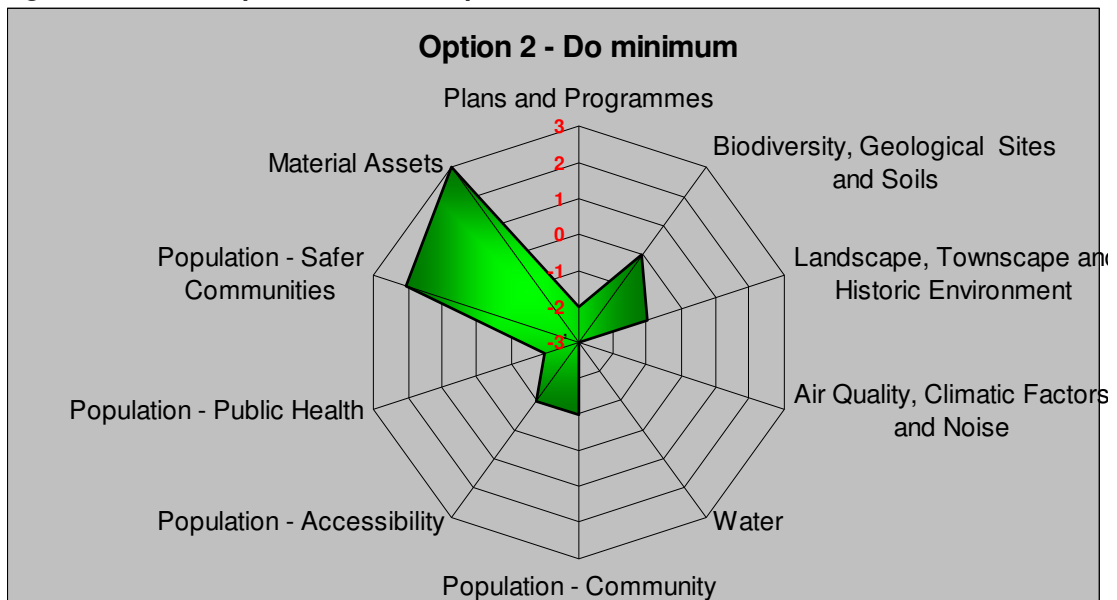


Table 7-2: Likely significant effects of Option 2

SEA Objective Theme	Nature of Likely Significant Effects	Summary of likely significant effect
Plans and Programmes	Mod-ve	The do minimum option could fail to provide an adequate framework for transport to effectively respond to plan and programme imperatives. The removal of regional planning increases the potential for negative effects in light of greater uncertainties over future patterns of development.
Air Quality, Climatic Factors and Noise	Maj-ve	It is likely that insufficient measures are taken to increase network resilience in light of UKCIP 2009 forecasts. Additionally, the step change required to promote sustainable transport systems would likely fail to materialise. Trends for air quality and noise are unclear.
Water	Maj-ve	It is unclear how significant the impacts of climate change and water resources will be as they interact with transport infrastructure. However, if they are significant then the do minimum approach is unlikely to provide for an appropriate response.
Population – Health	Mod-ve	There may be insufficient support for measures to promote improved health in areas experiencing high rates of obesity, low rates of physical fitness, and projected increases in dementia.
Population – Safer Communities	Mod+ve	Current trends (e.g. declining road accidents in rural areas, accidents involving school age children) are expected to continue. It is not clear what the impact on incremental growth and declining road conditions would be on safety.
Material Assets	Maj+ve	As a result of Central Government requirements for reduced energy use, increased financial pressures, energy costs and increasing costs to dispose of waste, it is envisaged that resource efficiency could improve while the amount of energy expended on transport by the County and waste sent to the landfill would be reduced even under the do minimum option.

Option 3 – Asset management

These effects are illustrated in Figure 7-3 (where a greater footprint suggests more beneficial likely effects). Moderate and Major effects are considered to be significant and are summarised in Table 7-3.

Figure 7-3: Overall performance of Option 3 – Asset management

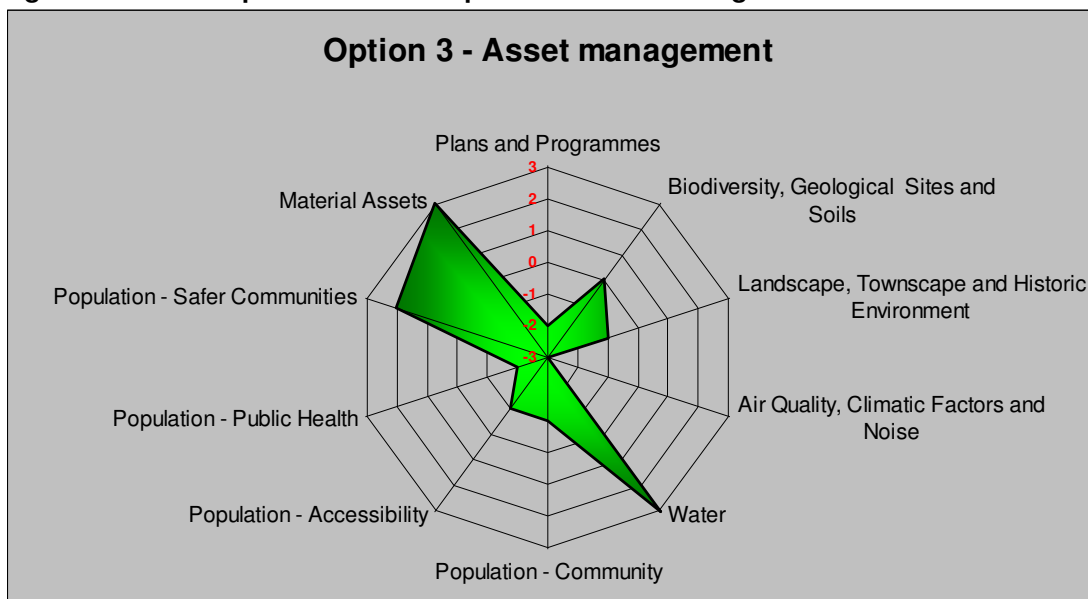


Table 7-3: Likely significant effects of Option 3

SEA Objective Theme	Nature of Likely Significant Effects	Summary of likely significant effect
Plans and Programmes	Mod-ve	This option, through its failure to fund any additional infrastructure, may fail to support SEA objectives for transport's support of economic and regeneration objectives, and to reduce the need to travel.
Air Quality, Climatic Factors and Noise	Maj-ve	Under this option there is likely to be insufficient measures taken to increase network resilience in light of UKCIP 2009 forecasts. Additionally, the step change required to promote sustainable transport systems would likely fail to materialise. Trends for air quality and noise are unclear.
Water	Maj+ve	It is unclear how significant the impacts of climate change and water resources will be as they interact with transport infrastructure. Under this option it is unlikely that some of the potential negative affects would be addressed however the overall effect is positive.
Population – Health	Mod-ve	Under this option there may be insufficient support for measures to promote improved health in areas experiencing high rates of obesity, low rates of physical fitness, and projected increases in dementia.
Population – Safer Communities	Mod+ve	Current trends (e.g. declining road accidents in rural areas, accidents involving school age children) are expected to continue in a positive manner. It is recognised that additional support will be provided for safety improvements.
Material Assets	Maj+ve	As a result of Central Government

SEA Objective Theme	Nature of Likely Significant Effects	Summary of likely significant effect
		requirements for reduced energy use, increased financial pressures, energy costs and increasing costs to dispose of waste, it is envisaged that resource efficiency could improve while the amount of energy expended on transport by the County and waste sent to the landfill would be reduced under this option.

Option 4 – Localised improvements

These effects are illustrated in Figure 7-4 (where a greater the footprint suggests more beneficial likely effects). Moderate and Major effects are considered to be significant and are summarised in Table 7-4.

Figure 7-4: Overall performance of Option 4 – Localised improvements

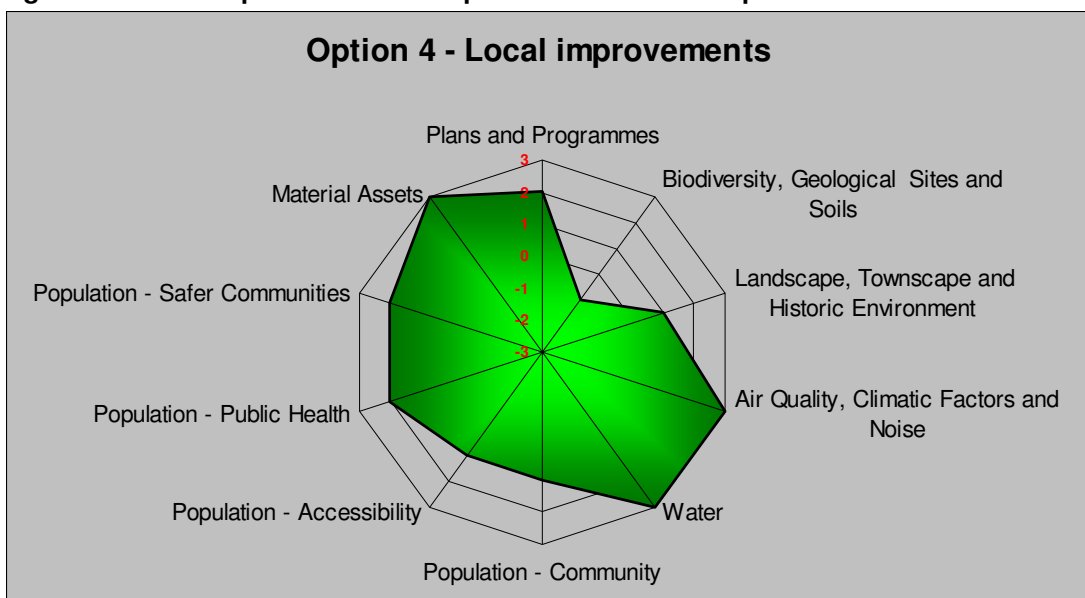


Table 7-4: Likely significant effects of Option 4

SEA Objective Theme	Nature of Likely Significant Effects	Summary of likely significant effect
Plans and Programmes	Mod+ve	This option, as a result of the infrastructure and non-infrastructure investments, has the potential to support SEA objectives for transport's support of economic and regeneration objectives, and to reduce the need to travel.
Air Quality, Climatic Factors and Noise	Maj+ve	Under this option there is likely to be support for measures that may increase network resilience in light of UKCIP 2009 forecasts. Additionally, the step change required to promote sustainable transport systems is more

SEA Objective Theme	Nature of Likely Significant Effects	Summary of likely significant effect
		likely to materialise. Trends for air quality and noise are unclear.
Water	Maj+ve	It is not clear how significant the impacts of climate change and water resources will be as they interact with transport infrastructure. Under this option it is unlikely that some of the potential negative affects would be addressed however the overall effect is positive.
Population – Health	Mod+ve	This option is likely to include support for measures to promote improved health in areas experiencing high rates of obesity, low rates of physical fitness, and projected increases in dementia.
Population – Safer Communities	Mod+ve	Current trends (e.g. declining road accidents in rural areas, accidents involving school age children) are expected to continue in a positive manner. It is recognised that additional support will be provided for safety improvements.
Material Assets	Maj+ve	As a result of Central Government requirements for reduced energy use, increased financial pressures, energy costs and increasing costs to dispose of waste, it is envisaged that resource efficiency could improve while the amount of energy expended on transport by the County and waste sent to the landfill would be reduced under this option.

Comparing the options

There are strengths and weaknesses associated with each option and trade-offs will be required when the County Council decides on a preferred approach. The results of the assessment of the three options and the Without Plan scenario (Option 1) against each SEA Objective are shown in Table 7-5.

Table 7-5: Comparison between the three options

SEA Objectives	Option 1	Option 2	Option 3	Option 4
Plans and Programmes	Mod-ve	Mod-ve	Mod-ve	Mod+ve
Biodiversity, Geological Sites and Soils	Neut	Neut	Neut	Min-ve
Landscape, Townscape, and Historic Environment	Min-ve	Min-ve	Min-ve	Min+ve
Air Quality, Climatic Factors and Noise	Maj-ve	Maj-ve	Maj-ve	Maj+ve
Water	Maj-ve	Maj-ve	Maj+ve	Maj+ve
Population - Community	Min-ve	Min-ve	Min-ve	Min+ve
Population - Accessibility	Min-ve	Min-ve	Min-ve	Min+ve
Population – Public Health	Mod-ve	Mod-ve	Mod-ve	Mod+ve
Population – Safer Communities	Mod+ve	Mod+ve	Mod+ve	Mod+ve
Material Assets	Maj+ve	Maj+ve	Maj+ve	Maj+ve

Options 1 and 2 are likely to result in the greatest number of significant negative effects. This is primarily because they fail to address negative baseline trends identified through the scoping report and emerging challenges that the LTP3 out to respond to. The identified likely major negative significant effects (Air Quality, Climatic Factors and Noise, and Water) reflect a failure of these options to adequately respond to the potential impacts of climate change, including the inherent uncertainties which this challenge entails.

Option 3 is likely to lead to predominantly negative effects. This primarily reflects the lack of significant investments in new infrastructure and non-infrastructure measures that are required to support increases in sustainable travel and to respond to the potential impacts of climate change.

Option 4 sets out a strategic approach that can provide a number of positive significant effects. To help realise these likely effects a number of recommendations have been put forward for the Council to consider in developing its preferred option. These have been drawn from the SEA Scoping Report.

Recommendations for the preferred option

Based on the compatibility assessment undertaken in Section 6 and the assessment of the four options, the recommendations in Table 7-6 were presented to the Council for the preferred option. The right hand column is the response the Council has provided to each recommendation.

Table 7-6: Recommendations and County Council Response

SEA Recommendation for the Preferred Option	Council Response
The challenge for LTP3 is to define areas at risk from climate change that would affect the resilience of the network and then to develop and deploy measures to enhance resilience.	A key objective that LTP3 is aiming to address is tackling climate change. Areas at risk will be defined through careful monitoring and joint working with

SEA Recommendation for the Preferred Option	Council Response
	the district councils.
LTP3 should minimise impacts on surface water quality and biodiversity associated with existing drainage systems and run-off from the transport network.	These impacts will be considered as part of all scheme proposals
LTP3 should seek to proactively manage and maintain existing transport drainage systems to ensure that they function effectively, do not generate additional risks to the water environment and provide for biodiversity whilst not being detrimental to the drainage function.	There is a dedicated budget and staff resource to deal with these issues
The policies and measures of LTP3 ought to be attuned to the three distinct areas covered by the plan (i.e. the suburbs surrounding Nottingham, the north-west and the rural area in the Trent Valley) and the location of any new development sites. The policies and measures need to be aimed at meeting demand for public and community transport by the elderly and disabled community particularly in Newark & Sherwood, Gedling and Rushcliffe, addressing the need for access to services from more rural areas and across district and county boundaries and taking into account equality impacts across community groups, geographic areas and user groups.	Programmes of measures will be identified based on evidence of need. Extensive local participation will be utilised in identifying both local issues and solutions
LTP3 should seek to direct transport services to contribute to the well-being of the elderly by: helping older people to remain mobile and access services; enabling active life styles and independent living; making public spaces safe; working with the voluntary and community sector to explore sustainable transport solutions; reviewing mobility needs and transport provision for communities experiencing health inequalities; and involving older people in decision making.	Equality of opportunity is one of the overriding objectives of the LTP, and maximising travel choices within available budgets will be a priority
LTP3 should maximise opportunities for LTP3 to improve public health. These include: the introduction of traffic calming measures; promotion of non-motorised modes; reduction in actual and perceived severance; and enhancement of access to work, education and health care for those experiencing health inequalities.	Safety, health and accessibility are all key objectives that the LTP will look to improve across the entire plan area

7.4 Preferred Option and Rejection of Alternatives

Following the County Council's internal appraisal process and drawing on the interim SEA findings of the four options discussed, including the without plan scenario, the County Council determined that Option 4 was likely to best meet their challenges and achieve LTP3's objectives.

Clearly option 4 is the only option that will support all of the transport objectives as detailed in the published LTP document. Option 3 would maintain assets but would have limited economic and particularly accessibility benefits. The only negative environmental disbenefit from adopting option 4, as opposed to the alternative options, as the preferred choice is on 'biodiversity, geological sites and soils' grounds. But as noted in this document, these are only theoretical disbenefits, as any such scheme giving rise to such issues would need to be subject to an individual environmental impact assessment, which would look to mitigate any identified disbenefits.

The preferred draft LTP3 strategy, based on Option 4, was developed by the County Council and published for consultation in November 2010. This strategy was subjected to detailed assessment against the SEA objectives, as presented in the following Chapter 8 – Delivering the Preferred Strategy.

8 Assessment of Delivering the Preferred Strategy

8.1 Introduction

This section introduces the findings from the assessment of the policy priorities developed by the County Council for delivering the preferred strategy, including any delivery alternatives that have also been considered.

Supporting Strategies

The County Council has developed a collection of strategies on different transport issues which will help guide the delivery of LTP3. These supporting strategies are prepared to various timelines and are refreshed as necessary. While it is not the role of the LTP3 SEA to individually assess each of these supporting strategies, recommendations from this SEA may inform their revision.

The supporting strategies are as follows:

- Walking
- Cycling
- Integrated Passenger Transport
- Sustainable school travel
- Smarter Choices
- Freight
- Road safety including Speed management
- Rights of Way (RoW)
- Air Quality
- Powered 2 Wheelers
- Parking
- Transport Asset Management Plan (TAMP)

8.2 Assessment of Significant Effects

This section describes the findings of the assessment into significant effects. Significant effects for the purposes of this assessment are those effects which are of either moderate or major significance (both positive and negative).

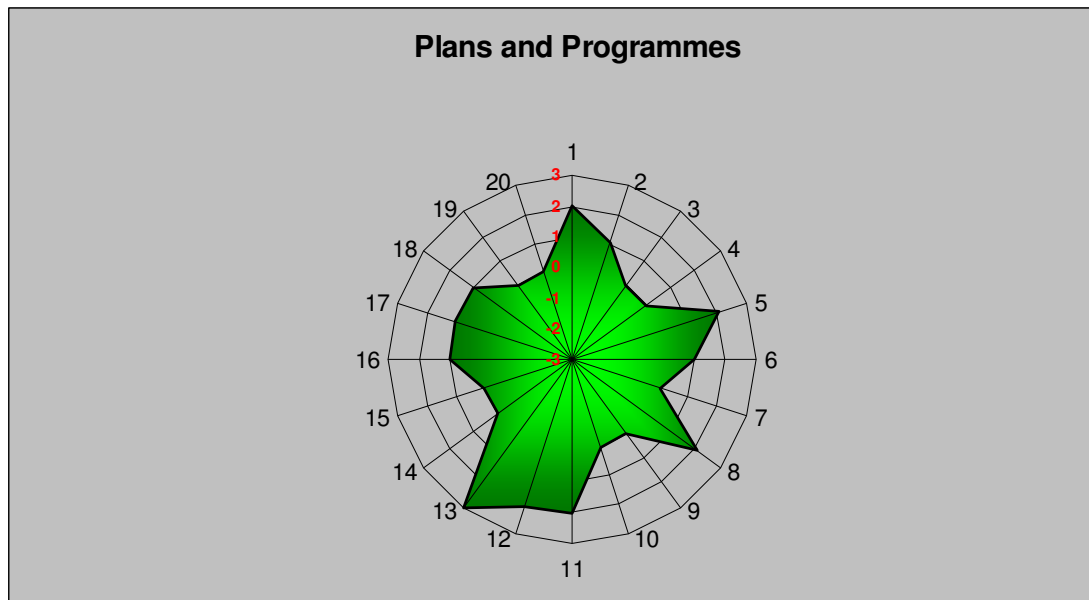
The 20 policy areas that were individually assessed are as follows:

1. Making the best use of our existing transport networks
2. Regeneration
3. Maintenance of the transport assets
4. Improving connectivity to inter-urban, regional and international networks
5. Active, healthy travel
6. Road safety
7. Community and personal safety
8. Improving access to key services, particularly enabling employment and training opportunities
9. Network coverage
10. Quality
11. Integration with other pedestrians / cyclists / rail / other users
12. Infrastructure
13. Ticketing and fares
14. Personal safety and security
15. Adapting to climate change
16. Carbon dioxide emissions
17. Noise
18. The physical environment
19. Designated and undesignated heritage assets

20. Biodiversity and the natural environment

Plans and Programmes

This assessment considered the likely significant impacts of LTP3 against the Plans and Programmes theme. This is comprised of SEA objectives 1-5.



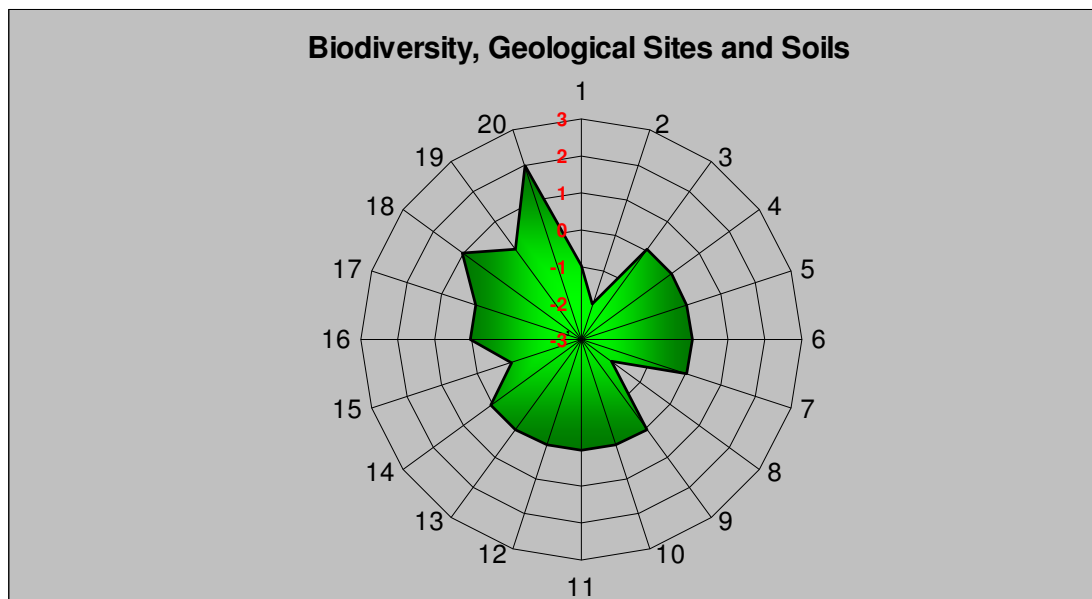
There were six significant effects identified against the SEA objectives under the Plans and Programmes theme. These were all positive.

LTP3 Theme	Nature of Likely Significant Effects	Rationale	Possible Mitigation
1. Making the best use of existing transport networks	Mod+ve	The majority of measures included under this theme are likely to result in positive effects against these criteria. Restricting highway capacity may hinder regeneration and economic development objectives and the delivery of rural housing	n/a
5. Active, healthy travel	Mod+ve	Measures included in this theme promote a long-term behavioural change programme to encouraging sustainable travel patterns.	n/a
8. Improving access to key services, particularly enabling employment and training opportunities	Mod+ve	Positive outcomes are anticipated from these measures, particularly in relation to ensuring that land use planning decisions are integrated with transport considerations, thereby reducing the need to travel and promoting sustainable modes of transport.	To improve the sustainability of these measures social and environmental considerations should be afforded significant weight within the LATS appraisal objectives.
11. Integration with other	Mod+ve	Positive outcomes are anticipated from these measures however,	Consider the net traffic impact of

LTP3 Theme	Nature of Likely Significant Effects	Rationale	Possible Mitigation
pedestrians / cyclists / rail / other users		measures to improve car parking at rail stations may run counter to many other LTP3 policies and may not reduce the need to travel.	additional car parking]
12. Infrastructure	Mod+ve	Largely positive effects may be realised as a result of measures designed to improve regional connectivity through investments in public transport, making use of new technology and through investments in bus stops. There are significant uncertainties however with regards to the extent, timing and location of these investments and that many decisions are beyond the scope of the County Council heighten the uncertainty that such benefits would be realised.	Five year review already presents opportunity to address this.
13. Ticketing and Fares	Maj+ve	Measures to improve the relative cost of tickets vis-à-vis driving may help to increase accessibility. Introduction of integrated ticketing services across the sub-region could erode barriers to sustainable travel and to improve regional connectivity.	n/a

Biodiversity, Geological Sites and Soils

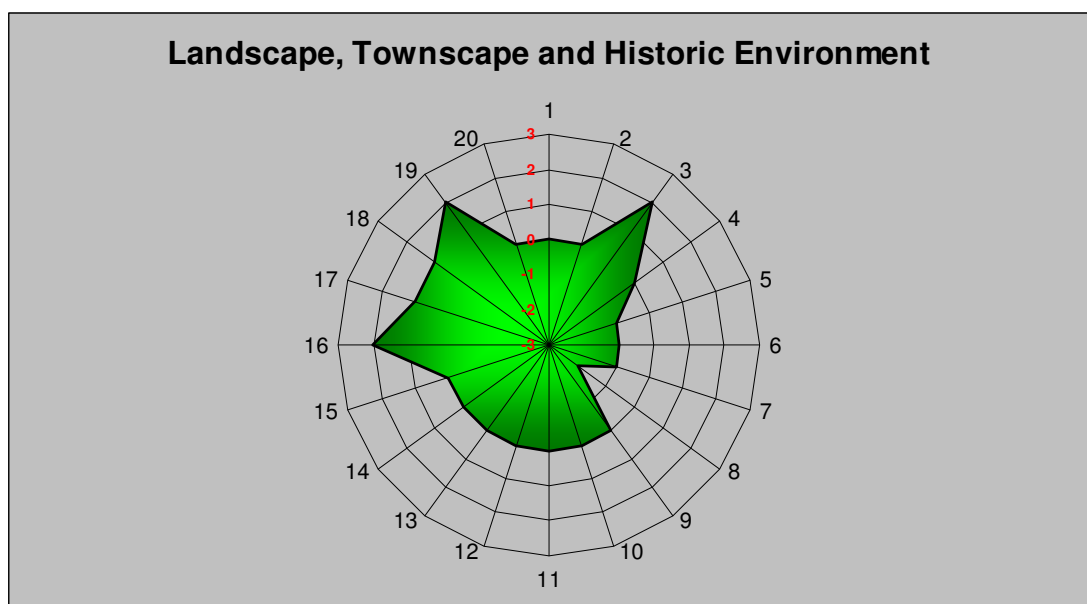
This assessment considered the likely significant impacts of LTP3 against the Biodiversity, Geological Sites and Soils theme. This is comprised of SEA objectives 6-8.



LTP3 Theme	Nature of Likely Significant Effects	Rationale	Possible Mitigation
2. Regeneration	Mod-ve	Negative potential impacts emerge from a concern that support for the economy and regeneration have been identified as key factors in the prioritisation of small scale transport improvements.	Suggested specific monitoring on this element of the LTP. The potential for cumulative impacts against biodiversity (amongst other SEA objective aspects) should be addressed.
8. Improving access to key services, particularly enabling employment and training opportunities	Mod-ve	Over the long-term it is important that embedding accessibility into land-use planning and locational decisions does not come at the expense of biodiversity.	These considerations will be taken into account through the town and country planning process.
20. Biodiversity and the natural environment	Mod+ve	Ensuring the assessment of biodiversity impacts will help to mitigate potential harm at a project level. As observed in additional policies, LTP3 will likely lead to some changes in operational / maintenance procedures. These should also be assessed for potential impacts on biodiversity.	Ensure key operational / maintenance changes are assessed for their potential impacts on biodiversity.

Landscape, Townscape and Historic Environment

This assessment considered the likely significant impacts of LTP3 against the Landscape, Townscape and Historic Environment theme. This is comprised of SEA objectives 9-12.

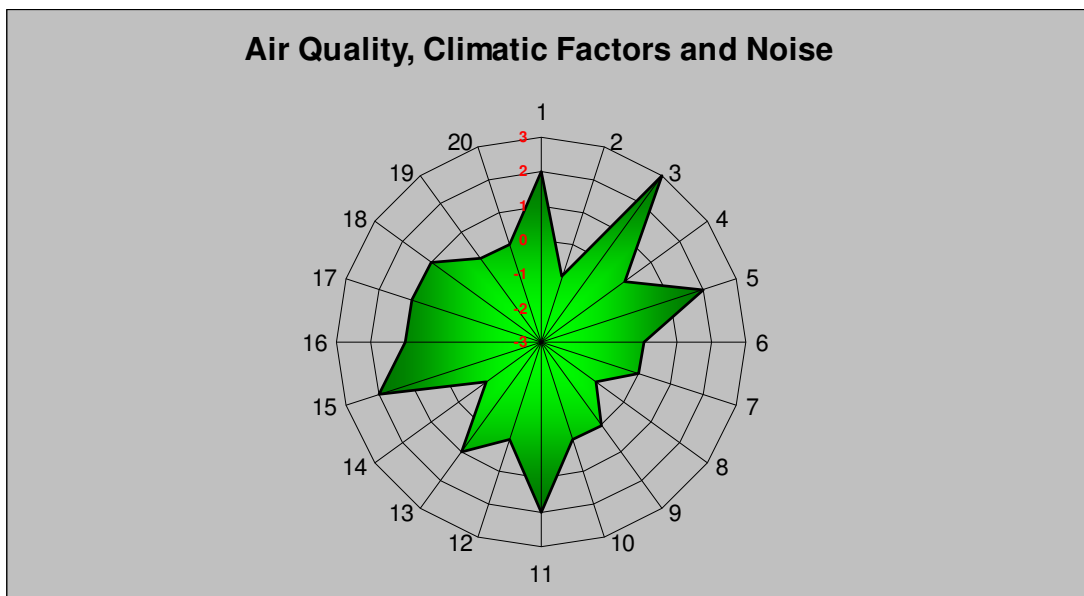


LTP3 Theme	Nature of Likely Significant Effects	Rationale	Possible Mitigation
3. Maintenance of the transport assets	Mod+ve	There is potential for a new lighting scheme to provide benefits to the landscape, townscape and historic environment.	n/a
8. Improving access to key services, particularly enabling employment and training opportunities	Mod-ve	Over the long-term it is important that embedding accessibility into land-use planning and locational decisions does not come at the expense of landscape, townscape and historic environment.	These considerations will be taken into account through the town and country planning process.
16. Carbon dioxide emissions	Mod+ve	The lighting strategy may have a positive effect on the setting of historic environments and landscapes across the County when risk assessments allow.	n/a
19. Designated and undesignated heritage assets	Mod+ve	The policy provides support for measures that are likely to preserve the character of areas, sites, buildings and features of historic interest.	A representative (e.g. from English Heritage) should be invited to be involved in the development of the Lighting Strategy within historic

LTP3 Theme	Nature of Likely Significant Effects	Rationale	Possible Mitigation
			sensitivities.

Air Quality, Climatic Factors and Noise

This assessment considered the likely significant impacts of LTP3 against the Air Quality, Climatic Factors and Noise theme. This is comprised of SEA objectives 13-17.

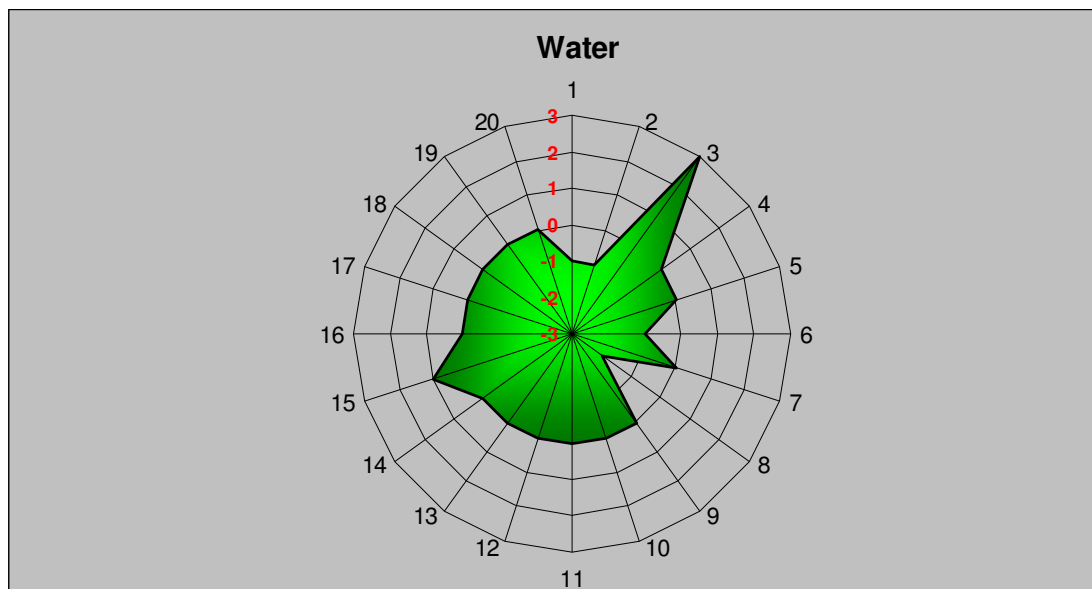


LTP3 Theme	Nature of Likely Significant Effects	Rationale	Possible Mitigation
1. Making the best use of existing transport networks	Mod+ve	Measures largely support the minimisation of GHG emissions through demand management and appropriate land use decisions. It is not evident that the policies will provide for the step change required to achieve UK carbon targets.	Contingency plans should address (through appropriate route planning) potential effects against AQMAs.
3. Maintenance of the transport assets	Maj+ve	Moving to lower energy light sources is likely to result in lower carbon emissions. It is noted that the bridge strengthening programme is likely to lead to a minor increase in carbon emissions through embodied energy consumption of materials.	Opportunities to make use of recycled materials maintenance works should be maximised with consideration of the practicality of design life expectations.
5. Active,	Mod+ve	Support for active, healthy travel may	Ensure

LTP3 Theme	Nature of Likely Significant Effects	Rationale	Possible Mitigation
healthy travel		help to minimise congestion on roads, particularly given anticipated increase in traffic across the County. There is some concern for the cumulative effects of the re-allocation of roadways to both cycling and walking.	communities are consulted prior to re-allocation of roadways to both cycling and walking. Monitor accidents involving all road users following interventions.
11. Integration with other pedestrians / cyclists / rail / other users	Mod+ve	Support for integrated services is anticipated to continue to help reduce particulates and nitrogen dioxide, and CO ₂ emissions. Encouraging adequate parking may lead to increased traffic and emissions.	Negative impacts can be addressed through measures which reduce demand for parking. These are being pursued through the LTP3.
15. Adapting to climate change	Mod+ve	The approach and measures presented will likely lead to direct enhancements in the adaptive capacity of the County's road network.	n/a

Water

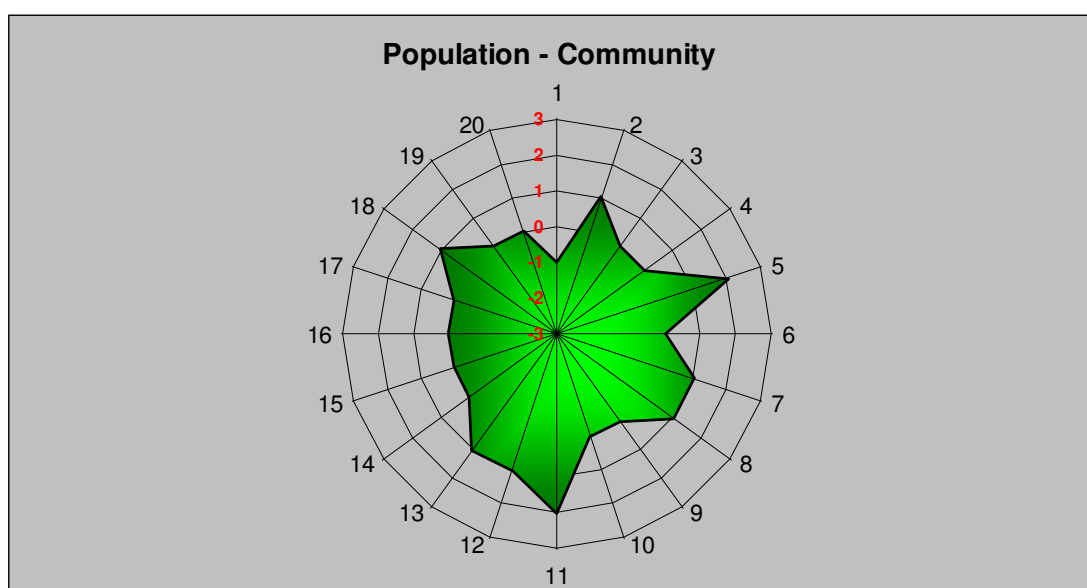
This assessment considered the likely significant impacts of LTP3 against the Water theme. This is comprised of SEA objectives 18-19.



LTP3 Theme	Nature of Likely Significant Effects	Rationale	Possible Mitigation
3. Maintenance of the transport assets	Maj+ve	The production of surface water management plans ought to reduce surface water flood risk and improve drainage.	n/a
8. Improving access to key services, particularly enabling employment and training opportunities	Mod-ve	There is a need to consider the risks of fluvial and surface water flooding in determining the location of new development. These concerns must be considered alongside the need to mainstream accessibility into land use planning.	The flood risk across the county should be understood. Poor drainage areas should be identified.

Population – Community

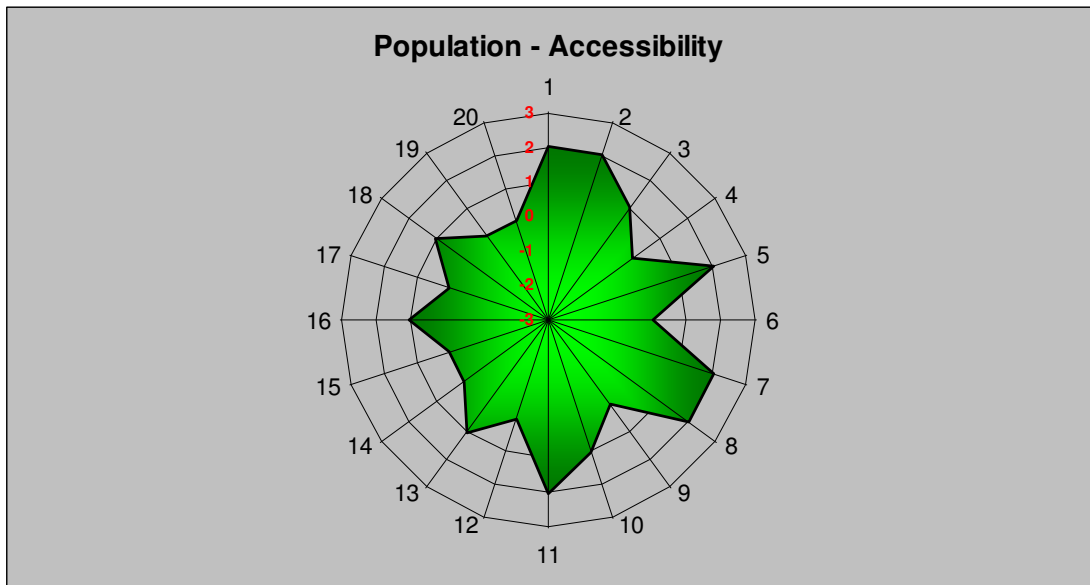
This assessment considered the likely significant impacts of LTP3 against the Population – Community theme. This is comprised of SEA objectives 20-22.



LTP3 Theme	Nature of Likely Significant Effects	Rationale	Possible Mitigation
5. Active, healthy travel	Mod+ve	Reference is made to the need to spatially target measures which is appropriate to help meet the varying needs across the County.	Ensure that public transport and provision for non-motorised users are in place early in new development.
11. Integration with other pedestrians / cyclists / rail / other users	Mod+ve	Measures to improve cycling facilities, appropriate siting of bus stops will likely encourage the erosion of transport barriers.	n/a

Population – Accessibility

This assessment considered the likely significant impacts of LTP3 against the Accessibility theme. This is comprised of SEA objective 23.

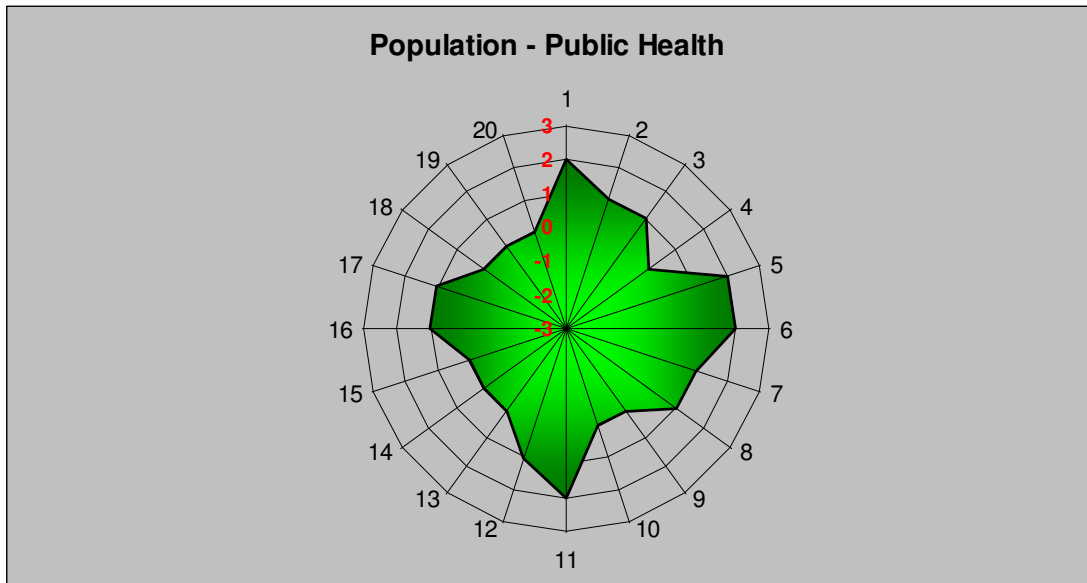


LTP3 Theme	Nature of Likely Significant Effects	Rationale	Possible Mitigation
1. Making the best use of existing transport networks	Mod+ve	Majority of measures are likely to support improving accessibility for those without a car; although it is unclear how those in rural areas will receive improved accessibility.	Monitoring of rural accessibility should be undertaken
2. Regeneration	Mod+ve	While the measures to support the revitalisation of town centres will help improve access to key services, there is some concern that not all communities and groups will receive benefits of these measures.	Additional recognition should be provided for how different groups will access facilities and services. This includes the elderly and disabled, and those members of the community living on the fringes of rural settlements in the north west, and in Newark & Sherwood, Gedling and Rushcliffe.
5. Active, healthy travel	Mod+ve	Support is provided for both short-term hard interventions and long-term	n/a

LTP3 Theme	Nature of Likely Significant Effects	Rationale	Possible Mitigation
		behavioural change. Increasing opportunities to make use of more sustainable modes of transport and developing greater demand for these modes (through safety enhancements and information) should assist bring about a change in habit. This may contribute towards greater access, particularly for those without access to a car.	
7. Community and personal safety	Mod+ve	Reducing the crime and fear of crime associated with the public transport system is likely to remove barriers to access for some communities.	n/a
8. Improving access to key services, particularly enabling employment and training opportunities	Mod+ve	The policy measures provide a strong framework for positive change however, the extent of the impacts are contingent on the levels of funding. This may raise questions over whether a more targeted approach improving specific areas where accessibility can be significantly increased, or employment locations that require significant transport support, should be included in the policy.	The LATS value for money framework may need to be reconsidered to consider social and environmental factors. Identify any key employers currently suffering from poor staff access.
11. Integration with other pedestrians / cyclists / rail / other users	Mod+ve	Measures to improve the integration of pedestrian, cyclists, rail and other services, alongside appropriate siting of bus stops may help erode transport barriers and support improvements in accessibility.	n/a

Population – Public Health

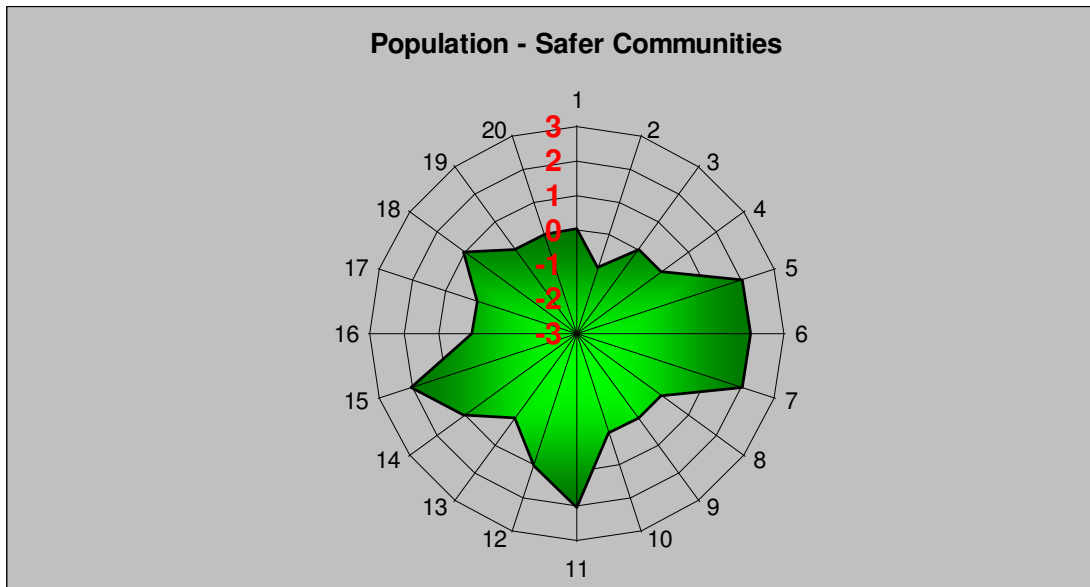
This assessment considered the likely significant impacts of LTP3 against the Population – Public Health theme. This is comprised of SEA objective 24.



LTP3 Theme	Nature of Likely Significant Effects	Rationale	Possible Mitigation
1. Making the best use of existing transport networks	Mod+ve	Policies are likely to support sustainable transport options although there is concern over the impact of reduced rural bus and rail services.	Monitoring rural accessibility and the impacts of any service changes
5. Active, healthy travel	Mod+ve	Support for greater use of sustainable travel modes, including active travel such as walking and cycling, may assist improved public health.	Additional means to promote healthy outcomes can be explored.
6. Road Safety	Mod+ve	Targeted measures and three E's (education, enforcement, engineering) approach is likely to help improve health by increasing road safety.	Target areas where children are at greatest risk
7. Community and personal safety	Mod+ve	Support for the promotion of sustainable transport options and improved integration has the potential to support improved health and access to health care.	n/a

Population – Safer Communities

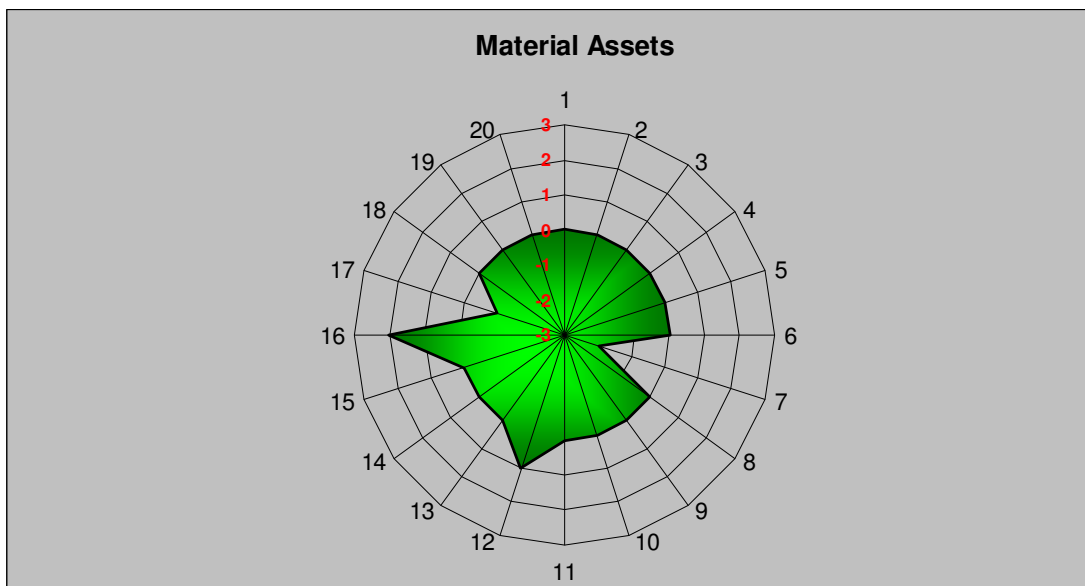
This assessment considered the likely significant impacts of LTP3 against the Population – Safer Communities theme. This is comprised of SEA objective 25.



LTP3 Theme	Nature of Likely Significant Effects	Rationale	Possible Mitigation
5. Active, healthy travel	Mod+ve	A variety of measures in this section support policy for reducing fear of crime and improving road safety. Without a comprehensive approach to developing new cycling facilities there is potential for inadequate facilities to be installed which increase safety risks.	Community input in the design of new cycling facilities.
6. Road Safety	Mod+ve	Targeted measures and three E's (education, enforcement, engineering) approach is likely to help improve road safety.	n/a
7. Community and personal safety	Mod+ve	Interventions alongside information will likely result in positive outcomes against this objective.	n/a
11. Integration with other pedestrians / cyclists / rail / other users	Mod+ve	Improvements to safety at bus stops may help to support reductions in fear of crime. Greater cycling alongside increasing levels of traffic may increase cyclist accidents.	Monitoring of cycling accident hotspots.
15. Adapting to climate change	Mod+ve	Adaptive measures are likely to lead to increased safety across the road network, primarily for motorists.	n/a

Material Assets

This assessment considered the likely significant impacts of LTP3 against the Material Assets theme. This is comprised of SEA objectives 26-28.



LTP3 Theme	Nature of Likely Significant Effects	Rationale	Possible Mitigation
7. Community and personal safety	Mod-ve	A variety of measures rely on increased lighting and surveillance equipment. This will result in higher green house gas emissions.	Seek out opportunities to use energy efficient products
16. Carbon dioxide emissions	Mod+ve	Significant positive outcomes are likely with respect to reducing energy spent on lighting and fleet vehicles and in the promotion of resource efficiency (subject to implementation of electric vehicle measures).	n/a

8.3 Cross-Cutting Mitigation Recommendations

There are significant uncertainties with respect to the delivery of the LTP3 through the implementation plan. These are primarily a result of uncertainties over the levels of funding available to the County Council. These uncertainties in the LTP3 have presented difficulties for the SEA. For example, in many policy areas it has not been possible to assess: who / what is likely to be affected; where the effect is likely to occur; if the type of effect is likely to affect an area or population that is vulnerable or particularly valued; the magnitude of the impact (based on e.g. duration, scale, reversibility); etc.

In response to these uncertainties, we have set out a number of mitigation recommendations to help ensure that the key issues identified through the SEA scoping process are not negatively affected through implementation plans.

Key Scoping Issue	Description of Uncertainty	Possible Mitigation
Enhancing transport infrastructure over the longer term could place pressure on landscape distinctiveness and character, particularly in urban fringes	The Government's localism agenda may reduce local authority control of where development occurs over the plan period.	Subject to the outcome of the Localism Bill, ensure transport guidance is provided to the development of neighbourhood plans in these areas.
The likely trends in transport noise over the duration of the plan	There is potential for lower standards of highway maintenance as a result of funding reductions, particularly in congested urban areas.	Assume reduced funds for strategic highway repair, consider reactive maintenance where deteriorating pavement increase noise levels.
The significant impacts of climate change and water resources as they interact with transport infrastructure	It is not yet clear where the greatest risks are in the County. Prior to the Council's planned risk assessment exercise there is the potential for negative effects on, and from, new development during the plan period.	Regular review of the adaptation plan to maintain its effectiveness.
The accessibility of older people, young, elderly and minority groups over the plan period	There is the potential for reduced accessibility for these groups if changes in community service provision are not matched by changes in transport provision.	An evidence base or online reporting system which tracks longitudinal changes in service provision could be developed in conjunction with the relevant local authorities or parish councils; i.e. lost services over time
Meeting mobility needs of the elderly, particularly in rural areas	The level of adults over 65 and not in good health is significantly worse for the County than for England, and in particular in Ashfield, Bassetlaw and Mansfield. Future rates of dementia are also expected to rise, particularly in Bassetlaw and Broxtowe.	Design the provision of mobile services and community transport to meet the needs of such communities.
Casualties amongst cyclists	With a range of measures designed to increase rates of cycling across the County it is unclear what the effects on cycling casualty rates will be	Monitoring and mapping of cycling casualties should be undertaken and publicised

Key Scoping Issue	Description of Uncertainty	Possible Mitigation
	alongside potentially increasing traffic levels.	
Increasing pressure on transport corridors serving Nottingham City from neighbouring boroughs	Housing pressures and possible Sustainable Urban Extensions may place additional pressure on these routes unless adequate contributions are made by developers.	N/A
Crime and fear of crime amongst women and elderly	Reduced funding for maintenance may dissuade these groups from using public transport	N/A
Contribution towards reduced carbon emissions	The impact of measures designed to reduce the County's carbon emissions from transport (e.g. behavioural change programmes, electric vehicle charge points, car clubs, etc) is unclear.	Monitoring of transport emissions.

9 Implementation and Monitoring Proposals

9.1 Introduction

A description of the measures envisaged for the monitoring of the significant environmental effects of the implementation of each plan or programme is required by the regulations. This has the objective of enabling the identification of unforeseen adverse effects at an early stage thus allowing remedial action to be taken. These arrangements may include the use of monitoring programmes beyond those undertaken by the transport authority.

Previously reliance has been placed upon national monitoring indicators, however the Government has announced that the national programme is to be abandoned. Hence, monitoring will be the responsibility of the County Council in association with other bodies, such as the Environment Agency. Given the reduced financial resources, the funding of monitoring programmes will be restricted.

A further consideration is the role of the Implementation Plans intended to deliver the LTP3 on a 4 yearly cycle in which specific programmes and measures are to be proposed. At this point County Council will need to assess proposals against the LTP3 objectives and SEA Framework to identify strategies that avoid, reduce adverse effects and enhance beneficial outcomes.

For these reasons, the mitigation and monitoring of the significant effects highlighted in the previous section of this Environmental Report will place primary reliance upon evidence of mitigation/enhancement procedures being implemented during the design and delivery of the transport measures rather than the monitoring of external environmental parameters. Essentially there would be a clear link between the findings of this Environmental Report and the assessment of the transport measures associated with the Implementation Plans. It is proposed that these mitigation/enhancement procedures would comprise:

- Clear specification of design objectives for transport measures to deliver the SEA objectives;
- Assembly of evidence throughout the design and decision making processes for the transport measures demonstrating consideration of the environmental and sustainability outcomes;
- Gathering of evidence of implementation alongside delivery of the transport measures
- Periodic external verification of the evidence and outcomes to deliver transparency and credibility to the process over the life of the plan.

A mechanism to support these processes would be that of adopting the CEEQUAL award process for maintenance and infrastructure projects with benchmark reviews to support each Implementation Plan.

9.2 Monitoring Proposals

The draft LTP3 is envisaged to give rise to a number of likely significant effects (see Section 8 for further details).

The proposed monitoring of these likely significant effects of the LTP3 is presented below. The 'Action Trigger' column identifies when the proposed monitoring actions should be undertaken. The Action Trigger 'continuous' denotes a continuous approach to the relevant proposed indicator commencing following the publication of LTP3.

Theme	Monitoring	Action Trigger
Plans and programmes	<ul style="list-style-type: none"> Number of schemes targeted at enhancing employment opportunities through Implementation Plans or daughter documents 	<ul style="list-style-type: none"> Review of Implementation Plans or publication of daughter documents
	<ul style="list-style-type: none"> Evidence of continuous improvement in sustainability associated with management of the transport network 	<ul style="list-style-type: none"> Consideration of a formal sustainability award scheme within 3 years
	<ul style="list-style-type: none"> Monitoring sustainable transport use for major housing, retail, leisure and employment developments (e.g. number of new developments with travel plans) 	<ul style="list-style-type: none"> Planning consents for major developments with transport implications following publication of LTP3
	<ul style="list-style-type: none"> Average journey time to urban centres 	<ul style="list-style-type: none"> Continuous
Biodiversity, geological sites and soils	<ul style="list-style-type: none"> Number of transport measures delivering enhanced ecological outcomes through Implementation Plan or daughter documents 	<ul style="list-style-type: none"> Review of design processes should there be an absence of transport measures in any 3 year period
	<ul style="list-style-type: none"> Area of greenfield land taken for transport assets 	<ul style="list-style-type: none"> Continuous
	<ul style="list-style-type: none"> Area of brownfield land taken for transport assets 	<ul style="list-style-type: none"> Continuous
	<ul style="list-style-type: none"> Percentage of employment land on previously developed land 	<ul style="list-style-type: none"> Continuous
	<ul style="list-style-type: none"> Percentage of new and converted dwellings on previously developed land 	<ul style="list-style-type: none"> Continuous
Landscape, townscape, historic environment	<ul style="list-style-type: none"> Number of schemes delivering enhanced public realm through Implementation Plans or daughter documents 	<ul style="list-style-type: none"> Review processes if no transport measures submitted for design awards in any 3 year period
	<ul style="list-style-type: none"> Number of transport schemes where contributions are made to the enhancement of heritage assets or their setting 	<ul style="list-style-type: none"> Continuous
	<ul style="list-style-type: none"> Number of heritage assets adversely or beneficially affected by transport measures 	<ul style="list-style-type: none"> Continuous
	<ul style="list-style-type: none"> Length of county roads with 	<ul style="list-style-type: none"> Review of Implementation Plans

Theme	Monitoring	Action Trigger
	low intrusion lighting	or publication of daughter documents
Air quality, climatic factors, noise	<ul style="list-style-type: none"> NI 186 per capita CO₂ emissions 	<ul style="list-style-type: none"> Continuous - Review if no reduction in emissions in any 3 year period
	<ul style="list-style-type: none"> Energy consumed by transport within the county 	
	<ul style="list-style-type: none"> Proportion of public vehicle fleet using low carbon fuels 	<ul style="list-style-type: none"> Continuous - Review of measures if no increase in proportion of fleet using low carbon fuels in any 3 year period
	<ul style="list-style-type: none"> NI198 Mode of travel to school 	<ul style="list-style-type: none"> Continuous - Review measures if rate of improvement declines over any 3 year period
	<ul style="list-style-type: none"> Number of noise complaints related to transport 	<ul style="list-style-type: none"> Continuous
Water	<ul style="list-style-type: none"> Number of projects incorporating SUDS 	<ul style="list-style-type: none"> Review of Implementation Plans or publications of daughter documents; Review of design processes should there be an absence of transport measures in any 3 year period
	<ul style="list-style-type: none"> Capital costs of dealing with the costs of flooding events on the highway estate 	<ul style="list-style-type: none"> Flooding events
	<ul style="list-style-type: none"> Number of days highway network disrupted by extreme weather events 	<ul style="list-style-type: none"> Extreme weather events
	<ul style="list-style-type: none"> Quality of water bodies receiving runoff from principal county roads 	<ul style="list-style-type: none"> Continuous
Population – Community	<ul style="list-style-type: none"> NI 141 – Percentage of vulnerable people achieving independent living 	<ul style="list-style-type: none"> Continuous - Review measures if rate of improvement declines over any 3 year period
	<ul style="list-style-type: none"> Number of killed and seriously injured children in social group V or in areas of high deprivation 	<ul style="list-style-type: none"> Continuous - Review measures if rate of improvement declines over any 3 year period
	<ul style="list-style-type: none"> Percentage of rural population served by public transport every hour within 20 minutes walking distance 	<ul style="list-style-type: none"> Continuous
	<ul style="list-style-type: none"> Proportion of community by age within 800m of hourly or 	<ul style="list-style-type: none"> Continuous

Theme	Monitoring	Action Trigger
	better bus services	
	<ul style="list-style-type: none"> Number of DDA compliant bus services 	<ul style="list-style-type: none"> Five year review of LTP3 followed by review of measures if number is decreasing or unsatisfactory
	<ul style="list-style-type: none"> Relative cost of bus fares against Retail Price Index 	<ul style="list-style-type: none"> Continuous
Population - Accessibility	<ul style="list-style-type: none"> Uptake of concessionary fare entitlement within eligible population 	<ul style="list-style-type: none"> Publicity measures to be taken should uptake not increase on a yearly basis
	<ul style="list-style-type: none"> Number of DDA compliant bus services 	<ul style="list-style-type: none"> Five year review of LTP3 followed by review of measures if number is decreasing or unsatisfactory
	<ul style="list-style-type: none"> Satisfaction levels of public with transport services 	<ul style="list-style-type: none"> Continuous
	<ul style="list-style-type: none"> Proportion of community by age within 800m of hourly or better bus services 	<ul style="list-style-type: none"> Continuous
	<ul style="list-style-type: none"> NI 176 Working age people with access to employment by public transport (and other specified modes) 	<ul style="list-style-type: none"> Continuous - Review measures if rate of improvement declines over any 3 year period
	<ul style="list-style-type: none"> Percentage of rural population served by public transport every hour within 20 minutes walking distance 	<ul style="list-style-type: none"> Annual review of services
	<ul style="list-style-type: none"> NI 175 Access to services and facilities by public transport, walking and cycling 	<ul style="list-style-type: none"> Annual review of services
	<ul style="list-style-type: none"> NI178 Bus services running on time 	
	<ul style="list-style-type: none"> Level of use made of demand responsive transport services 	
Population – Public health	<ul style="list-style-type: none"> Length of new/improved multi-user paths to green/ open space as progressed through Implementation Plan or daughter documents 	<ul style="list-style-type: none"> Review of Implementation Plans or publications of daughter documents; Review of design processes should there be an absence of measures in any 3 year period
	<ul style="list-style-type: none"> Number of locally targeted active travel and health 	<ul style="list-style-type: none"> Review programme on a 3 yearly basis to

Theme	Monitoring	Action Trigger
	promotion initiatives provided through Implementation Plan or daughter documents	focus on communities experiencing most health inequalities
	<ul style="list-style-type: none"> Cycling and walking trips to schools and work 	<ul style="list-style-type: none"> Continuous - Review measures if rate of improvement declines over any 3 year period
	<ul style="list-style-type: none"> Access to hospitals and other health care services 	<ul style="list-style-type: none"> Continuous - Review measures if rate of improvement declines over any 3 year period
	<ul style="list-style-type: none"> NI198 Mode of travel to school 	<ul style="list-style-type: none"> Continuous - Review measures if rate of improvement declines over any 3 year period
Population – Safer communities	<ul style="list-style-type: none"> NI 47 People killed and seriously injured 	<ul style="list-style-type: none"> Continuous - Review measures if rate of improvement declines over any 3 year period
	<ul style="list-style-type: none"> NI 48 Children killed and seriously injured 	
	<ul style="list-style-type: none"> Monitoring required to identify and respond to cycling accident 'hotspots' 	<ul style="list-style-type: none"> Continuous
	<ul style="list-style-type: none"> Reduction in the total and reduction in the gap between mortality and morbidity of different social groups 	<ul style="list-style-type: none"> Five year review of LTP3 followed by review of measures if there is an unsatisfactory result
	<ul style="list-style-type: none"> Public perceptions of safety (including place survey analysis) 	<ul style="list-style-type: none"> Continuous
Material Assets (transport infrastructure, minerals, waste and energy)	<ul style="list-style-type: none"> Proportion of recycled aggregates used in transport and public realm projects 	<ul style="list-style-type: none"> Continuous
	<ul style="list-style-type: none"> Number of transport measures supporting activities bringing brownfield land into productive uses 	<ul style="list-style-type: none"> Review of Implementation Plan or publication of daughter documents; Review scheme prioritisation on absence of schemes within any 3 year period
	<ul style="list-style-type: none"> Number of low energy lights installed per year 	<ul style="list-style-type: none"> Continuous

9.3 LTP3 Monitoring

The County Council will also be undertaking robust monitoring to assess the delivery and progress of LTP3. The County Council are still developing their final set of indicators and whilst these indicators are subject to change, the provisional list for inclusion is detailed in the table below.

Local transport objective	Proposed indicator	Timescale
Tackle congestion and make journey times more reliable	Vkm travelled	Annual
	Journey time survey	Annual
Improve connectivity to inter-urban, regional and international networks	Monitored stress on the network	Annual
	Accessibility to public transport service	Annual
Address the transport impacts of planned housing and employment growth	Percentage of employees covered by a travel plan	Annual
Encourage people to walk, cycle and use public transport through promotion and provision of facilities	Cycling levels	Annual
	Walking levels/footfall	Bi-annual
	Mode share of journeys to school	Annual
Support regeneration	Footfall in district centres	Bi-annual
Reduce transport's impact on the environment (air quality, buildings, landscape, noise etc.)	Particulate levels in air quality management areas (AQMAs)	Annual
	No. of AQMAs	Annual
Adapt to climate change and the development of a low-carbon transport system	CO ₂ emissions from transport	Annual
	Consideration of indicator relating to flood management to be included at a later date	To be determined
Improve levels of health and activity by encouraging active travel (walking or cycling) instead of short car journeys	Cycling levels	Annual
	Walking levels/footfall	Bi-annual
	Adult obesity levels	To be determined
	Child obesity levels	To be determined
	Active participation in sport	To be determined
Address and improve personal safety (and the perceptions of safety) when walking, cycling or using public transport	Killed and seriously injured casualties	Annual
	Children killed and seriously injured	Annual
	Public perceptions of safety	Annual
Provision of an affordable, reliable, and convenient public transport network	No. of passenger journeys made on local buses and trams	Annual
	Percentage of users satisfied with local bus services	Annual
	Percentage of users satisfied with passenger transport information	Annual
	Percentage of fully	Annual

Local transport objective	Proposed indicator	Timescale
	accessible buses	
	Bus punctuality	Annual
Improve access to employment and other key services particularly from rural areas	Accessibility by public transport to employment	Annual
	Accessibility by public transport to training	Annual
	Accessibility by public transport to health care	Annual
	Accessibility by public transport to retail centre or local shops	Annual
	Take-up of concessionary fare passes	Annual
	Percentage of fully accessible buses	Annual
	Maintain roads, footways, public transport services etc.	Condition of classified road network
Condition of unclassified road network		Annual
Condition of footways		Annual
Condition of bridges and other structures		Annual

Annex 1: Review of Plans, Policies and Programmes

Annex 1: Plans, Policies and Programmes

European

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
European Council Conclusions of 15 March 2010	EU	2010	New target to halt the loss of biodiversity and the degradation of ecosystem services in the EU by 2020 and to support efforts to avert global biodiversity loss. LTP3 to contribute towards reducing loss of biodiversity and maintaining ecosystem services	Objective of contributing to avoiding the loss of biodiversity as well as maintaining ecosystem services across the county	<ul style="list-style-type: none"> • Biodiversity
European Strategy for Sustainable Development	EC	2009	Economic situation provides an opportunity to address financial and ecological sustainability and develop a dynamic low-carbon and resource-efficient, knowledge-based, socially inclusive society. Notes that: <ul style="list-style-type: none"> • As part of the Climate and Energy Package, the EU is committed to sourcing 10% of its transport fuel consumption from renewable energy sources by 2020 (incl. biofuels, renewable electricity and hydrogen). This target is accompanied by binding sustainability criteria for biofuels included in the Renewable Energy Directive and the Fuel Quality Directive • The Green Transport Package, which addresses the greening of transport, the internalisation of external costs and the abatement of noise from railways. It also included a proposal on internalisation charges for lorries. • Action Plan for the deployment of Intelligent Transport Systems LTP3 to contribute towards promotion of low carbon and intelligent transport systems and the internalisation of transport costs where possible	Contribute towards the promotion of low carbon transport	<ul style="list-style-type: none"> • Climatic factors
Action Plan on Urban Mobility	EC	2009	The actions proposed are centred on six themes <ul style="list-style-type: none"> • Promoting integrated policies through • Focusing on citizens • Greening urban transport • Strengthening funding 	Objective to promote sustainable transport and integrated approaches to decision making	<ul style="list-style-type: none"> • Population • Human health • Climatic factors

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
			<ul style="list-style-type: none"> • Sharing experience and knowledge • Optimising urban mobility LTP3 to consider opportunities for support from EU initiatives under the Action Plan		
Copenhagen Accord	UN	2009	<p>Agreed to:</p> <ul style="list-style-type: none"> • Recognise the scientific view that the increase in global temperature should be held below 2.0°C • Deep cuts in global emissions are required according to science • Commit to implement the quantified economy wide emissions targets for 2020, to be submitted by 31 January 2010 [Annex I Parties, including the European Union]. LTP3 to contribute towards reducing greenhouse gas emissions	Objective to produce a quantified reduction in greenhouse gas emissions by 2020	<ul style="list-style-type: none"> • Climatic factors • Human health • Air quality
Adapting to Climate Change: Towards a European framework for Action	EC	2009	<ul style="list-style-type: none"> - Promote strategies that increase the resilience to climate change of health, property and the productive functions of land, inter alia by improving the management of water resources and ecosystems. - Framework for adaptation measures and policies to reduce the European Union's vulnerability to the impacts of climate change. The White Paper outlined the need for establishing a Clearing House Mechanism by 2011 that would enable exchanging information on climate risks, impacts and best practices between government, agencies and organisations working on adaptation policies. LTP3 to monitor information on climate risk, impacts and best practices on adaptation	<p>Objective to adopt strategies to increase resilience to climate change.</p> <p>Objective to remain up to date on climate change adaptation measures</p>	<ul style="list-style-type: none"> • Climate Change
Directive 2009/33 on the Promotion of Clean and Energy-Efficient Road Transport Vehicles	EC	2009	<ul style="list-style-type: none"> - Requires contracting authorities, contracting entities as well as certain operators to take into account lifetime energy and environmental impacts, including energy consumption and emissions of CO₂ and of certain pollutants, when purchasing road transport vehicles LTP3 to demonstrate commitment by NCC and LAA partners to take consideration of lifetime costs when purchasing vehicles	Objective to introduce procurement policy that considers whole life costs to include energy and environmental impacts	<ul style="list-style-type: none"> • Climatic factors • Human health • Air quality • Material assets

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
White Paper: A Sustainable Future for Transport	EC	2009	<ul style="list-style-type: none"> - Where justified, dedicated infrastructure for passengers and freight should be considered, either in the form of dedicated freight corridors or by setting 'smart' priority rules - ICT solutions should be developed as a support for better management and integration of transport flows <p>LTP3 to consider priority rules for modes in congested situations and promote ICT solutions</p>	Objective of promoting sustainable modes of transport	<ul style="list-style-type: none"> • Climatic factors • Material assets
Ambient Air and Cleaner Air for Europe Directive 2008/50/EC	EC	2008	<ul style="list-style-type: none"> - Establishes objectives for ambient air quality and common methods of assessment, provision of information to the public and maintaining good air quality and improving on it in other cases. Requires monitoring and modelling in zones and agglomerations exceeding air pollution thresholds. Limit values not to be exceeded. Air quality plans needed which can include measures for protection of sensitive population groups. <p>LTP3 continue to reduce vehicle emissions</p>	Objective of enhancing air quality in AQMAs or areas where standards may be threatened	<ul style="list-style-type: none"> • Human health • Air quality
Directive 2007/60/EC Assessment and Management of Flood Risk	EU	2007	<p>Requires a preliminary flood risk assessment for each river basin district or unit of management. To include maps, significant floods, and assessment of potential adverse consequences of future floods. Flood risk maps and management plans are to be prepared</p> <p>LTP3 to consider implications of flood risk and management plans in the management of transport infrastructure</p>	Objective of reducing flood risk where economic to do so	<ul style="list-style-type: none"> • Water • Material assets • Landscape / townscape
Green Paper: Towards A New Culture for Urban Mobility	EC	2007	<ul style="list-style-type: none"> - Authorities should promote co-modality and reallocate space that becomes available after congestion mitigation measures. Intelligent and adaptive traffic management systems have also proven their efficiency in reducing congestion - More sustainable use of the private car should be encouraged for example by carpooling - Adequate parking policy is also necessary to reduce the use of cars in the centre of the cities <p>LTP3 to promote sustainable modes of transport.</p>	Objective of promoting sustainable modes of transport	<ul style="list-style-type: none"> • Climatic factors • Material assets

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
Strategy on Climate Change: Control Measures Through Until 2020 and Beyond	EC	2007	Plans to reduce CO ₂ emissions from cars to reach the target of 120 grams of CO ₂ per kilometre (g CO ₂ /km). The Commission stresses the need for consumers to do more, to cut the emissions produced by freight transport by road and maritime transport and to address biofuels. LTP3 to assist in lowering emissions by freight transport and promoting biofuels	Objective of promoting sustainable modes of transport and promoting use of biofuels	<ul style="list-style-type: none"> • Climatic factors • Material assets
Convention on the Rights of Persons with Disabilities	UN	2006	Parties take appropriate measures to ensure access to the physical environment, to transportation, to information and communications, including information and communications technologies and systems, and to other facilities and services open or provided to the public, both in urban and in rural areas. LTP3 to provide equality of access to the transport system, information and the physical environment for those with disabilities	Objective to promote equality of access through transport, information and communications technologies	<ul style="list-style-type: none"> • Population • Human health
Directive 2006/44/EC on the quality of fresh waters needing protection or improvement in order to support fish life	EC	2006	Concerns the quality of fresh waters and shall apply to those waters designated by the Member States as needing protection or improvement in order to support fish life salmonid waters or cyprinid waters setting out parameters for their quality LTP3 to contribute towards the protection of water quality	Objective of protecting water quality from highway runoff, accidental spillage and as a result of transport infrastructure construction and maintenance works	<ul style="list-style-type: none"> • Water • Biodiversity
Keep Europe Moving – Sustainable Mobility for Our Continent. Mid-term review of the European Commission’s 2001 Transport White Paper	EC	2006	<ul style="list-style-type: none"> - Future policy will have to optimise each mode’s own potential to meet the objectives of clean and efficient transport systems. - Shifts to more environmentally friendly modes must be achieved where appropriate, especially long distance, in urban areas and on congested corridors. - co-modality, i.e. the efficient use of different modes on their own and in combination, will result in an optimal and sustainable utilisation of resources. LT3 to promote environmentally modes on congested corridors and enhance efficient use of individual modes.	Objective to comprise promotion of sustainable modes and enhance efficiency in use of modes.	<ul style="list-style-type: none"> • Climatic factors
Action Plan on Biodiversity	EC	2006	The Action Plan stipulates priority objectives, which are divided into four policy areas (biodiversity in the EU, the EU and global biodiversity, biodiversity and climate	Objective to protect biodiversity	<ul style="list-style-type: none"> • Biodiversity

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
			change, and the knowledge base). It further specifies four main supporting measures (financing, decision-making, building partnerships, and public education, awareness and participation), as well as monitoring, evaluation and review measures. LTP3 to protect biodiversity		
Directive 2006/116/EC on the Protection of Groundwater Against Pollution and Deterioration	EC	2006	Measures to protect and control groundwater pollution LTP3 to consider measures to protect groundwater against pollution from highway runoff where necessary	Objective of preventing pollution of groundwater	<ul style="list-style-type: none"> • Human health
Collaboration Between the Health and Transport Sectors in Promoting Physical Activity	WHO	2006	Promotion of measures to enhance health particularly through safe cycling and walking LTP3 to promote non-motorised modes	Objective of promoting non-motorised modes	<ul style="list-style-type: none"> • Human health • Population • Climate Change
Thematic Strategic on Air Pollution	EC	2005	Compared with the situation in 2000, the Strategy sets specific long-term objectives (for 2020): <ul style="list-style-type: none"> • 47% reduction in loss of life expectancy as a result of exposure to particulate matter • 10 % reduction in acute mortalities from exposure to ozone • reduction in excess acid deposition of 74% and 39% in forest areas and surface freshwater areas respectively • 43% reduction in areas or ecosystems exposed to eutrophication LTP3 to contribute to reducing vehicle emissions	Objective of reducing vehicle emissions	<ul style="list-style-type: none"> • Air quality • Human health • Biodiversity
Framework Convention on the Value of Cultural Heritage for Society	Council of Europe	2005	<ul style="list-style-type: none"> - Not yet in force. - Sees heritage both as a resource for human development, the enhancement of cultural diversity and the promotion of intercultural dialogue, and as part of an economic development model based on the principles of sustainable resource use. - Efforts to conserve and appreciate the heritage must be regarded not as an activity peripheral to modern life, but as an essential action to sustain and deploy assets which are vital to the quality of everyday life and to future progress. 	Objective of protecting the cultural heritage of the county	<ul style="list-style-type: none"> • Cultural heritage • Material assets

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
Health Effects of Transport-Related Air Pollution	WHO	2005	LTP3 to promote protection of cultural heritage Sets out the health risks from pollution LTP3 to contribute to reducing vehicle emissions	Objective of contributing to improved air quality	<ul style="list-style-type: none"> • Human health
European Landscape Convention	Council of Europe	2005	- Promotes landscape protection, management and planning, and European co-operation on landscape issues - It highlights the importance of developing landscape policies dedicated to the protection, management and creation of landscapes, and establishing procedures for the general public and other stakeholders to participate in policy creation and implementation LTP3 – All landscape issues to be considered in spatial planning, land use and resource management	Objective of incorporating consideration of landscape as a whole within decision making	
Protocol on Strategic Environmental Assessment to the Convention on Environmental Impact Assessment in a Transboundary Context	UNECE	2003	In force 2010 giving explicit recognition to the need to assess the effects of plans and programmes upon health. Requires health authorities to be consulted and significant environmental and health effects to be monitored Additional aspects are the need to describe health problems as well as environmental problems and include monitoring for significant health effects. LTP3 to consider health issues and provide for monitoring of health issues	Objective of reducing health problems and providing specific monitoring	<ul style="list-style-type: none"> • Human health
Council Directive 2002/49/EC on the Assessment and Management of Environmental Noise	EC	2002	Required the mapping of exposure to noise, the publication of the findings and the preparation of action plans with a view to preventing and reducing environmental noise where necessary and particularly where exposure levels can induce harmful effects on human health and to preserving environmental noise quality where it is good. LTP3 to consider measures to reduce noise levels	Objective of reducing noise levels and protecting tranquil areas	<ul style="list-style-type: none"> • Noise • Human health
European Transport Policy for 2010: A Time to Decide	EC	2001	Emphasis on shifting the balance between modes, eliminating bottlenecks and ensuring rigorous pricing and safety regimes in the transport sector LTP3 to promote sustainable modes and transport safety	Objective of promoting change to sustainable modes and improving safety	<ul style="list-style-type: none"> • Human health • Population

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
Directive 2001/81/EC National Emission Ceiling Directive	EC	2001	Sets ceilings for each EU Member State for emissions of ammonia, nitrogen oxides, sulphur dioxide and volatile organic compounds (VOCs) LTP3 to contribute towards improving air quality	Objective of contributing towards improving air quality	<ul style="list-style-type: none"> • Air quality • Human health
Water Framework Directive 2000/60/EC	EC	2000	Provides framework for management of water resources throughout the EU. Transposed into English law by the Water Environment (Water Framework Directive) (England and Wales) Regulations 2004. Requires all rivers to aim to achieve good status by 2015 and charged the Environment Agency with production of River Basin Management Plans to be implemented by the end of 2009. LTP3 to take account of River Basin Management Plan for the Humber Basin	Objective of protecting water quality from highway runoff, accidental spillage and as a result of transport infrastructure construction and maintenance works	<ul style="list-style-type: none"> • Water • Biodiversity • Soils
Council Directive 1999/30/EC on Ambient Air Quality Limits	EC	1999	Sets limit values for sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead in ambient air LTP3 to contribute towards meeting limit values	Contributions towards improving air quality	<ul style="list-style-type: none"> • Air quality • Human health
Air Quality Framework Directive 1996/62/EC	EC	1996	Sets strategic framework for tackling air quality by setting limit values for twelve air pollutants through daughter directives LTP3 to contribute towards meeting limit values	Contributions towards improving air quality	<ul style="list-style-type: none"> • Air quality • Human health
The Pan-European Biological and Landscape Diversity Strategy	EC	1995	Aims to ensure that the ecosystems on which species depend continue to function, rather than protecting only threatened species or a limited number of valuable sites LTP3 to protect biodiversity beyond protected sites	Objective of protecting all biodiversity interests.	<ul style="list-style-type: none"> • Biodiversity
<u>United Nations Framework Convention on Climate Change</u>	UN	1992	Stabilization of greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system LTP3 to contribute towards reducing greenhouse gases	Objective of reducing greenhouse gases	<ul style="list-style-type: none"> • Climatic factors • Human health
Conservation of Natural Habitats of Wild Flora and Fauna (The Habitats Directive)1992/43/EEC	EC	1992	Provides for protection and establishment of Special Areas of Conservation (SAC sites) LTP3 to consider the potential for effects upon SACs	Objective to conserve and enhance biodiversity	<ul style="list-style-type: none"> • Biodiversity

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
Convention on Biodiversity	UN	1992	Integrate the conservation and sustainable use of biological diversity into relevant plans, programmes and policies and monitor the effects on biodiversity. LTP3 to consider effects on biodiversity of its proposals	Objective to avoid adverse effects on biodiversity	<ul style="list-style-type: none"> • Biodiversity
Convention for the Protection of the Architectural Heritage of Europe	Council of Europe	1987	Promote policies for the conservation and enhancement of Europe's heritage. LTP3 to see to conserve and enhance cultural heritage	Objective to conserve and enhance features and areas of cultural heritage	<ul style="list-style-type: none"> • Cultural heritage
The Convention on Wetlands of International Importance 1971 (amended 1982)		1982	Conservation and wise use of wetlands and their resources LTP to protect interests of any Ramsar site that might be affected.	Objective to conserve and enhance biodiversity	<ul style="list-style-type: none"> • Biodiversity
Bonn Convention on the Conservation of Migratory Species of Wild Animals	Council of Europe	1979	Protection of migratory species LTP3 – not of relevance beyond protecting habitats	Objective to conserve and enhance biodiversity	<ul style="list-style-type: none"> • Biodiversity
Bern Convention on the Conservation of European Wildlife and Natural Habitats	Council of Europe	1979	Protection of appendix II species including the destruction of breeding or resting sites, disturbance of wild fauna, taking of eggs and trade in animals LTP3 – not of relevance	None	<ul style="list-style-type: none"> • Biodiversity
Conservation of Wild Birds (The Birds Directive) 1979/409/EEC	EC	1979	Provides for protection of wild birds and their habitats through Special Protection Areas LTP3 – not of relevance as no sites in the county	None	<ul style="list-style-type: none"> • Biodiversity
Waste Framework Directive 75/442/EEC	EC	1975	Established the waste hierarchy (reduce, reuse, recycle, energy recover, disposal) and seeks waste minimisation across Member States. LTP3 to reduce promote waste minimisation practices in the construction and maintenance of transport infrastructure	Objective to promote the minimisation of waste arising from transport projects	<ul style="list-style-type: none"> • Material assets

National

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
Local Growth: Realising Every Place's Potential, White Paper	HM Govt	2010	<p>The White Paper sets out its minimal approach to intervening in local affairs and makes the following statements:</p> <ul style="list-style-type: none"> • Commitment to the greenest government and government for the long term will require 'greening' the whole economy. • Nottingham identified as a core city-region the Government wishes to support by Tax Increment Finance powers, prioritising transport investment, reforming planning and possibly a new mayor. • Localities to lead their own development • Government to support investment with a long term impact on growth • Local Authorities to have a general power of competence to include providing high quality services such as schools and transport that directly support businesses' investment confidence and individual's life chances. Authorities are also to lead efforts to support and improve the health and well-being of the local population, promoting independence and rehabilitation to ensure that all individuals have the maximum opportunity to benefit from work, and to contribute to the local economy. • Local Enterprise Partnerships encouraged to work on transport, housing and planning as part of an integrated approach to growth and infrastructure delivery by setting out: key investment priorities, including transport infrastructure and supporting or coordinating project delivery; coordinating proposals to the Regional Growth Fund; ensuring business is involved in the development and consideration of strategic development applications; coordinating the leverage of funding from the private sector; consider local green infrastructure issues. • A Communities to have right to build powers to deliver small-scale development • Providing a simplified national planning framework 	<p>In assessing the LTP3 and considering the need for mitigation measures and monitoring due regard will need to be given to the changed decision making context within which the LTP3 will be delivered.</p>	<ul style="list-style-type: none"> • Human health • Population - Accessibility

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
			<ul style="list-style-type: none"> • Statutory duty on local authorities, public bodies and private bodies that are critical to plan making such as infrastructure providers • New local income streams for local government • Planning system is to: give people the opportunity to shape the look and feel of their communities including to protect and promote important environmental and social interests; to provide sufficient housing to meet demand; and to support economic development through the provision of infrastructure and by using land use planning to support economic activity. • Neighbourhood plans are to be created and are to respect presumption in favour of sustainable development as well as other local strategic priorities such as the positioning of transport links and meeting housing need. <p>- LTP3 to reflect new opportunities to define transport needs with Local Enterprise Partnerships to further economic development and the life chances of individuals in a manner that delivers sustainable manner, considers green infrastructure as well as supports and improves the health and well-being of the local population with funding from Regional Growth Fund and changes to local government finances.</p>		
Transport					
National Infrastructure Plan 2010	HM Govt	2010	<p>Sets out Government's vision for major infrastructure investment.</p> <ul style="list-style-type: none"> • Congestion predicted to rise by around 20% in the period up to 2025 at a cost of £22 billion a year and cost to business of £10 billion • Fundamental change not only on the energy technologies, but also on the way infrastructure is planned, coordinated and delivered is needed. Adaptation to provide security and resilience is also needed. • There is a need to attract private sector capital and 	Reinforces existing framework focusing upon network resilience to climate change, promoting reductions in greenhouse gas emissions, and enhancing local accessibility by sustainable modes.	<ul style="list-style-type: none"> • Climatic factors • Population - accessibility

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
			<p>reduce the cost of capital for projects and programmes.</p> <p>A new hierarchy for infrastructure investment is set out:</p> <ul style="list-style-type: none"> • Maintenance and smarter use of assets • Targeted action to tackle network stress points and develop networks • Transformational large scale capital projects <p>Other points for transport infrastructure are:</p> <ul style="list-style-type: none"> • A common set of planning assumptions (economic growth, population growth and impacts of climate change, a framework for assessing overall affordability and Green Book supplementary Guidance is to be issued early 2011. • A Local Sustainable Transport Fund to support local priorities including economic growth and reduce carbon emissions focused on behavioural change of short journeys • Simplification of local transport funding to four grant streams • Lorry road user charging • Incentives for electric and plug-in hybrid cars <p>- LTP3 to consider implications of new investment hierarchy and opportunities associated with other changes.</p> <p>- LTP3 to consider implications of lorry road user charging upon local road network as a result of traffic diversion.</p>		
Active Travel Strategy	DfT/DH	2010	<ul style="list-style-type: none"> • Local authorities introduce 20mph zones and limits into more residential streets • Access to Bikeability cycle training for every child • Every major public sector employer signed up to provide high quality facilities and support for cyclists through the Cycle to Work Guarantee. • Cycle parking at or within easy reach of every public building 	Objective to enhance measures for cycling	<ul style="list-style-type: none"> • Human health

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
			<ul style="list-style-type: none"> • Sufficient secure bike parking at every rail station LTP3 to introduce 20mph zones and provide measures for cycling		
Community Transport: LTP Best Practice Guidance	DfT	2010	Local authorities to involve community transport in the development and delivery of their transport plans and policies. LTP to consider community transport objectives	Objective of considering transport needs of those with special needs	<ul style="list-style-type: none"> • Population • Human health
The Future of Urban Transport	DfT	2009	Puts forward a vision of urban transport that envisages enhanced mobility through a wider choice of journey, reduced congestion, better health and enjoyable urban spaces as a result of: <ul style="list-style-type: none"> • enhanced mobility through a wider choice of journey • reduced congestion and increased journey time reliability • better health as a result of improved safety and much greater levels of walking and cycling; and • streets and public spaces which are enjoyable places to be, where exposure to harmful emissions is reduced, and where quality of life is transformed • reduced threat from climate change. - Plans and proposals for investment must be considered against their ability to make progress on all five of the Department's goals – economic development, climate change, safety, security and health, quality of life and equality of opportunity. It is not sufficient to identify an initiative that mitigates one problem without also considering its effects more widely. - The Government wants to see proposals that give: <ul style="list-style-type: none"> • effective alignment between decision making on transport and decisions on other areas of policy such as land use, economic development and wider regeneration • robust and streamlined decision making arrangements which allow necessary decisions to be 	Objective of enhanced transport planning and decision making integrating transport with other policy areas Objective of promoting sustainable transport.	<ul style="list-style-type: none"> • Population • Human health • Climate change • Material assets

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
			<p>taken on complex and difficult issues in a timely and transparent manner</p> <ul style="list-style-type: none"> • a real enhancement of delivery capability and capacity by taking a coherent and integrated approach to managing currently fragmented transport planning and delivery skills and capacity • an examination and, if necessary, redress of any operational fragmentation, in particular on highways, traffic management and public transport to ensure greater alignment of policy interventions and maximise delivery efficiencies across public authorities involved, consistent with appropriate levels of subsidiarity • stronger internal challenge and assessment functions, allied to improved performance management, to ensure that urban areas are better equipped to take decisions in relation to future plans and interventions, maximise VfM, monitor impacts of interventions and safeguard public funds <p>- LTP3 to enhance mobility, reduce congestion and increase journey time reliability, improve safety while providing more cycling and walking in enjoyable streets.</p> <p>- LTP3 to consider effects across all DfT goals</p> <p>- LTP3 to integrate transport decision making with other policy areas with timely decisions through stronger internal challenge and assessment functions</p>		
Providing Transport in Partnership	DfT	2009	<p>Advice to local authorities and NHS agencies on the benefits of integrating the organisation and procurement of transport provided for patients and clients across various sectors.</p> <p>LTP3 to provide for an integrated approach to passenger transport planning procurement and provision.</p>	Objective of meeting the transport needs of those in ill-health and enhancing transport efficiency savings	<ul style="list-style-type: none"> • Material assets

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
			LTP3 to engage with the commercial and third sector.		
Strategy for Lorry Parking in England	DfT	2009	Encourage Councils to consider and support the need of lorry parking where it is required LTP3 to consider need for lorry parking	Include objective on provision of lorry parking	<ul style="list-style-type: none"> • Population • Human health • Material assets
Transport Guidance: Supporting Access to Positive Activities	DfT/ DCFS	2009	<p>- Aimed at the Children's Trusts and transport planners to ensure services for children are delivered coherently alongside transport planning measures.</p> <p>- Part of the Government's strategy 'Aiming high for young people' a ten year strategy with links to the Local Transport Act 2008</p> <p>- Need to consider the following to address young people's participation in positive activities:</p> <ul style="list-style-type: none"> • Joint planning between Children's Trusts and transport planners at an early stage • Adopt an holistic approach to young people's transport needs – by reviewing & revising existing arrangements • Single over-arching strategy to provide range of transport within an existing LA fleet • Young people participating in transport planning. • Publicising transport information alongside information on positive activities & youth services • Using discretionary powers on transport to develop a 'transport offer' • Communicating concessionary transport agreements, including behaviour contracts • Linking transport planning with planning for new facilities • Review transport routes, availability and cost against changing activity and service provision • Explore potential for commercial bus company contributions towards cost of concessionary fares for 	Include an objective on the ability of young people to access transport services	<ul style="list-style-type: none"> • Population • Human health

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
			<p>young people.</p> <p>LTP3 to include an objective to improve accessibility and social inclusion across the county</p> <p>Establish links to other strategies</p> <p>Provide opportunities for participation of young in transport planning</p>		
Guidance on Local Transport Plans	DfT	2009	<ul style="list-style-type: none"> - In addition to national goals, local authorities are to address cities & regional network challenges. - LTP3 to mitigate climate change together with relating to all environmental issues - Integration of Air Quality Action Plans and LTPs is essential - Analysis of problems not to be restricted to existing problems, but should also attempt to anticipate and prevent any emerging or potential problems - LTPs and the targets they contain should therefore make clear and visible connections between local transport targets and targets for sustainable economic growth, housing, and social inclusion, through cross-referencing and quotes from wider plan and strategies. - LTPs should also demonstrate how the authority's processes for drawing up plans and setting targets in those wider areas have responded to the development of its local transport strategy and plan. <p>LTP3 to take account of guidance</p>	Objective of anticipating and mitigating climate change and integrating other plans and strategies	<ul style="list-style-type: none"> • Climatic Factors • Material Assets • Landscape / townscape • Human health
The Future of Transport: A Network for 2030			<ul style="list-style-type: none"> - Promotes: <ul style="list-style-type: none"> • Sustained investment in the long term • Improvements in transport management • Planning ahead • Balancing the need to travel with the need to improve the quality of life - The transport shared priority covers: <ul style="list-style-type: none"> • Tackling congestion, • Delivering accessibility, • Safer roads, and • Improving air quality 	Objective of delivering reduced congestion, improved accessibility, safer roads with improved air quality.	<ul style="list-style-type: none"> • Population • Human health • Air quality

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
Building Sustainable Transport into New Developments	DfT	2008	<p>Aimed at those involved in the planning, design and construction of new housing developments. It sets out advice on how to build an effective sustainable transport system in new developments, from the planning to the implementation stage. It recommends a variety of transport options to integrate and adopt according to the location and needs of the individual development.</p> <p>LTP3 could promote/set out locally relevant solutions</p>	None	<ul style="list-style-type: none"> • Climatic factors • Human health • Material assets • Landscape / townscape • Air • Water
Delivering a Sustainable Transport System	DfT	2008	<p>- Sets out how local authorities are to deliver the national goals for transport and describes the associated challenges.</p> <ul style="list-style-type: none"> • to support national economic competitiveness and growth, by delivering reliable and efficient transport networks; • to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change; • to contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health; • to promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and to improve quality of life for transport users and non-transport users, and to promote a healthy natural environment. <p>LTP3 to address the five national goals</p>	SEA to include objectives on: <ul style="list-style-type: none"> • climate change, • safety, security & health, • quality of opportunity, • quality of life. 	<ul style="list-style-type: none"> • Climatic factors • Human health • Material assets • Landscape / townscape • Air • Water
Meeting Targets through Transport	DfT	2008	<p>- Considers how transport can contribute to wider objectives and the opportunity for local authorities and partners to work together.</p> <p>- As well as transport Indicators, the following Local Performance Framework indicators are influenced by transport:</p>	Include objectives on: <ul style="list-style-type: none"> • Climate Change & Air Quality • Housing Delivery • Perceptions about an area • Health & well-being 	<ul style="list-style-type: none"> • Population; Public health & Safety • Climatic factors • Material

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
			<ul style="list-style-type: none"> • Climate change and air quality • Housing delivery • Employment and business growth • Participation in sport, volunteering and cultural activities • Crime • Perceptions of an area • Street cleanliness • Education & skills • Health & well-being <p>LTP3 to include relevant targets for objectives affected by transport.</p>		assets
Local Transport Act	Govt	2008	<p>Provides power to take tackle congestion and improve public transport particularly by:</p> <ul style="list-style-type: none"> • Improving quality of local bus services, • Creating a bus passenger champion to represent the interests of bus passengers, • Arrangements for local transport governance <p>LTP3 will be linked with bus strategy providing policies and objectives/targets to improve local bus services on strategic routes in the county</p>	Consider whether transport measures may contribute towards reducing congestion and climate change.	<ul style="list-style-type: none"> • Population • Human health & safety • Climatic factors
Delivering a Sustainable Railway	DfT	2007	<p>Promotes a railway that can handle double the amount of freight and passenger traffic, that is safer, more reliable and efficient and can cater for needs with a reduced carbon footprint and improved environmental performance.</p> <p>LTP3 to recognise implications that might emerge for other transport networks</p>	None	<ul style="list-style-type: none"> • Population
PPS 6 Planning for Town Centres	ODPM	2005	<p>Sets out Government's policy on planning for the future of town centres. Promotes viability and vitality of town centres by planning for growth, focusing development in such centres and encouraging a wide range of services, accessible to all. Accessibility to be improved by ensuring that existing or new development is or will be,</p>	Objective on improving access to employment and community services.	<ul style="list-style-type: none"> • Population

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
			<p>accessible and well served by a choice of means of transport.</p> <p>LTP3 to ensure that appropriate transport networks, including public transport, in place to provide access to all social groups to services in town centres.</p>		
Walking and Cycling: An Action Plan	DfT	2004	<p>Promotes increasing walking and cycling through:</p> <ul style="list-style-type: none"> • Improving the environment (through land use planning, the design of streets etc.) • Providing better facilities (cycle lanes, pedestrian crossings etc.) • Influencing travel behaviour (by changing perceptions, education etc.) • Building skills and capacity (through training in areas such as streetscape design) <p>LTP3 to incorporate walking and cycling strategies and targets</p>	Objective on enhancing use of non-motorised modes	<ul style="list-style-type: none"> • Human health
Powering Future Vehicles Strategy	DfT	2002	<p>Sets targets for sales of ultra-low carbon cars by 2020.</p> <p>LTP3 could enhance provision for low carbon vehicles</p>	Consider extent to which sustainable transport is promoted	<ul style="list-style-type: none"> • Climate change
Older People: Their Transport Needs and Requirements	DfT	2001	<p>Details transport needs of elderly and recommends that transport planners and service providers take a more 'holistic' approach to address concerns associated with every element of the journey. Furthermore, when new or improved services are introduced, they are given sufficient time to bed in; short-term pilots are sure to fail if potential users do not have long enough to try them out.</p> <p>LTP3 to address transport needs of the elderly</p>	Consider needs of the elderly	<ul style="list-style-type: none"> • Population • Human health
PPG 13: Transport	ODPM	2001	<p>Objective to integrate land use and transport planning by:</p> <ul style="list-style-type: none"> • encouraging more sustainable transport choices for both people and moving freight. • promoting accessibility to jobs, shopping, leisure facilities and other services by public transport, walking and cycling 	Consider extent to which sustainable transport is promoted	<ul style="list-style-type: none"> • Landscape / townscape • Population • Climatic factors • Material

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			<ul style="list-style-type: none"> reducing the need to travel, especially by car <p>LTP3 to include policies to provide improved accessibility and promote sustainable travel options</p>		assets
Sustainable Development					
An Invitation to Shape the Nature of England	Defra	2010	<p>- Seeks views on:</p> <ul style="list-style-type: none"> Embedding the true value of natural resources into decision making Adopting a “whole systems” approach to incremental impacts Optimising take up of ultra-low carbon vehicles Innovation sought in offsetting the impact of development on biodiversity An integrated approach linking a healthy natural environment to economic prosperity, sustainable development, a better quality of life health and wellbeing is sought Ways to manage the natural environment where cross-boundary issues occur and links with mechanisms for economic growth, transport and planning are needed The costs of environmental degradation needs to be better understood and reflected in decisions. Landscape scale approach is needed to managing natural resources <p>LTP3 to address the new agenda for environmental management</p>	Objective of integrating a whole systems and recognising true value of the natural environment in decision making processes	<ul style="list-style-type: none"> Population Human health Climatic factors Biodiversity Landscape/ townscape
PPS3 – Housing	GLG	2010	<p>Planning authorities are to develop housing density policies having regard to the current and future levels of accessibility, particularly public transport accessibility among other factors.</p> <p>LTP3 to endeavour to support housing policies</p>	Objective of engaging with the transport infrastructure needs for the core strategies across the county	<ul style="list-style-type: none"> Population
PPS4: Planning for Sustainable Economic Growth	CLG	2009	<p>Relevant objectives are to:</p> <ul style="list-style-type: none"> Build prosperous communities by improving the 	Support economic vitality of the county, urban and distinctive	<ul style="list-style-type: none"> Population Climate

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			<p>economic performance of cities, towns, regions, sub-regions and local areas, both urban and rural</p> <ul style="list-style-type: none"> • Reduce the gap in economic growth rates between regions, promoting regeneration and tackling deprivation • Deliver more sustainable patterns of development, reduce the need to travel, especially by car and respond to climate change • Promote the vitality and viability of town and other centres as important places for communities • 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 <p>LTP3 to contribute to economic vitality and promotion of locally distinctive rural communities</p>	<p>rural areas Support measures that reduce the need to travel</p>	<p>change</p>
<p>PPS12 Local Spatial Planning</p>	<p>CLG</p>	<p>2008</p>	<p>Core strategies are to be supported by evidence of the physical, social and green infrastructure needed to enable the amount of development proposed for the area, taking account of its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided. The core strategy should draw on and in parallel influence any strategies and investment plans of the local authority and other organisations.</p> <p>Infrastructure planning for the core strategy should also include the specific infrastructure requirements of any strategic sites which are allocated in it.</p> <p>LTP to contribute to the planning of infrastructure to support core strategies</p>	<p>Objective of engaging with the transport infrastructure needs for the core strategies across the county</p>	<ul style="list-style-type: none"> • Population
<p>Planning for a Sustainable Future, White Paper</p>	<p>CLG, DfT, Defra, DTI</p>	<p>2007</p>	<p>- Introduced reforms to land use planning and major infrastructure planning. Vision is for a planning system which:-</p> <ul style="list-style-type: none"> • supports vibrant, healthy sustainable communities 	<p>Includes objectives to:</p> <ul style="list-style-type: none"> • support vibrant, healthy, sustainable communities • enables an infrastructure that 	<ul style="list-style-type: none"> • Population • Human health • Climatic factors

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
			<ul style="list-style-type: none"> • promotes the UK's international competitiveness • enables an infrastructure that is integrated with the delivery of other sustainable development objectives. <p>LTP3 to include objectives to promote healthy and sustainable communities</p>	is integrated with the delivery of other sustainable development objectives	
UK Government Sustainable Development Strategy: Securing the Future	Defra	2005	<p>Key commitments in the strategy relevant to the LTP3 include:</p> <ul style="list-style-type: none"> • researching environmental limits and environmental inequalities • taking account of natural systems as a whole, through the use of an ecosystems approach <p>LTP3 to consider the use of ecosystems and environmental limit approaches to inform decision making</p>	Objective of integrating a whole systems and recognising true value of the natural environment in decision making processes	<ul style="list-style-type: none"> • Population • Human health • Climatic factors • Biodiversity • Landscape/ townscape
PPS 1: Delivering Sustainable Development	ODPM	2005	<p>- In planning for sustainable development, the key factors include:-</p> <ul style="list-style-type: none"> • Social cohesion and Inclusion • Protection and enhancement of the environment • Prudent use of natural resources • Sustainable economic development • Integrating sustainable development in development plans <p>LTP3 to be supported by a commitment sustainable development and community participation in the plan making process and policies to deliver the objectives</p>	Objectives to promote sustainable development	<ul style="list-style-type: none"> • Population • Landscape / townscape • Human health • Air • Water • Noise • Soil • Material Assets • Biodiversity
PPS 7: Sustainable Development in Rural Areas	ODPM	2004	<p>- Relevant objectives include;-</p> <ul style="list-style-type: none"> • To raise the quality of life and environment in rural areas through promotion of thriving, inclusive and sustainable communities, sustainable economic growth and diversification, good quality sustainable development and continued protection of the open countryside. 	Address the transport needs of rural communities	<ul style="list-style-type: none"> • Population • Landscape /townscape • Human health • Air • Water • Noise

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			<ul style="list-style-type: none"> • where possible, ensure that new development in identified service centres is supported through improvements to public transport, and to walking and cycling facilities, provided in partnership with the developer where appropriate; • To promote more sustainable patterns of development by focusing development in and next to existing towns and villages, preventing urban sprawl, discouraging the development of 'greenfield' land, promoting a range of uses and providing appropriate leisure opportunities for urban and rural dwellers. <p>LTP3 to address the need of the rural communities.</p>		<ul style="list-style-type: none"> • Soil • Material Assets • Biodiversity
PPG 17: Planning for Open Space, Sport and Recreation	ODPM	2002	<p>Promote accessibility by walking, cycling and public transport, and ensure that facilities are accessible for people with disabilities</p> <p>LTP3 to aid access to open space, sports and recreational areas by sustainable modes for all members of society</p>	Accessibility to open space, sports and recreational areas to be promoted by sustainable modes	<ul style="list-style-type: none"> • Public health
Sustainable Distribution: A Strategy	DfT	1999	<p>Government's objectives are to:</p> <ul style="list-style-type: none"> • Improve the efficiency of distribution • Minimise congestion • Make better use of transport infrastructure • Minimise pollution and reduce greenhouse gas emissions • Manage development pressures on the landscape - both natural and man-made • Reduce noise and disturbance from freight movements • Reduce the number of accidents, injuries and cases of ill-health associated with freight movement <p>LTP3 to manage needs and impacts of freight transport</p>	Needs and impacts of freight transport to be addressed	<ul style="list-style-type: none"> • Material Assets • Human health • Climate change • Noise
PPG2 - Green Belts	ODPM	1995	When seeking to locate park and ride development, Non-Green Belt alternatives should be investigated first.	Park and Ride sites proposed within Green Belt to be subject to	<ul style="list-style-type: none"> • Material Assets

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			<p>Park and ride development is not inappropriate in Green Belts, provided that:</p> <ul style="list-style-type: none"> • A thorough and comprehensive assessment of potential sites has been carried out • The assessment establishes that the proposed green belt site is the most sustainable option taking account of all relevant factors including travel impacts • The scheme will not seriously compromise the purposes of including land in Green Belts • The proposal is contained within the local transport plan and based on a thorough assessment of travel impacts • New or re-used buildings are included within the development proposal only for essential facilities associated with the operation of the park and ride scheme <p>LTP3 to consider above issues should park and ride sites be proposed in green belt</p>	an assessment	
Biodiversity					
Securing Biodiversity – a new framework for delivering priority habitats and species in England	Natural England	2008	<ul style="list-style-type: none"> • Embed consideration of ecosystems approach and climate change adaptation principles • contribute to achievement of biodiversity improvements across whole landscapes 	Objective to restore and enhance the county's biodiversity, in particular priority habitats and species	• Biodiversity
Conserving Biodiversity – The UK Approach	Defra	2007	<ul style="list-style-type: none"> • Protecting the best sites for wildlife • Targeting action on priority species and habitats; • Embedding proper consideration of biodiversity and ecosystem services in all relevant sectors of policy and decision-making • Engaging people, and encouraging behaviour change • Developing and interpreting the evidence base • Ensuring that the UK plays a proactive role in 	Objective to maintain, restore and enhance the county's biodiversity Embed consideration of biodiversity and ecosystem services into decision making	• Biodiversity

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			<p>influencing the development of Multilateral Environmental Agreements, and contributes fully to their domestic delivery</p> <p>LTP3 to protect wildlife and employ ecosystems services approach decision making</p>		
Guidance to Local Authorities on Implementing the Biodiversity Duty	Defra	2007	<p>- The overarching aims include:-</p> <ul style="list-style-type: none"> • raising the profile and visibility of biodiversity, • clarifying existing commitments • make biodiversity an integral part of policy and decision making. <p>- Local Authorities have a key role in conserving biodiversity, this includes:-</p> <ul style="list-style-type: none"> • Biodiversity should be a key component of sustainable development. • Recognising the quality of life benefits and integrating biodiversity throughout a range of functions and services. • Integrate with corporate priorities and internal policy. • Identify opportunities to deliver through Local Strategic Partnership, Sustainable Community Strategies and Local Area Agreements. • Utilise Local Biodiversity Action Planning. <p>LTP to require LBAPs to be considered during proposals for new transport measures and maintenance regimes.</p>	Objective to maintain, restore and enhance the county's biodiversity.	<ul style="list-style-type: none"> • Biodiversity • Air • Soil • Water • Human health
PSA Delivery Agreement 28 Secure a Healthy Natural Environment for Today and the Future http://webarchive.nationalarchives.gov.uk/+/http://www.hm-treasury.gov.uk/media/1/3/pbr_csr07_psa28.pdf	Govt	2007	Secure a healthy natural environment for today and the future across water quality, biodiversity, air quality, marine health and land management LTP3 to contribute towards deliver of biodiversity indicator	Objective to maintain, restore and enhance the county's biodiversity	<ul style="list-style-type: none"> • Biodiversity • Water
Natural Environment and Rural Communities Act	Govt	2006	Requires local authorities to have regard to biodiversity conservation in carrying out their functions - referred to as their "Biodiversity Duty".	Objective to maintain, restore and enhance the county's biodiversity	<ul style="list-style-type: none"> • Biodiversity

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			<p>Defra's guidance on Biodiversity Duty states that biodiversity should be a key component of sustainable development and that local authorities should utilise of Local Biodiversity Action Planning – highlighting the role of the LBAPs.</p> <p>LTP3 must consider LBAP</p>		
PPS 9: Biodiversity and Geological Conservation	ODPM	2005	<p>- Objectives for planning are as follows:-</p> <ul style="list-style-type: none"> • Ensure biological and geological diversity are conserved and enhanced and integrated in social, environmental and economic development, therefore biodiversity and geological factors are considered along with other considerations in the development process. • Conserve, enhance and restore diversity of wildlife and geology – sustaining and improving the quality of natural and geological habitats and sites. • Contribute to rural renewal and urban renaissance . <p>- The following key principles are identified:</p> <ul style="list-style-type: none"> • Development plan policies and planning decisions – based on current information about the environmental characteristics of their areas. • Plan policies and decisions need to maintain, restore or enhance biological interests. • Development design should incorporate biodiversity and geological features and be reflected in planning policies. • Planning decisions should be to prevent harm to biodiversity and geological conservation interests therefore considering alternative sites or including measures to mitigate. <p>LTP3 must ensure polices or schemes consider the maintenance, enhancement and restoration of biological conservation interests</p>	Objective to maintain, restore and enhance the county's biodiversity.	<ul style="list-style-type: none"> • Biodiversity • Soil • Water • Landscape / townscape
Landscape/Townscape					

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The Royal Commission on Environmental Pollution (RCEP) Report on Artificial Light in the Environment Government Response	Defra	2010	<ul style="list-style-type: none"> • Government supports the recommendation at highway authorities reassess the lighting of roads against potential road safety and crime reduction benefits. • Guidance on this topic in any future edition of “Well-lit Highways”, their code of practice on street lighting maintenance management anticipated. • Replacement of road lighting to minimise impacts of stray light. • Government to disseminate information from trials on reducing or turning off lights where there is unlikely to be any significant use of the road <p>LTP3 to address lighting of roads and take measures to reduce impact</p>	Objective of reducing the intrusion of highway lighting	<ul style="list-style-type: none"> • Climatic Factors • Material Assets • Landscape / townscape
A Strategy for Trees, Woods and Forests	Defra	2007	<p>Strategy seeks to</p> <ul style="list-style-type: none"> • provide, in England, a resource of trees, woods and forests in places where they can contribute most in terms of environmental, economic and social benefits now and for future generations • ensure that existing and newly planted trees, woods and forests are resilient to the impacts of climate change and also contribute to the way in which biodiversity and natural resources adjust to a changing climate • protect and enhance the environmental resources of water, soil, air, biodiversity and landscapes (both woodland and non-woodland), and the cultural and amenity values of trees and woodland • increase the contribution that trees, woods and forests make to the quality of life for those living in, working in or visiting England • improve the competitiveness of woodland businesses and promote the development of new or improved markets for sustainable woodland products and ecosystem services where this will deliver identifiable public benefits, nationally or locally, including the reduction of carbon emissions <p>LTP3 to support the provision of trees and protect</p>	Objective to protect and enhance the benefits gained from woodlands and forests	<ul style="list-style-type: none"> • Landscape / townscape

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			and enhance environmental resources as well as increase the contribution that woods and forests can make potentially by enhancing accessibility		
Climate Change					
Transport Carbon Reduction Delivery Plan	DfT	2010	All local authorities are encouraged to promote cycling, walking and sustainable travel and bring forward initiatives in the third round of Local Transport Plans. LTP3 to promote sustainable transport measures	Objective to promote sustainable travel modes	<ul style="list-style-type: none"> • Climatic Factors • Material Assets • Landscape / townscape • Human health
Strategic Framework and Policy Statement on Improving the Resilience of Critical Infrastructure to Disruption from Natural Hazards	Cabinet Office	2010	Sets approach to risk to infrastructure: <ul style="list-style-type: none"> • Build a level of resilience into critical infrastructure assets that ensures continuity during a worst case flood event • Considering the threat from current and future natural hazards in the design of new assets • Increase the robustness and resilience of existing services or assets by building additional network connections • Identifying key components and moving them out of harm's way • Improved arrangements for sharing of information on infrastructure network performance and standards. • Enhancing skills and capabilities to respond to emergencies arising from natural hazards LTP3 to prepare for defining and adapting transport network to increase resilience	Provide adaptation to climate change enhancing the resilience of the transport network	<ul style="list-style-type: none"> • Climate change
Climate Change Adaptation Plan for Transport 2010-2012	DfT	2010	<ul style="list-style-type: none"> • Ensure that regional and local transport authorities are encouraged and supported in taking action to assess and address climate change impacts • Management of the 'soft estate' (verges, embankments and untrafficked paved areas) could be adapted to increase drainage capacity, reduce runoff, prevent flooding and landslides 	Objective of providing adaptation to climate change	<ul style="list-style-type: none"> • Climatic Factors • Material Assets • Landscape / townscape • Human health

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			<ul style="list-style-type: none"> • Authorities should establish contingency plans for dealing promptly and effectively with unplanned events such as extremes in weather <p>LTP3 to adapt to risks from climate change through management of the soft estate and contingency planning</p>		
Delivering Sustainable, Low Carbon, Travel: An Essential Guide for Local Authorities	DfT	2009	<p>Sustainable travel approach rests on:</p> <ul style="list-style-type: none"> • creating positive choices for travellers; • a holistic package of measures, which 'lock-in' the benefits; and • local application tailored to local circumstances. <p>Stresses importance of generating the right evidence about the nature of the problems to be tackled, the priorities and the likely value and feasibility of different options</p> <p>LTP3 to create local choice based on evidence leading to packages of measures locking in benefits</p>	Objective of evidence-led approach to creating local transport choice locking in benefits of sustainable low carbon travel	<ul style="list-style-type: none"> • Population • Human health • Climate change • Material assets
<p>Low Carbon Transition Plan</p> http://www.decc.gov.uk/en/content/cms/publications/lc_trans_plan/lc_trans_plan.aspx	DECC	2009	<ul style="list-style-type: none"> - Maps out the "route" to 2020 greenhouse gas emissions while maintaining secure energy supplies, maximising economic opportunities, and protecting the most vulnerable. - Details how targets for UK greenhouse gas reductions from the first three carbon budgets will be achieved. Around half the reductions to come from the power and heavy industry sectors. About one third of reductions are to be made by transport, homes and communities. <p>LTP3 to contribute towards reductions in greenhouse gas emissions</p>	Objective of reducing greenhouse gas emissions	<ul style="list-style-type: none"> • Climatic change • Human health
Low Carbon Transport: a Greener Future	DfT	2009	<ul style="list-style-type: none"> - Save around 85 million tonnes of CO₂ over the third carbon budget period from 2018-2022, in addition to existing policies by • Supporting a shift to new technologies and cleaner fuels 	Objective of reducing greenhouse gas emissions	<ul style="list-style-type: none"> • Climatic change • Human health

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
			<ul style="list-style-type: none"> • Promoting lower carbon choices • Using market mechanisms to encourage a shift to lower carbon transport <p>- Strategy to deliver cuts in CO₂ up to 2022 and 2050 based on:</p> <ul style="list-style-type: none"> • Supporting a shift to new technologies and fuels • Promoting lower carbon transport choices • Using market based measures to encourage a shift to lower carbon transport <p>- The Government is also to reports on the risks to the UK of climate change at least every five years and publishes a programmes setting out how these will be addressed</p> <p>LTP3 to promote measures that reduce CO₂ emissions</p> <p>Implementation Plans to remain abreast of requirements to address climate change risks</p>		
<p>Local Transport Act 2008 http://www.opsi.gov.uk/acts/acts2008/pdf/ukpga_20080026_en.pdf</p>	Govt	2008	<p>Requires local transport authorities to take into account any Government policies and guidance with respect to mitigation of, or adaptation to, climate change when formulating Local Transport Plans and policies.</p> <p>LTP3 to adopt measures to mitigate and adapt to climate change</p>	Objective of reducing greenhouse gas emissions	<ul style="list-style-type: none"> • Climatic change • Human health
<p>Climate Change Act</p>	Govt	2008	<p>- Provides for:</p> <ul style="list-style-type: none"> • Setting emissions reduction targets in statute and carbon budgeting – a duty to reduce greenhouse gas emissions by 80% by 2050 below 1990 levels and the setting of “carbon budgets” representing UK emissions for five year periods beginning with the period 2008–2012. • Annual reporting by the Government on the UK’s greenhouse gas emissions • Powers to enable the Government and the devolved administrations to introduce new domestic trading 	Objective of reducing greenhouse gas emissions	<ul style="list-style-type: none"> • Climatic change • Human health

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			<p>schemes to reduce emissions</p> <ul style="list-style-type: none"> • Procedure for assessing the risks of the impact of climate change for the UK, and a requirement on the Government to develop an adaptation programme, contributing to sustainable development. <p>LTP3 will need to include a specific objective in relation to tackling climate change and targets to show the contribution made towards the 80% reduction by 2050.</p>		
Planning and Climate Change – Supplement to PPS1	CLG	2007	<p>- Local spatial strategies to consider:-</p> <ul style="list-style-type: none"> • full contribution to climate change programme and energy policies • Consider energy efficiency and reduction in emissions • Ensure that urban growth and sustainable rural development • Enable the use of sustainable travel for moving freight, the use of public transport, cycling and walking. • Secure and develop places that minimise vulnerability to climate change, therefore providing resilience. • Conserve and enhance biodiversity. • Enable community contribution in the tackling of climate change • Encourage competitiveness and technological innovation <p>LTP3 to adopt principles of sustainable development and include measures that:</p> <p>Measures to mitigate and adapt to climate change</p> <ul style="list-style-type: none"> • Promote more energy efficient vehicles or vehicles that use renewable forms of energy • Promote sustainable travel options • Support the conservation and enhancement of 	<p>Ojectives that reflect:</p> <ul style="list-style-type: none"> • Carbon reduction • Energy efficiency • Support sustainable rural development • Sustainable transport • Network resilience to climate change 	<ul style="list-style-type: none"> • Climatic factors • Human health

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			biodiversity <ul style="list-style-type: none"> • Increase community participation 		
Climate Change: The UK Programme	Defra	2006	- Reduce total current carbon dioxide emissions by some 60 per cent by 2050 from 1990 levels. LTPs to show how wider local transport policies would contribute to the achievement of CO₂ targets	Assess measures against the objective of reducing CO ₂ emissions	<ul style="list-style-type: none"> • Climate change
Health					
Active Travel Strategy	DH/ DfT	2010	Plans to put walking and cycling at centre of local transport and public health strategies over the next decade. Also recognises value to talking congestion, reduce carbon emissions and improve local environment. Local authorities are to develop a robust local monitoring and evaluation framework. LTP3 to ensure policies maximise the health benefits and walking and cycling can bring through a variety of measures including School Travel Plans and Work Place Plans. LTP3 should use the Health Economic Assessment Tool for walking and cycling investments. LTP3 are to be created in consultation with the LSP to ensure effective delivery. LTP3 to include measures to monitor and evaluate outcome of measures.	Measures to promote walking and cycling and maximise health outcomes	<ul style="list-style-type: none"> • Human health
Confident Communities, Brighter Futures: A Framework for Developing Well-Being	DH	2010	Seeks to enhance the connections between mental and physical health in order to improve overall well-being; the connections between people to improve resilience and reduce inequalities; and the connections between communities and their environment to ensure a sustainable future. LTP3 to contribute to sustainable connected communities	Improve health and well-being of the county's population	<ul style="list-style-type: none"> • Population • Human health
Be active, be healthy: a plan for getting the nation moving	DH	2009	Establishes a framework for the delivery of physical activity alongside sport. The plan will contribute to the Government's ambition to get 2 million more people active by 2012. LTP3 to embrace the ambition behind the framework and contribute to improving physical	Objectives to promote sustainable modes and improve access to recreational opportunities.	<ul style="list-style-type: none"> • Population • Human health

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			activity by supporting sustainable modes of travel and access to recreation.		
Change4Life	DH	2009	A social marketing campaign seeking to reduce obesity and enhance life styles. Provides toolkits to promote physical activity (Walk4Life and Bike4Life). LTP3 to embrace the Change4Life campaign.	Improve health and well-being of the county's population	<ul style="list-style-type: none"> • Population • Human health • Climate factors
A Children's Environment and Health Strategy for the UK	HPA	2009	A strategic approach is required to ensure all children and young people have easy access to safe and well-maintained green, open spaces that are in easy reach of their homes so they can take full advantage of the benefits that green, open spaces can provide. LTP3 to aid access to green and open space particularly for children and young people.	Include objective of enhancing accessibility of green and open space	<ul style="list-style-type: none"> • Population • Human health
Independent Living Strategy	Govt	2008	Aims to give disabled people more choice and control over the support they need and greater access to employment, transport and mobility, health and housing. LTP3 to engage with and provide greater access to employment, transport, health and housing for disabled people	Objective of delivering the transport and accessibility needs of disabled people	<ul style="list-style-type: none"> • Population • Human health
Healthy Weight, Healthy Lives: One Year On	DH	2008	Encourages local authorities to deliver active travel initiatives	Objective promoting sustainable modes	<ul style="list-style-type: none"> • Population • Human health
PH8: Promoting and creating built of natural environments that encourage and support physical activity	NICE	2008	Public health guidance complements and support Clinical guidance on obesity (eg CG43- NICE 2006). Includes recommendations on land use planning, relevant to the development of Local Development Frameworks, and recommendations relevant to the development of local transport plans. Those relevant to transport include : <ul style="list-style-type: none"> • re-allocate road space to support physically active modes of transport (as an example, this could be achieved by widening pavements and introducing cycle lanes) • restrict motor vehicle access (for example, by closing or narrowing roads to reduce capacity) • introduce road-user charging schemes 	Objectives to promote sustainable mode, improve access to recreational opportunities, improve accessibility for all	<ul style="list-style-type: none"> • Population • Human health

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			<ul style="list-style-type: none"> • introduce traffic-calming schemes to restrict vehicle speeds (using signage and changes to highway design) • create safe routes to schools (for example, by using traffic-calming measures near schools and by creating or improving walking and cycle routes to schools); and • plan and provide a comprehensive network of routes for walking, cycling and using other modes of transport involving physical activity, which offer everyone (including people whose mobility is impaired) convenient, safe and attractive access to workplaces, homes, schools and other public facilities. They should be built and maintained to a high standard. <p>.LTP3 to take embrace aim behind the recomnedations and adopt recommendations where practicable and appropriate.</p>		
A Sure Start to Later Life: Ending Inequalities for Older People	SEU	2006	Sets out 30 cross government actions	Objective of contributing to maintaining social inclusion amongst the elderly	<ul style="list-style-type: none"> • Population • Human health
CG43: Obesity: the prevention, identification, assessment and management of overweight and obesity in adults and children	NICE	2006	<p>Clinical guidance and the related publications seek to produce the first comprehensive and integrated approach to prevention, maintenance and treatment. It is generally accepted that obesity is one of the major challenges to public health at this time and I hope that these publications will contribute to both informed debate and action.</p> <p>LTP3 to seek to support actions to redcue obesity by promoting sustainable modes of transport and opportunities for physical activity, e.g through improved access to recreation and measures such as school travel plans</p>	Objectives to promote sustainable transport and improve access to recreation	<ul style="list-style-type: none"> • Population • Human health
Choosing Health: Making Healthy Choices Easier	DH	2004	- Focuses on public health with 3 core principles:	Objective to improve health and well-being of the county's	<ul style="list-style-type: none"> • Population

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
			<ul style="list-style-type: none"> • Informed choice • Personal support in making healthy choices and particularly to tackle health inequalities • Promoting healthier choices - Priorities include: <ul style="list-style-type: none"> • Reducing obesity and improving diet and nutrition • Increasing exercise • Improving mental health LTP to promote sustainable transport & travel options as well as address the links with health improvement	population	<ul style="list-style-type: none"> • Human health
Saving Lives: Our Healthier Nation	DH	1999	- Focuses on: <ul style="list-style-type: none"> • tackling poor health and • improving the health of everyone in Britain, especially the worst off. - Targets set for four priority areas relating to:- <ul style="list-style-type: none"> • Cancer - reduce the death rate in people under 75 by at least a fifth. • Coronary heart disease and stroke - reduce death rate in people under 75 by at least two fifths • Accidents - reduce the death rate by at least a fifth and serious injury by at least a tenth • Mental Illness - reduce the death rate from suicide and undetermined injury by at least a fifth. - Recognised role of social, economic and environmental factors and behavioural factors in health. LTP3 can contribute by targets on sustainable travel and the promotion of physical activity.	Addressing health inequalities alongside the promotion of healthy lifestyles	<ul style="list-style-type: none"> • Population • Human health • Air quality
Rural Issues					
Rural Strategy	Defra	2004	Governments three priorities for rural policy are: <ul style="list-style-type: none"> • Economic and Social Regeneration – supporting enterprise across rural England, but targeting greater resources at areas of greatest need 	Objective of addressing rural regeneration and social exclusion	<ul style="list-style-type: none"> • Population

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
			<ul style="list-style-type: none"> • Social Justice for All – tackling rural social exclusion wherever it occurs and providing fair access to services and opportunities for all rural people • Enhancing the Value of our Countryside – protecting the natural environment for this and future generations <p>LTP3 to target transport interventions to address social exclusion, support regeneration and protect the natural environment</p>		
Noise and Air Pollution					
Air Pollution in a Changing Climate	Defra	2010	<p>- Sets out the policy basis for reducing emissions and consequences of climate change adaptation on air quality</p> <p>LTP3 to take into account the implications of climate change on air quality through consideration of the Air Quality Action Plans</p>	Objective to improve air quality	<ul style="list-style-type: none"> • Air quality • Human health • Climate change
Air Quality Strategy for England, Scotland, Wales and Northern Ireland	Defra	2007	<p>- Sets health-based ambient air quality objectives for nine main pollutants: Benzene; 1,3-butadiene; carbon monoxide (CO); Lead; nitrogen dioxide (NO₂); Ozone; Particles (PM₁₀); sulphur dioxide (SO₂); polycyclic aromatic hydrocarbons.</p> <p>- Includes programme of LAQM action plans comprising following measures:</p> <ul style="list-style-type: none"> • Commitment to put LAQM at heart of policies across departments. • Closer working with authorities responsible for highway/environmental regulation concerning emission reduction • Traffic management measures to limit access to identified problem areas. • Developing/promotion of green travel plans. • Strategy for informing local people about air quality. • Quality partnerships for buses or vehicle fleets. • Longer term – congestion charging where 	Objective to improve air quality	<ul style="list-style-type: none"> • Air quality • Human health

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
			<p>appropriate</p> <ul style="list-style-type: none"> • Integrate AQMAs into LTPs • Sustainable transport measures and initiatives to reduce emissions and congestion <p>Local AQMAs to be included within LTP3 with measures to be identified and delivered to tackle local air quality issues.</p>		
PPS 23 Planning and Pollution Control	ODPM	2004	<p>- Considers relationship between planning and pollution control systems noting that matters relating to the quality of land, air or water and the potential impacts arising from development, possibly leading to impacts on health, should be dealt with as a material planning consideration</p> <p>LTP3 to include policies to reduce or mitigate pollution alongside transport infrastructure measures</p>	Reduce or mitigates pollution in the vicinity of transport infrastructure under an overarching objective to protect and conserve the local environment	<ul style="list-style-type: none"> • Air quality • Human health • Population • Water • Soil • Biodiversity
PPG 24: Planning and Noise	DoE	1994	<p>- Directs the planning system to locate noise sensitive developments at a distance from major noise sources (including road, rail and air transport and some industrial development).</p> <p>- Special consideration to be given when noisy development is proposed near to SSSI or other areas of landscape, wildlife or historic value.</p> <p>LTP3 to consider effects of transport infrastructure and traffic on noise sensitive activities</p>	Consider a sub-objective on managing the effects of transport noise	<ul style="list-style-type: none"> • Human health • Landscape /townscape • Biodiversity
Heritage					
PPS 5: Planning for the Historic Environment	CLG	2010	<p>Policies and decisions are to recognise the role that the heritage asset plays in wider social, cultural, economic and environmental benefits with protection of the resource being proportionate to the importance of the heritage asset in terms of its value to local character and sense of place</p> <p>LTP3 to be informed by an understanding of the historic environment and to conserve heritage assets in a manner appropriate to their significance</p>	Objective of to ensure that significance of the heritage asset is considered in decision making processes	<ul style="list-style-type: none"> • Cultural heritage • Landscape/ townscape
Conservation Principles, Policies	EH	2008	Provide a comprehensive framework for the sustainable	Objective of to ensure that	<ul style="list-style-type: none"> • Cultural

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
and Guidance			<p>management of the historic environment, under six headlines:</p> <ul style="list-style-type: none"> • Principle 1: The historic environment is a shared resource • Principle 2: Everyone should be able to participate in sustaining the historic environment • Principle 3: Understanding the significance of places is vital • Principle 4: Significant places should be managed to sustain their values • Principle 5: Decisions about change must be reasonable, transparent and consistent • Principle 6: Documenting and learning from decisions is essential <p>LTP3 to demonstrate an understanding of the value of the historic environment and how the transport estate can be managed to sustain their values with evidence of learning from decisions</p>	<p>significance of the heritage asset is considered in decision making processes</p>	<p>heritage</p> <ul style="list-style-type: none"> • Landscape/ townscape
<p>Climate Change and the Historic Environment</p>	<p>EH</p>	<p>2008</p>	<p>Sets out English Heritage’s current views on the implications of climate change for the historic environment. It recognises that adaptations and mitigation to address the causes and consequences of climate change can have a damaging effect on historic buildings, sites and landscapes.</p> <p>LTP3 to demonstrate an understanding of the historic environment and the need to protect and conserve historic assets when implementing measures to adapt to climate change.</p>	<p>Objective of to ensure that significance of the heritage asset is considered in decision making processes</p>	<ul style="list-style-type: none"> • Cultural heritage • Landscape/ townscape
<p>Transport and the Historic Environment</p>	<p>EH</p>	<p>2004</p>	<p>Policy statement sets out English Heritage’s vision for long-term transport policy. The vision is one where Government, its agencies and local authorities:</p> <ul style="list-style-type: none"> • encourage a switch to less damaging forms of transport and promote planning policies that reduce the need to travel; • seek imaginative solutions to transport problems; 	<p>Objective to ensure that the significance of historic assets is considered in the development of policies to address transport problems, including transport management .</p>	<ul style="list-style-type: none"> • Cultural heritage • Landscape/ townscape

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
			<ul style="list-style-type: none"> • ensure that transport appraisal properly assesses the impacts on the historic environment to an appropriate level of detail; • take account of the wider historic environment • continue to promote good design and push for proposals that recognise local and regional distinctiveness; • encourage innovative transport management strategies; and • minimise the impact of air travel on the historic environment. <p>LTP3 should seek to protect and conserve the historic environment and seek opportunities for innovative solutions.</p>		
Water Resources & Flood Risk					
Future Water: The Government's Water Strategy for England	Defra	2008	<p>Recognises that poor surface water management can cause water quality problems. The Government vision for water policy and management is one where, by 2030 at the latest, we have:</p> <ul style="list-style-type: none"> • Improved the quality of our water environment and the ecology which it supports, and continued to provide high levels of drinking water quality from our taps • Sustainably managed risks from flooding and coastal erosion, with greater understanding and more effective management of surface water • Ensured a sustainable use of water resources, and implemented fair, affordable and cost reflective water charges • Cut greenhouse gas emissions and • Embedded continuous adaptation to climate change and other pressures across the water industry and water users <p>LTP3 to contribute towards managing risk from flooding and improving water quality</p>	Improving management of highway runoff	<ul style="list-style-type: none"> • Climate change • Water

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
PPS 25: Development and Flood Risk	CLG	2006	<p>- The main aims are to:-</p> <ul style="list-style-type: none"> • Ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding. • direct development away from areas of highest risk, or where new development is necessary, the policies within the guidance aim to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. <p>LTP3 to consider flood risk management and be aware of areas of flood risk in considering proposed improvements or new transport infrastructure</p>	Objective on managing flood risk across the transport networks	<ul style="list-style-type: none"> • Climatic factors • Water • Population • Human health • Landscape / townscape
Water Environment (Water Framework Directive) (England and Wales) Regulations 2004.	Defra	2004	<p>Requires all rivers to aim to achieve good status by 2015 and charged the Environment Agency with production of River Basin Management Plans to be implemented by the end of 2009.</p> <p>LTP3 to demonstrate awareness of requirements of river basin management plan and how the transport network can be managed to address its requirements</p>	Objective on reducing flood risk	<ul style="list-style-type: none"> • Water • Biodiversity • Soils
Soils, Waste and Material Assets					
Safeguarding our Soils: A Strategy for England http://www.defra.gov.uk/environment/quality/land/soil/documents/soil-strategy.pdf	Defra	2009	<p>Sets out a vision to improve the sustainable management of soil and tackle degradation within 20 years with a focus on:</p> <p>The focus is on four main themes:-</p> <ul style="list-style-type: none"> • Sustainable use of agricultural soils. • The role of soils in mitigating and adapting to climate change. • Protecting soil functions during construction and development. • Preventing pollution and dealing with historic contamination <p>LTP3 to recognise the importance of efficiency of</p>	Mitigate soil loss or degradation through delivery of transport infrastructure schemes.	<ul style="list-style-type: none"> • Soil • Human health • Biodiversity • Landscape / townscape

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
			land use and the need to conserve soil resources, in relation to proposed major transport infrastructure development		
Construction Code of Practice for the Sustainable Use of Soils on Construction Sites http://www.defra.gov.uk/environment/quality/land/soil/built-environ/documents/code-of-practice.pdf	BIS/WRAP	2009	Conservation of soils LTP3 to provide policy for protection of soils	Mitigate soil loss or degradation through delivery of transport infrastructure schemes.	<ul style="list-style-type: none"> • Soil • Human health • Biodiversity • Landscape / townscape
Waste Strategy for England	Defra	2007	Objectives relevant to transport are: <ul style="list-style-type: none"> • Reduce waste and focus on re-use • Increase diversion from landfill of non-municipal waste LTP3 to contribute towards directing the use of recycled materials and reduction of waste generation	Management to increase recycling and reduce waste generation	<ul style="list-style-type: none"> • Material assets
PPS10 - Planning for Sustainable Waste Management	ODPM	2005	Planning authorities should, to the extent appropriate to their responsibilities, prepare and deliver planning strategies that: <ul style="list-style-type: none"> • Drive waste management up the waste hierarchy, addressing waste as a resource and looking to disposal as the last option • Provide a framework in which communities take more responsibility for their own waste, and enable sufficient and timely provision of waste management facilities • Help implement the national waste strategy, and supporting targets • Help secure the recovery or disposal of waste without endangering human health and without harming the environment, and enable waste to be disposed of in one of the nearest appropriate installations • Reflect the concerns and interests of communities, 	Management to increase recycling and reduce waste generation	<ul style="list-style-type: none"> • Material assets

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
			<p>the needs of waste collection authorities, waste disposal authorities and business, and encourage competitiveness</p> <ul style="list-style-type: none"> • Protect green belts but recognise the particular locational needs of some types of waste management facilities, together with the wider environmental and economic benefits of sustainable waste management, are material considerations that should be given significant weight • Ensure the design and layout of new development supports sustainable waste management <p>LTP3 to promote reduced waste arisings.</p>		

East Midlands & Local

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
Climate Change Strategy	RBC	2010	Rushcliffe seeks to reduce borough emissions in the next 3 years by 12%. For Rushcliffe, this means reducing our CO ₂ emissions to 7.2 tonnes per capita by 2011.	Reductions in greenhouse gas emissions	<ul style="list-style-type: none"> Climate change
6Cs Green Infrastructure Strategy	6Cs GI Strategy Partnership	2010	Provides for a Strategic GI Network for the Nottingham Principal Urban Area and sub-Regional Centres LTP3 to consider opportunities to support GI strategy	Objective of promoting access to green infrastructure and making contributions where possible	<ul style="list-style-type: none"> Landscape Biodiversity Human health
Tackling Climate Change in the East Midlands – Regional Programme of Action 2009-2011	EMRCCP	2009	Objectives are to: <ul style="list-style-type: none"> reduce carbon dioxide emissions across the region, over three years, by an average of 10% per capita, from a 2005 baseline Achieve an average of Level 3 across the region, over three years in the context of National Indicator 188 LTP3 to contribute reducing emissions and enhancing resilience of transport network	Contribute towards reducing emissions and adaptation measures	<ul style="list-style-type: none"> Climate change
Nottinghamshire Air Quality Strategy ¹	EPWG	2008	Outlines how the local authorities collectively are to tackle problems highlighted in their review and assessments LTP3 to contribute towards improving air quality	Objective of contributing towards improving air quality	<ul style="list-style-type: none"> Air quality Human health
A Carbon Management Plan for Nottinghamshire County Council	NCC	2007	Sets out the actions that the County Council can adopt in order to reduce Carbon Dioxide emissions by 60% from its own buildings and operations by the year 2050	Reductions in greenhouse gas emissions	<ul style="list-style-type: none"> Climate change

¹ ¹ A Breath of Fresh Air for Nottinghamshire (EPWG, 2008): This Framework prepared by Partnership of Nottinghamshire Local Authorities, Environment Agency, Health Protection Agency, Highways Agency led by Environmental Protection Working Group (EPWG), establishes a framework for action to help local authorities and partner organisations in Nottinghamshire to manage and improve ambient air quality. Objectives include minimise air pollution and the impact of global warming and climate change and to encourage sustainable development to protect the health and well being of the population. Includes an emphasis on the role of travel plans to encourage sustainable travel choices. The current framework is to be reviewed by 2011.

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
East Midlands Rural Action Plan 2007-2013	EMRAF	2007	<p>LTP3 to deliver reductions in greenhouse gas emissions</p> <p>Priority aims are to:</p> <ul style="list-style-type: none"> • Improve access to affordable rural housing • Increase quality of regions green areas (green infrastructure) • Improve enterprise, innovation and employment • Improve accessibility to jobs and services • Developing active communities • Supporting and-based rural businesses • Addressing climate change <p>LTP3 to address needs of rural communities</p>	Objective of addressing rural regeneration and promoting green infrastructure	<ul style="list-style-type: none"> • Population • Climate change • Landscape • Biodiversity
Nottinghamshire Rights of Way Improvement Plan (ROWIP)	NCC	2007	<p>Plan identifies six aims:</p> <ul style="list-style-type: none"> • To protect, maintain and seek to enhance the network for all lawful users • to improve access to the network for all, including those with visual impairment and mobility problems, by adopting the principle of the least restrictive option; • to improve the safety and connectivity of the metalled road network with the rights of way network; • to increase awareness of the network and the understanding of the making a positive wider benefits arising from its use, such as leading an active and healthy lifestyle, and contribution to the local economy; • to provide a revised and updated definitive map and statement, with 	Objectives to promotes sustainable modes of travel and to improve access to recreational opportunities	<ul style="list-style-type: none"> • Population • Human health

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
			<p>particular reference to the resolution of map anomalies and support for the 'Lost Ways' project;</p> <ul style="list-style-type: none"> to enhance and increase community involvement in managing and improving the network.. <p>LTP3 to recognise and take on board aims and relevant actions contained within the ROWIP.</p>		
Nottinghamshire LBAP 2008 update to LBAP document: http://www.nottsbag.org.uk/projects.htm#misc	NLBAG	2008	Identifies UKBAP species present in Nottinghamshire in 2008	Include objective to maintain, enhance and restore the county's biodiversity	<ul style="list-style-type: none"> Biodiversity
Nottinghamshire LBAP 1998 and update	NCC (NBLAG partnership)	1998	Identifies habitats and species of concern in Nottinghamshire and includes action plans for 10 habitats and 13 species, together with generic actions. LTP3 to protect and enhance habitat networks and avoid further severance	Include an objective to maintain, restore and enhance the county's biodiversity.	<ul style="list-style-type: none"> Biodiversity
East Midlands Regional Freight Strategy		2005	<p>- Create a framework within the East Midlands that helps industry to develop more efficient and sustainable use of distribution.</p> <p>- The movement of freight in the region, particularly by rail, is an area in which transport provision can influence the economic success of the region.</p> <p>LTP to promote measures to increase movement of freight by rail.</p>	Objective of modal shift of freight to rail	<ul style="list-style-type: none"> Human health Air quality Noise Material assets
Streets for All – East Midlands	EH	2005	<p>Provides guidance and good practice on management of streets and public spaces</p> <ul style="list-style-type: none"> Offers solutions to common problems Highlights the elements that make the East Midlands distinctive <p>Notes that</p> <ul style="list-style-type: none"> Ground surfaces, street furniture, traffic management and environmental improvements are the basis for good design of the public realm 	Objective to enhance streetscape	<ul style="list-style-type: none"> Landscape /townscape Human health

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
			<ul style="list-style-type: none"> Need to promote co-operation between conservation / traffic management / planning requirements LTP3 to consider quality of the streetscape affects accessibility, road safety, regeneration and quality of life issues.		
Health, Access to green Space and Informal Recreation in the Greenwood Community Forest and Nottingham City	CA & GCFP	2004	Study investigated links between health, access to green space and participation in informal outdoor recreation. Greenwood Community Forest falls within LTP3 area.	Objective to improve accessibility to recreational opportunities (including access to open space)	<ul style="list-style-type: none"> Population Human health
Sustainable Communities in the East Midlands: Building for the Future	ODPM	2003	<p>Sets out region's challenges in terms of planning, housing, transport, economic growth, deprivation and liveability. Key transport challenges are:</p> <ul style="list-style-type: none"> To improve infrastructure to relieve congestion To reduce car use and increase the capacity and use of public transport LTP3 to address congestion, and increasing the accessibility of services via sustainable modes of transport	Objective of improve accessibility	<ul style="list-style-type: none"> Human health Population
Nottinghamshire Countryside Appraisal	NCC	1997	An appraisal used to define Mature Landscape Areas LTP3 to consider landscape character as part of the development of major projects	Objective of ensuring that major projects are designed in consideration of landscape interests	<ul style="list-style-type: none"> Landscape
Nottinghamshire Historic Landscape Characterisation	EH/NCC	2000	An analysis of the historic landscape characteristics of the county LTP3 to consider historic landscape character as part of the development of major projects	Objective of ensuring that major projects are designed in consideration of historic landscape interests	<ul style="list-style-type: none"> Landscape Historic environment
Strategic Flood Risk Assessment Greater Nottingham	GN SFRA Partnership	2010	Prepared in accordance with current best practice, PPS25. Review flood risk areas , including an allowance for climate change and provides tool to enable council to avoid areas most vulnerable to flooding/plan for	Objective of manage and maintain highway drainage network to reduce economic losses due to pluvial flooding	<ul style="list-style-type: none"> Water Biodiversity Climate Population
Strategic Flood Risk Assessment Ashfield	Ashfield DC	2009			
Strategic Flood Risk Assessment Mansfield	Mansfield	2008			

Title/Weblink	Author	Date	Implications for LTP3	Implications for SEA	SEA Topics
Strategic Flood Risk Assessment Newark & Sherwood	DC NS DC	2009	mitigation of flood risks in spatial planning and when considering new developments. LTP3 to consider flood risk and implications of climate change in planning for management and maintenance of the highway drainage network		
Strategic Flood Risk Assessment Bassetlaw	Bassetlaw DC	2009			

Annex 2: Results of Assessment of LTP3 Objectives

Appraisal of LTP3 Objectives

The following tables present the results of the assessment of the compatibility between the twelve LTP3 objectives and the SEA objectives. Table A2-1 presents the compatibility assessment for LTP3 objectives 1 to 7; Table A2-2 presents the compatibility assessment for LTP3 objectives 8 to 12.

Key to Compatibility matrix

Compatible	Uncertain link	Incompatible	No link
✓	?	×	≠

Table A2-1: Compatibility matrix - LTP3 objectives 1 to 7

SEA Objectives	LTP3 Objectives						
	1. Tackling congestion and making journey times more reliable	2. Improving connectivity to inter-urban, regional and international networks	3. Addressing the transport impacts of planned housing and employment growth	4. Encouraging people to walk, cycle and use public transport through promotion and provision of facilities	5. Supporting Regeneration	6. Reducing transport's impact on the environment (air quality, buildings, landscape, noise, etc)	7. Adapting to climate change and the development of a low-carbon transport system
1. To contribute towards meeting housing needs	✓	✓	✓	≠	✓	?	?
2. To contribute to regeneration and economic development initiatives	✓	✓	✓	✓	✓	?	?

SEA Objectives	LTP3 Objectives						
	1. Tackling congestion and making journey times more reliable	2. Improving connectivity to inter-urban, regional and international networks	3. Addressing the transport impacts of planned housing and employment growth	4. Encouraging people to walk, cycle and use public transport through promotion and provision of facilities	5. Supporting Regeneration	6. Reducing transport's impact on the environment (air quality, buildings, landscape, noise, etc)	7. Adapting to climate change and the development of a low-carbon transport system
3. To ensure that the location of development makes efficient use of existing physical infrastructure and helps to reduce the need to travel	✓	≠	✓	✓	✓	✓	✓
4. To reduce the need to travel and promotion of sustainable modes	✓	✗	✓	✓	✓	✓	✓
5. To adopt design and management practices that seek to contribute towards social, health and	✓	≠	✓	✓	✓	✓	✓

	LTP3 Objectives						
SEA Objectives	1. Tackling congestion and making journey times more reliable	2. Improving connectivity to inter-urban, regional and international networks	3. Addressing the transport impacts of planned housing and employment growth	4. Encouraging people to walk, cycle and use public transport through promotion and provision of facilities	5. Supporting Regeneration	6. Reducing transport's impact on the environment (air quality, buildings, landscape, noise, etc)	7. Adapting to climate change and the development of a low-carbon transport system
environmental objectives							
6. To conserve the natural environment and to enhance the ecological connectivity and LBAP priority habitats and species.	≠	×	?	?	≠	✓	≠
7. To conserve soils thereby supporting other objectives (e.g. minimising erosion by controlling run-off and maintaining vegetation cover)	≠	?	?	≠	≠	✓	≠

	LTP3 Objectives						
SEA Objectives	1. Tackling congestion and making journey times more reliable	2. Improving connectivity to inter-urban, regional and international networks	3. Addressing the transport impacts of planned housing and employment growth	4. Encouraging people to walk, cycle and use public transport through promotion and provision of facilities	5. Supporting Regeneration	6. Reducing transport's impact on the environment (air quality, buildings, landscape, noise, etc)	7. Adapting to climate change and the development of a low-carbon transport system
8. To use brownfield sites where appropriate where there is no conflict with ecological interest	≠	≠	?	≠	✓	✓	?
9. To protect and enhance the landscape character and quality and manage the landscape effects of transport in recognition of the European Landscape Convention (ELC).	≠	✗	≠	✓	?	✓	✓
10. To reduce the intrusion of highway	≠	≠	≠	≠	≠	✓	✓

	LTP3 Objectives						
SEA Objectives	1. Tackling congestion and making journey times more reliable	2. Improving connectivity to inter-urban, regional and international networks	3. Addressing the transport impacts of planned housing and employment growth	4. Encouraging people to walk, cycle and use public transport through promotion and provision of facilities	5. Supporting Regeneration	6. Reducing transport's impact on the environment (air quality, buildings, landscape, noise, etc)	7. Adapting to climate change and the development of a low-carbon transport system
lighting							
11. To deliver improvements to the urban environment as part of road improvement schemes	≠	≠	✓	✓	✓	✓	≠
12. To protect and enhance heritage assets and their setting.	✗	?	≠	?	✓	✓	≠
13. To continue to deliver reductions in particulate and nitrogen dioxide levels across the county and the AQMAs in	✓	?	✓	✓	≠	✓	✓

	LTP3 Objectives						
SEA Objectives	1. Tackling congestion and making journey times more reliable	2. Improving connectivity to inter-urban, regional and international networks	3. Addressing the transport impacts of planned housing and employment growth	4. Encouraging people to walk, cycle and use public transport through promotion and provision of facilities	5. Supporting Regeneration	6. Reducing transport's impact on the environment (air quality, buildings, landscape, noise, etc)	7. Adapting to climate change and the development of a low-carbon transport system
particular							
14. To deliver quantified reductions in greenhouse gas emissions by 2020 that contribute to the 34% reduction target	✓	?	?	✓	?	✓	✓
15. To encourage sustainable transport systems, alternative fuels, aid behaviour change and reduce the need to travel	✓	?	✓	✓	?	✓	✓
16. To establish where measures could be taken to enhance	✓	✓	✓	?	≠	≠	✓

	LTP3 Objectives						
SEA Objectives	1. Tackling congestion and making journey times more reliable	2. Improving connectivity to inter-urban, regional and international networks	3. Addressing the transport impacts of planned housing and employment growth	4. Encouraging people to walk, cycle and use public transport through promotion and provision of facilities	5. Supporting Regeneration	6. Reducing transport's impact on the environment (air quality, buildings, landscape, noise, etc)	7. Adapting to climate change and the development of a low-carbon transport system
resilience of network based on UKCIP 2009 forecasts							
17. To deliver reductions in road traffic noise focusing upon those areas identified as First Priority Locations	?	≠	?	≠	≠	✓	≠
18. To manage transport drainage network to ensure no detriment to surface water quality	✓	≠	✓	≠	≠	✓	✓
19. Manage, maintain and where necessary	✓	✓	✓	≠	✓	≠	✓

LTP3 Objectives							
SEA Objectives	1. Tackling congestion and making journey times more reliable	2. Improving connectivity to inter-urban, regional and international networks	3. Addressing the transport impacts of planned housing and employment growth	4. Encouraging people to walk, cycle and use public transport through promotion and provision of facilities	5. Supporting Regeneration	6. Reducing transport's impact on the environment (air quality, buildings, landscape, noise, etc)	7. Adapting to climate change and the development of a low-carbon transport system
improve the highway drainage network to reduce the economic loss of pluvial flooding							

	LTP3 Objectives						
SEA Objectives	1. Tackling congestion and making journey times more reliable	2. Improving connectivity to inter-urban, regional and international networks	3. Addressing the transport impacts of planned housing and employment growth	4. Encouraging people to walk, cycle and use public transport through promotion and provision of facilities	5. Supporting Regeneration	6. Reducing transport's impact on the environment (air quality, buildings, landscape, noise, etc)	7. Adapting to climate change and the development of a low-carbon transport system
20. To develop policies and strategies that are spatially targeted towards on specific community groups	✓	?	✓	✓	✓	✓	✓
21. To fully integrate the planning, transport, housing, environmental and health systems to address the social determinants of health in each locality	✓	?	✓	✓	✓	✓	✓
22. To improve community capital and	✓	✓	✓	✓	✓	?	≠

	LTP3 Objectives						
SEA Objectives	1. Tackling congestion and making journey times more reliable	2. Improving connectivity to inter-urban, regional and international networks	3. Addressing the transport impacts of planned housing and employment growth	4. Encouraging people to walk, cycle and use public transport through promotion and provision of facilities	5. Supporting Regeneration	6. Reducing transport's impact on the environment (air quality, buildings, landscape, noise, etc)	7. Adapting to climate change and the development of a low-carbon transport system
reduce social isolation across the social gradient							
23. To reduce the number of people with access difficulties to employment, community and recreational opportunities	✓	✓	✓	✓	✓	✗	✗
24. To develop transport policies and strategy that support health, equity, and environmental quality	✓	?	✓	✓	✓	✓	✓

	LTP3 Objectives						
SEA Objectives	1. Tackling congestion and making journey times more reliable	2. Improving connectivity to inter-urban, regional and international networks	3. Addressing the transport impacts of planned housing and employment growth	4. Encouraging people to walk, cycle and use public transport through promotion and provision of facilities	5. Supporting Regeneration	6. Reducing transport's impact on the environment (air quality, buildings, landscape, noise, etc)	7. Adapting to climate change and the development of a low-carbon transport system
25. To deliver a physical environment that promotes non-motorised modes and enhanced sense of place and improved perceptions of safety particularly in those areas of greatest need	?	×	✓	✓	✓	✓	✓
26. To promote resource efficiency	✓	✓	✓	✓	≠	✓	✓
27. Deliver reductions in the waste arisings going to landfill from works to the highway network	≠	?	?	≠	≠	✓	✓

	LTP3 Objectives						
SEA Objectives	1. Tackling congestion and making journey times more reliable	2. Improving connectivity to inter-urban, regional and international networks	3. Addressing the transport impacts of planned housing and employment growth	4. Encouraging people to walk, cycle and use public transport through promotion and provision of facilities	5. Supporting Regeneration	6. Reducing transport's impact on the environment (air quality, buildings, landscape, noise, etc)	7. Adapting to climate change and the development of a low-carbon transport system
28. Reduce the total energy expended on lighting and fleet vehicles directly or indirectly funded by the County Council	≠	≠	✓	≠	≠	✓	✓

Table A2-2: Compatibility matrix – LTP3 objectives 8 to 12

SEA Objectives	LTP3 Objectives				
	8. Improving levels of health and activity by encouraging active travel (walking or cycling) instead of short car journeys	9. Addressing and improving personal safety (and the perceptions of safety) when walking, cycling or using public transport	10. Provision of an affordable, reliable, and convenient public transport network	11. Improving access to employment and other key services particularly from rural areas	12. Improving roads, footways, public transport services etc.
1. To contribute towards meeting housing needs	≠	≠	✓	✓	✓
2. To contribute to regeneration and economic development initiatives	✓	✓	✓	✓	✓
3. To ensure that the location of development makes efficient use of existing physical infrastructure and helps to reduce the need to travel	✓	?	✓	✓	≠
4. To reduce the need to travel and promotion of	✓	✓	✓	✓	✓

	LTP3 Objectives				
SEA Objectives	8. Improving levels of health and activity by encouraging active travel (walking or cycling) instead of short car journeys	9. Addressing and improving personal safety (and the perceptions of safety) when walking, cycling or using public transport	10. Provision of an affordable, reliable, and convenient public transport network	11. Improving access to employment and other key services particularly from rural areas	12. Improving roads, footways, public transport services etc.
sustainable modes					
5. To adopt design and management practices that seek to contribute towards social, health and environmental objectives	✓	✓	✓	✓	✓
6. To enhance the ecological connectivity of non-statutory ecological sites and enhance LBAP priority habitats and species	≠	≠	≠	?	≠
7. To conserve soils thereby supporting other objectives (e.g. minimising erosion by controlling run-off and maintaining vegetation)	≠	≠	≠	≠	?

	LTP3 Objectives				
SEA Objectives	8. Improving levels of health and activity by encouraging active travel (walking or cycling) instead of short car journeys	9. Addressing and improving personal safety (and the perceptions of safety) when walking, cycling or using public transport	10. Provision of an affordable, reliable, and convenient public transport network	11. Improving access to employment and other key services particularly from rural areas	12. Improving roads, footways, public transport services etc.
cover)					
8. To use brownfield sites where appropriate where there is no conflict with ecological interest	≠	≠	≠	≠	≠
9. To manage the landscape effects of transport in recognition of the European Landscape Convention as well as the risks and opportunities associated with measures to address climate change	✓	≠	≠	?	✓
10. To reduce the intrusion of highway lighting	≠	×	≠	≠	✓

	LTP3 Objectives				
SEA Objectives	8. Improving levels of health and activity by encouraging active travel (walking or cycling) instead of short car journeys	9. Addressing and improving personal safety (and the perceptions of safety) when walking, cycling or using public transport	10. Provision of an affordable, reliable, and convenient public transport network	11. Improving access to employment and other key services particularly from rural areas	12. Improving roads, footways, public transport services etc.
11. To deliver improvements to the urban environment as part of road improvement schemes	✓	✓	✓	✓	✓
12. To enhance, conserve and protect buildings, sites and the setting of historic assets	✓	≠	≠	?	?
13. To continue to deliver reductions in particulate and nitrogen dioxide levels across the county and the AQMAs in particular	✓	≠	✓	×	✓
14. To deliver quantified reductions in greenhouse gas	✓	✓	✓	?	?

	LTP3 Objectives				
SEA Objectives	8. Improving levels of health and activity by encouraging active travel (walking or cycling) instead of short car journeys	9. Addressing and improving personal safety (and the perceptions of safety) when walking, cycling or using public transport	10. Provision of an affordable, reliable, and convenient public transport network	11. Improving access to employment and other key services particularly from rural areas	12. Improving roads, footways, public transport services etc.
emissions by 2020 that contribute to the 34% reduction target					
15. To encourage sustainable transport systems, alternative fuels, aid behaviour change and reduce the need to travel	✓	✓	✓	?	?
16. To establish where measures could be taken to enhance resilience of network based on UKCIP 2009 forecasts	≠	≠	≠	≠	✓
17. To deliver reductions in road traffic noise focusing upon those areas identified as First	≠	≠	≠	?	✓

	LTP3 Objectives				
SEA Objectives	8. Improving levels of health and activity by encouraging active travel (walking or cycling) instead of short car journeys	9. Addressing and improving personal safety (and the perceptions of safety) when walking, cycling or using public transport	10. Provision of an affordable, reliable, and convenient public transport network	11. Improving access to employment and other key services particularly from rural areas	12. Improving roads, footways, public transport services etc.
Priority Locations					
18. To manage transport drainage network to ensure no detriment to surface water quality	≠	≠	≠	≠	✓
19. Manage, maintain and where necessary improve the highway drainage network to reduce the economic loss of pluvial flooding	≠	≠	≠	≠	✓
20. To develop policies and strategies that are spatially targeted towards on specific community groups	✓	✓	✓	✓	✓
21. To fully integrate	✓	✓	✓	✓	✓

	LTP3 Objectives				
SEA Objectives	8. Improving levels of health and activity by encouraging active travel (walking or cycling) instead of short car journeys	9. Addressing and improving personal safety (and the perceptions of safety) when walking, cycling or using public transport	10. Provision of an affordable, reliable, and convenient public transport network	11. Improving access to employment and other key services particularly from rural areas	12. Improving roads, footways, public transport services etc.
the planning, transport, housing, environmental and health systems to address the social determinants of health in each locality					
22. To improve community capital and reduce social isolation across the social gradient	✓	✓	✓	✓	✓
23. To reduce the number of people with access difficulties to employment, community and recreational opportunities	≠	✓	✓	✓	✓

	LTP3 Objectives				
SEA Objectives	8. Improving levels of health and activity by encouraging active travel (walking or cycling) instead of short car journeys	9. Addressing and improving personal safety (and the perceptions of safety) when walking, cycling or using public transport	10. Provision of an affordable, reliable, and convenient public transport network	11. Improving access to employment and other key services particularly from rural areas	12. Improving roads, footways, public transport services etc.
24. To develop transport policies and strategy that support health, equity, and environmental quality	✓	✓	✓	✓	✓
25. To deliver a physical environment that promotes non-motorised modes and enhanced sense of place and improved perceptions of safety particularly in those areas of greatest need	✓	✓	✓	?	✓
26. To promote resource efficiency	✓	≠	≠	≠	?
27. Deliver reductions in the waste arising from works to the highway	≠	≠	≠	≠	≠

	LTP3 Objectives				
SEA Objectives	8. Improving levels of health and activity by encouraging active travel (walking or cycling) instead of short car journeys	9. Addressing and improving personal safety (and the perceptions of safety) when walking, cycling or using public transport	10. Provision of an affordable, reliable, and convenient public transport network	11. Improving access to employment and other key services particularly from rural areas	12. Improving roads, footways, public transport services etc.
network					
28. Reduce the total energy expended on lighting and fleet vehicles directly or indirectly funded by the County Council	≠	×	≠	≠	✓

Annex 3: Core Strategies: Proposed Objectives

Plan Objectives
<p>Ashfield Core Strategy (Preferred Option) March 2010</p> <ul style="list-style-type: none"> • Economic prosperity: Assist in creating a prosperous, environmentally sustainable and economically vibrant District through the provision of a good quality range and choice of sites and premises particularly in locations at Rolls Royce in Hucknall and long the Mansfield-Ashford Regeneration Route in Sutton. Promote learning raise skill levels, encourage a culture of enterprise and tackle worklessness by creating the necessary support and infrastructure. • High quality new housing: Provide good quality, environmentally sustainable and well planned/ designed housing in the most appropriate locations within the towns of Hucknall, Sutton and Kirkby and, to a lesser extent, the villages of Selston Jacksdale and Underwood to ensure that the urban concentration aims of the East Midlands Regional Plan are met and meet the need of all sections of the existing and future population. • Safe communities: Improve community safety; reduce crime and the fear of crime through the development of good quality well planned environments, concentrating, in particular, on the most deprived areas of the District including Kirkby East and Sutton East. However opportunities should be taken to reduce crime and disorder should be maximised throughout the District. • Cohesive communities: Promote social inclusion to reduce inequalities through the location and distribution of employment, housing, health, leisure, recreational and other community facilities and working to reduce anti-social behaviour. • Regeneration: Make the maximum use of previously developed land for appropriate new uses taking into account the results from the Strategic Housing Land Availability Assessment for both Hucknall and rest of the District. • Addressing climate change: Minimise energy use, tackle climate change, promote renewable energy generation, and match the vulnerability of land use to flood risk, managing surface water in a sustainable manner and the most efficient use of resources to reduce the causes of climate change. • Vibrant town centres: Promote and develop the roles of Sutton, Kirkby and Hucknall as the main service centres of the District by ensuring they provide a range of town centre uses in a well planned and attractive environment. Also support shopping areas in the outlying areas of the District to ensure they provide appropriate services to satisfy local needs. • Reducing need to travel by car: Reduce congestion and improve accessibility by good spatial planning recognising existing land use patterns and making efficient use of existing infrastructure and promote quality public transport, cycling and walking opportunities to help reduce the need to travel by car and improve access to jobs, homes and services. • Opportunities for all: Support the provision of accessible and varied opportunities for leisure, cultural and recreational activities particularly where this helps to promote healthy lifestyles. • Environmentally responsible: Ensure development in the District takes into account environmental capacity, in particular its ability to accommodate development and activities without harm, ensure development proposals fully consider the District's Coal Mining legacy issues to ensure the need to conserve and enhance natural resources and the natural, built and historic environment, including the re-use of historic and interesting buildings where appropriate. In particular opportunities to protect, enhance and expand Ashfield's green infrastructure, including its biodiversity should be identified. • Natural assets: Protect and enhance Ashfield's green infrastructure including biodiversity by safeguarding and enhancing important natural assets including both habitats and wildlife species. • Character of the District: Protect important areas of countryside by protecting key parts of the Green Belt, particularly to prevent coalescence of settlements,

<p>and by identifying other key areas of countryside for protection including green wedges.</p> <ul style="list-style-type: none"> • Timely and Viable Infrastructure: Ensure necessary infrastructure and services are provided as part of new developments to ensure there is no adverse effect on existing communities and that benefit from new infrastructure provision is gained by both new and existing residents.
<p>Bassetlaw Core Strategy (November 2010)</p> <ul style="list-style-type: none"> • SO1 To provide a range of high-quality market and affordable houses in Worksop, Retford, Harworth Bircotes, Carlton-in-Lindrick/Langold, Tuxford, Misterton and sustainable rural settlements (as identified in the Settlement Hierarchy) to meet the diverse needs of Bassetlaw's growing population. • SO2 To provide a range and choice of employment sites in Worksop, Retford, Harworth Bircotes (including the A1 corridor), Carlton-in-Lindrick/Langold and Tuxford. • SO3 To prioritise the community regeneration opportunities available in Harworth Bircotes, Misterton and Carlton-in-Lindrick/Langold by developing brownfield sites in these settlements in advance of greenfield allocations • SO4 To enhance and protect the vitality and viability of the centres of Worksop, Retford, Harworth Bircotes and Tuxford, through environmental improvements and provision of increased town centre retail, employment and leisure development. • SO5 To ensure the continued viability of Bassetlaw's rural settlements through the protection, and enhancement in the levels, of local services and facilities and support for enterprises requiring a rural location. • SO6 To ensure that all new development addresses the effects of climate change by, as appropriate, reducing or mitigating flood risk; realising opportunities to utilise renewable and low carbon energy sources and/or infrastructure, alongside sustainable design and construction; taking opportunities to achieve sustainable transport solutions; and making use of Sustainable Drainage Systems. • SO7 To ensure that all new development enhances the attractiveness and local distinctiveness of the area and, where appropriate, achieves its full potential against national and local design standards • SO8 To protect Bassetlaw's natural environment by maintaining, conserving and enhancing its characteristic landscapes, biodiversity, habitats and species and seeking quantitative and qualitative growth in the green infrastructure network across and beyond the District. • SO9 To protect and enhance Bassetlaw's heritage assets, identify those of local significance, advance characterisation and understanding of heritage asset significance, reduce the number of heritage assets at risk and ensure that development is managed in a way that sustains or enhances the significance of heritage assets and their setting.
<p>Broxtowe, Gedling, Npttingham City, Rushcliffe Aligned Core Strategies (February 2010)</p> <ul style="list-style-type: none"> • High quality new housing: to manage an increase in the supply of housing to ensure local and regional housing needs are met, brownfield opportunities are maximised, regeneration aims are delivered, and to provide access to affordable and decent new homes. In doing so, there will be a rebalancing of the housing mix where required in terms of size, type and tenure, to maximise choice including family housing, supporting people into home ownership, providing for particular groups such as older people, and creating and supporting mixed and balanced communities. • Timely and viable infrastructure: to make the best use of existing and provide new and improved physical and social infrastructure where required to support housing and economic growth, and make sure it is sustainable. This will be funded through existing mechanisms, such as the investment plans of utility providers, Regional Funding Allocation and the New Growth Point, and through developer contributions.

- **Economic prosperity for all:** to ensure economic growth is as equitable as possible, and that a more knowledge based economy is supported, in line with the aims of Science City, and enhancing the Core City role of the Nottingham conurbation. Creating the conditions for all people to participate in the economy, by providing new and protecting existing local employment opportunities, encouraging rural enterprise, improving access to training opportunities, and supporting educational developments at all levels.
- **Excellent transport systems and reducing the need to travel:** to ensure access to jobs, leisure and services is improved in a sustainable way, reducing the need to travel especially by private car, by encouraging convenient and reliable transport systems, through implementing behavioural change measures, and encouraging new working practices such as use of IT and home working.
- **Strong, safe and cohesive communities:** to create the conditions for communities to become strong, safe and cohesive by providing appropriate facilities, encouraging people to express their views (for instance on these Core Strategies), by designing out crime and by respecting and enhancing local distinctiveness.
- **Flourishing and vibrant town centres:** to create the conditions for the protection and enhancement of a balanced hierarchy and network of City, town and other centres, through providing for retail, employment, social, cultural and other appropriate uses, accessibility improvements, environmental improvements, and town centre regeneration measures.
- **Regeneration:** to ensure brownfield regeneration opportunities are maximised, for instance in the designated Regeneration Zones and in towns such as Cotgrave, and that regeneration supports and enhances opportunities for local communities and residents, leading to all neighbourhoods being neighbourhoods of choice, where people want to live.
- **Health and well being:** to create the conditions for a healthier population by addressing environmental factors underpinning health and wellbeing, and working with healthcare partners to deliver new and improved health and social care facilities, for instance through the LIFT programme (see Glossary) of integrated health and service provision, and by improving access to cultural, leisure and lifelong learning activities.
- **Opportunities for all:** to give all children and young people the best possible start in life by providing the highest quality inclusive educational, community and leisure facilities, for instance through the Building Schools for the Future and Academies programmes, and to meet the needs of older and disabled people, especially through providing appropriate housing opportunities.
- **Environmentally responsible development addressing climate change:** to reduce the causes of climate change and to minimise its impacts, through locating development where it can be highly accessible by sustainable transport, requiring environmentally sensitive design and construction, reducing the risk of flooding, and promoting the use of low carbon technologies.
- **Protecting and improving natural assets:** to improve and provide new Green Infrastructure, including open spaces, by enhancing and developing the network of multi functional green spaces, by improving access and environmental quality, and by ensuring an increase in biodiversity.
- **Protecting and enhancing Greater Nottingham's individual and historic character and local distinctiveness:** to preserve and enhance the distinctive natural and built heritage of Greater Nottingham, by protecting and enhancing the historic environment, by promoting high quality locally distinct design, and by valuing the countryside for its productive qualities and ensuring its landscape character is maintained and enhanced.

Mansfield Core Strategy Issues and Options Report (June 2010)

- **Sustainable Development Patterns:** the urban areas of Mansfield and Market Warsop will have been the focus for new development with strong uptake of previously-developed land and any under-used Greenfield land within the existing built-up area. Any urban extensions will have been planned in a

sustainable manner to integrate with existing communities and with respect to environmental constraints.

- **Achieving High Quality Design:** all new development will display a high standard of urban design and architectural quality that respects and positively enhances the character of the area. Major projects such as those in and around the Mansfield central area and at key gateway locations like the Mansfield/ Ashfield Regeneration Route will have provided ambitious innovative modern buildings that command recognition for their design quality and act as exemplars of sustainable building practice;
- **Addressing Climate Change:** all new development will be making a positive contribution towards addressing the issue of climate change by reducing emissions through the use of sustainable design and construction methods, maximising energy efficiency and the use of renewable technologies. New building will be located and designed to take account of changing local weather conditions arising from global climate change.
- **Reducing the Need for Travel and Encouraging Sustainable Transport:** • there will be a high quality, reliable transport network including new bus, cycle and walking facilities providing residents and visitors access to jobs, shops, leisure and other services. Particular emphasis will have been given to locating new development where it maximises accessibility by a range of transport modes and making alternatives to the car more attractive through measures such as bus priority, cycleways and pedestrian routes in new developments. We will have made significant contribution towards reducing reliance on the car, minimising congestion, and cutting pollution levels within the district.
- **Protecting Natural and Built Assets:** the built heritage of the district will have continued to be preserved and enhanced. New roles will have been found for historic buildings where their re-use and restoration has the potential to enhance and regenerate the surrounding area. Important natural assets such as the district's Sites of Special Scientific Interest (SSSI's), Local Nature Reserves (LNR's), and Sites of Importance for Nature Conservation (SINCS) will have similarly been retained, enhanced and protected from inappropriate development.
- **Meeting Housing Needs:** the issues effecting poor quality housing, and the related health and social issues that this generates, will have been addressed and significant progress will have been made in meeting the demand for new households. There will be a mix of new housing types, sizes and tenures which meet the needs of all residents within the district. Affordable housing will be provided as part of new developments to meet identified needs. Homes will be built to maximise the use of previously developed land and those close to town centres or transport facilities will be built at higher densities. These higher densities will have helped to support better local services and will have assisted in reducing the need to travel.
- **Creating Economic Prosperity:** the re-development and development of sustainable sites across the district will be providing the range of employment facilities capable of meeting the needs of large national and international companies as well as small and expanding local businesses. Entrepreneurial activity will have been harnessed through the provision of business incubation for start-up business and grow on space for expanding enterprises. The rate of worklessness will have been reduced and the employment levels will have risen.
- **Enabling Vital and Vibrant District and Local Centres:** new retail and associated development will have been directed to existing centres and a network of vital and viable centres will be serving the varying shopping and other needs of communities. New centres with a range of facilities will be addressing the range of community needs within areas of greatest need such as the Neighbourhood Renewal Areas.
- **Ensuring Opportunities for Sport and Recreation:** there will be a network of high quality accessible public open space across the district enabling participation in a range of formal and informal recreation activities and meeting identified local needs in the area. New open spaces will have been provided as

part of new developments to meet particular deficiencies in local provision and and will be improving the quality of life for communities.

- **Supporting Community Facilities and Services:** there will be a range of high quality and accessible education, health and leisure facilities to meet the needs of the community. Where new facilities are required they will be directed to locations that are accessible by a range of transport modes.

Newark and Sherwood Submission Core Strategy July 2010

- To manage growth and change to ensure that sustainable development is achieved and promoted and the quality of life for all improved.
- To establish an appropriate spatial strategy that will guide the scale, location and form of new development across the District, providing a long term basis for the planning of Newark and Sherwood.
- To ensure and sustain a network of sustainable communities which offer a sense of place, that are safe, balanced, socially inclusive and can respond to the needs of local people.
- To protect and enhance the built and natural environment, heritage, biodiversity and landscape, giving additional protection to those areas and buildings of recognised importance.
- To develop a strong, sustainable economy that will provide a diverse range of employment opportunities for local people by:
 - providing a range of well located sites and premises for employment development, including provision for small and medium sized firms;
 - supporting the retention of existing jobs and the development of local businesses;
 - promoting additional growth and diversification of the District's economy, linked to a desire to raise local aspirations and an ambition to secure new service-sector and higher skill level jobs and "knowledge-rich" business, that will increase the scope for good jobs and incomes available;
 - actively attracting regional, national and international companies to the District;
 - developing an improved education base with enhanced learning and training opportunities for local people, that will enable the attainment of higher educational standards/qualifications and skill levels; and
 - stimulating tourism.
- To manage the release of land for new housing, employment and other necessary development to meet the needs of the District to 2026, in general conformity with the East Midlands Regional Plan, implementing the New Growth Point Programme and integrated with the provision of new supporting infrastructure.
- To reinforce and promote Newark's role as an important Sub-Regional Centre, by ensuring that the town is the main focus for new housing, employment, and other appropriate development within the District. Such development will be co-ordinated to ensure sustainable development.
- To support the development of balanced communities by ensuring that new, well-designed residential development helps to satisfy the housing needs of the District, providing a mix of types, sizes and tenures, including: affordable and social housing; local needs housing; and special needs housing.
- To retain and improve accessibility for all, to employment, services, community, leisure and cultural activities, through:
 - the integration of development and transport provision, ensuring that most new development will be located where it is accessible to use services and facilities by a range of means of transport;
 - the retention and upgrading of existing infrastructure, services and facilities relating to transport and communications; and
 - encouraging the increased use of public transport, walking and cycling.
- To secure high quality design in new buildings and development form that will provide a built and natural environment reflecting local distinctiveness and securing community safety.
- To produce a District that is sensitive to the environment where opportunities

are taken to reduce our impact on the climate system, including the reduction of CO₂ emissions and encouraging the use of appropriate renewable energy solutions, and to adapt to the implications of climate change.

- To maintain and enhance the vitality and viability of the District's town centres.
- To support the education sector and opportunities for training, including higher and further educational organisations, to encourage the attainment of higher educational and skill levels.
- To engage in collaborative working with partner organisations and agencies to secure a better quality of life.

Annex 4: Nottinghamshire Sites of Special Scientific Interest (SSSI) Potentially At Risk From Air Pollution

- Attenborough Gravel pits
- Bagthorpe Meadows
- Barnstone Railway Cutting
- Barrow Hills Sandpit
- Besthorpe Meadows
- Besthorpe Warren
- Bevercotes Park
- Birklands & Bilhaugh
- Birklands West & Ollerton Corner
- Bulwell Wood
- Castle Hill Wood
- Chesterfield Canal
- Clarborough Tunnel
- Clipstone Heath
- Clumber Park
- Dyscarr Wood
- Eakring & Maplebeck Meadows
- Friezeland Grassland
- Gamston & Eaton Woods & Roadside verges
- Gotham Hill Pasture
- Hills & Holes & Sookholme
- Holme Pit
- Kinoulton Marsh & Canal
- Kirkby Grives
- Laxton Sykes
- Linby Quarries
- Lord Stubbins Wood
- Mather Wood
- Mattersey Hill Marsh
- Misson Line Bank
- Misson Training Area
- Mother Drain
- Newhall Reservoir Meadow
- Normanton Pastures
- Orston Plaster Pits
- Pleasley Vale Railway
- Rainworth Heath
- Rainworth Lakes
- Redgate Wood & Mansey Common

- Robbinetts
- Roe Wood
- Rushcliffe Golf Course
- Seller's Wood
- Sherwood Forest Golf Course
- Sledder Wood Meadows
- Spalford Warren
- Strawberry Hill Heaths
- Sutton & Lound Gravel Pits
- Teversal Pastures
- Thoresby lake
- Treswell Wood
- Welbeck Lake
- Wellow Park
- Wilford Claypits
- Wilwell Cutting