APPENDIX 1 - Analysis of legislation, plans and policies containing environmental objectives

Legislation, plan or policy	Objectives or requirements of other plans or programmes	How objectives and requirements may be taken on board
CLIMATE – CO2 EMISSIONS		
International/EU		• LTP should demonstrate how CO2 emissions are being reduced from local transport in line with national targets to achieve 20% reduction in CO2 by 2010 based on a 1990 baseline. • LTP should also seek reductions in NOx emissions, which are part of the basket of greenhouse gases covered by the Kyoto Agreement on Climate Change. • Although vehicle emission standards are improving, in effect this requires LTPs to demonstrate how they are seeking to reduce traffic levels. • LTP will need to include adaptation policies to take account of the changing climate.
Kyoto Agreement on Climate Change	Sets international, legally binding targets for greenhouse gas emissions	
National		
UK Climate Change Programme	Sets out the actions required in order that the UK meets its Kyoto and domestic targets for reducing greenhouse gases	
Energy White Paper	Sets out policies for reducing CO2 from the use of energy, including transport	
Road Traffic Reduction Act 1997 and Targets (1998)	Require Local transport Authorities to set targets for reducing road traffic, or reducing the rate of traffic growth. LTPs must include a target for the same measure	
Local		
Consultation Draft Climate Change Framework for Action in Nottinghamshire 2005.	Seeks 20% reduction in CO2 emissions from all sectors by 2010. Also sets out need to implement measures to adapt to a changing climate	
AIR QUALITY		
International/EU		• Local Transport Plans must seek to address air quality problems where these are linked to vehicle emissions. • Action is required in particular in Air Quality Management areas where these are designated for NOx or PM10 particulates • Local Transport Plan should engage the Pollution experts in delivering improvements in air quality.
Directive 1966/62/EC on ambient air quality and management	Introduced new air quality standards for previously unregulated air pollutants, setting the timetable for the development of daughter directives on a range of pollutants.	
National		
Air Quality Strategy for England, Scotland, Wales and Northern Ireland: Working Together for Clean Air	Sets health-based targets for eight main air pollutants. The predominant source for most of these pollutants is road traffic.	
Local		
The Nottinghamshire Air Quality Strategy	Outlines how the local authorities of Nottinghamshire intend to collectively tackle problems highlighted in their review and assessments.	
BIODIVERSITY		
EC Directive on the Conservation of Wild Birds 79/409/EEC 1979	Requires members states to sustain populations of wild birds by maintaining appropriate habitat	• LTPs should avoid any damage to internationally protected sites and species, and to those of national importance. LTPs should also seek to avoid damage to locally designated sites, and to the wider biodiversity resource. • Where damage is inevitable, LTPs should seek to secure appropriate mitigation to offset the damage. • Moreover, LTPs should seek opportunities to enhance the biodiversity resource, particularly those sites and species identified in the Nottinghamshire Biodiversity Action Plan.
EC Directive on the Conservation of Natural Habitats of Wild Flora and Fauna 92/43/EEC 1992	Requires Member States to maintain and restore natural habitats and wild species	
International Convention on Biological Diversity, 1992	Signatory states must develop national strategies and plans for the conservation of biological diversity	
National		
Wildlife and Countryside Act 1981	Sets out protection afforded to wild plants and animals in the UK, including SSSIs	
Conservation (Habitats etc) Regulations 1994	Enacts the Habitats Directive in the UK	
Countryside and Rights of Way Act 2000 (CRoW)	Promotes conservation of habitats and species, and applies further protection to SSSIs	
PPG9 – Nature Conservation	Advises on how international and nation policy on protecting and enhancing biodiversity should be applied in the land use planning system	
UK Biodiversity Action Plan	Fulfils Convention on Biological Diversity requirements by setting out action plans for a series of habitats and species	
Local		
Nottinghamshire Local Biodiversity Action Plan, and associated species and habitat action plans	Identifies those habitats and species within the Nottinghamshire context which are particularly under threat, and develops action plans for their conservation and enhancement	

APPENDIX 2: List of other plans and their implications for the SEA of the LTP

Plan	Objectives or requirements	How objectives will be taken on board in SEA and LTP
Transport documents		
National		
The Future of transport: a network for 2030	The document promotes: 1. Sustained investment in the long term 2. Improvements in transport management 3. Planning ahead 4. Balancing the need to travel with the need to improve the quality of life i.e. through developing environmentally friendly vehicles Transport is one of seven shared priority areas in which central and local Government have agreed they need to work together to achieve tangible improvements. The transport shared priority covers the four main themes of: • Tackling congestion, • Delivering accessibility, • Safer roads, and • Improving air quality. These issues are to be considered in the light of a need to provide additional capacity in the transport network, off-set against the need to ensure existing transport provision works more efficiently through locally and regionally derived solutions.	This forms the basis for strategy and policy set out in the LTP
PPG13: Transport	By shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, planning can help to reduce the length of journeys and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling. The main objectives of PPG 13 are: 1. Promote more sustainable transport choices for both people and moving freight 2. Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling 3. Reduce the need to travel especially by car	The principle guidance on transport planning. The SEA objectives will seek to reflect those in PPG13.
Walking and Cycling: an action plan (DfT, June 2004)	The Action plan forms a guide to the increasing levels of walking and cycling in highlighting best practice and successful initiatives. The basis for the Action Plan is that through increasing levels of walking and cycling the level of public health will be raised, it will benefit the transport network and increase the vibrancy and liveability and neighbourhoods. Different areas in which increasing walking and cycling can be achieved are: **1)** Improving the environment (through land use planning, the design of streets etc.) **2)** Proving better facilities (cycle lanes, pedestrian crossings etc.) **3)** Influencing travel behaviour (by changing perceptions, education etc.) **4)** Building skills and capacity (training in areas such as streetscape design)	The LTP incorporates walking and cycling strategies that reflect the Action Plan. Targets contained in the LTP reflect the desire to increase walking and cycling as a means of improving health, and improving accessibility. SEA objectives will include a focus on health.
Regional		
East Midlands Regional Transport Strategy (RTS)	The Regional Transport Strategy sets out region's transport objectives until 2021 together with the priority areas for investment. It incorporates the recommendations put forward by Multi-Modal Studies impacting upon the North Nottinghamshire area and a timescale for implementation. The core strategy of the RTS involves: (1) reducing the need to travel and traffic growth (2) promoting a 'step' change in the level of public transport, and (3) only developing additional highway capacity when all other measures have been exhausted. The objectives of the RTS include supporting sustainable development and regeneration, promoting accessibility and improvements to inter-regional and international linkages, better safety, reduced congestion, particularly within the principal urban areas and on major inter-urban corridors, and encouraging opportunities for modal shift. The priority transport schemes for the region highlighted by the RTS and for which the County Council is identified as the lead authorities are: • Mansfield Public Transport Interchange • A617 Pleasley bypass • A1133 Collingham bypass • A612 Southwell bypass	The LTP will be a key delivery mechanism for the meeting these objectives through the funding of priority schemes highlighted in the RTS.

Regional freight strategy	The Regional Freight Strategy for the East Midlands has been developed based on a two-part report commissioned by the East Midlands Regional Assembly. The vision for the strategy is to create a framework within the East Midlands that helps industry to develop more efficient and sustainable use of distribution. The movement of freight, particularly by rail, can influence the economic success of the region.	The link between the movement of freight and the economy will be recognised in the SEA appraisal process.
Other documents		
International/EU		
European Spatial Development Perspective (ESDP)	EU Ministers adopted the European Spatial Development Perspective (ESDP) at the Potsdam Council in May 1999. The ESDP represents agreement on common objectives and concepts for the future development of the EU and emphasises that the aim of spatial development policies is to work towards a balanced and sustainable development of EU territory. The ESDP emphasises the importance of achieving, equally in all regions of the EU, the three fundamental goals of European policy: • economic and social cohesion; • conservation and management of natural resources and the cultural heritage; and • more balanced competitiveness of the European territory. The ESDP states that to achieve more spatially balanced development, these goals must be pursued simultaneously in all regions of the EU and their interactions taken into account.	
National		
PPS6 Planning for Town Centres	Statement of Government's National policy and principles. Specifically requires LPAs to actively promote growth and manage change in town centres, define a network and a hierarchy of centres each performing an appropriate role, adopt a pro-active plan led approach to planning for town centres. No specific targets but general criteria are required to be developed	LTP and SEA to provide for sustainable transport in order to promote vital and viable town centres.
Sustainable Communities in the East Midlands: building for the future (ODPM, 2003)	Forms an Action plan to build sustainable communities. It sets out the challenges for the region in terms of planning, housing, transport, economic growth, deprivation and liveability. In terms of transport it highlights the key challenges as being: • To improve infrastructure to relieve congestion • To reduce car use and increase the capacity and use of public transport	Tackling the problems of congestion, and accessibility are key priorities for LTP, and the measures set out to address these are taken forward in the Plan.
Delivering our Priorities: A National Public Service Agreement for Local Government (Central – Local Government Partnerships Committee, July 2002)	Forms a joint statement of shared public service delivery priorities between the Government and Local Authorities, which will improve people's quality of life. These key priorities are: • Raising standards across our schools • Improving the quality of life • Promoting healthier communities and narrowing health inequalities • Creating safer and stronger communities • Transforming our local environment • Meeting local transport needs more effectively • Promoting the economic vitality of localities.	The LTP forms the basis for the Authorities addressing the Government's shared priority for meeting local transport needs. It also has a complementary role to play in achieving a number of the other Shared Priorities, notably: • Promoting healthier communities (through encouraging more walking and cycling), • Creating safer communities (by road safety measures and proposals to tackle transport crime) • Transforming the local environment (through improving the public realm), and • Promoting economic vitality (through improving access to markets and reducing congestion).
Choosing Health White Paper	Sets out national priorities for preventing ill health. On of the key priorities is to tackle obesity, in part through the promotion of exercise. The role of cycling and walking are specifically identified as mechanism to promote exercise	Cycling and walking will be promoted through the LTP, and have been built into the SEA objectives.

Regional/Sub-regional		
Integrated Regional Strategy (January 2005)	Five agreed priorities for the Region: 1. Reduce inequalities in the region 2. Conserve and enhance the natural environment 3. Create sustainable and healthy communities throughout the region 4. Improve economic performance and competitiveness 5. Use natural resources more efficiently and reduce the impacts on climate change Also 17 objectives arranged into 4 themes- summary given below as follows: Social 1. Housing stock to meet needs of all communities 2. Improve health and reduce health inequalities 3. Provide opportunities to value and enjoy heritage and culture 4. Improve community safety, reduce fear of crime 5. Promote and support growth of social capital Environmental 6. Protect, enhance and manage diversity of natural, cultural and built environment 7. Enhance and conserve environmental quality 8. Manage prudently natural resources 9. Minimise energy useage 10. Involve people in minimising and preventing adverse environmental impacts Economic 11. Create high quality employment opportunities 12. Develop a strong culture of enterprise and innovation 13. Provide physical conditions for a modern economic structure Spatial 14. Ensure location of development makes efficient use of existing physical infrastructure 15. Promote and ensure high standards of sustainable design and construction 16. Minimise waste and increase recycling and reuse 17. Improve accessibility by increasing use of public transport, cycling and walking	
Regional Spatial Strategy for the East Midlands (RSS8) (ODPM; March 2005)	The Regional Spatial Strategy for the East Midlands (RSS8) was published in March 2005, and incorporates the Regional Transport Strategy. The spatial strategy is based on the 'sequential approach to development' to provide a framework to meeting the regions development needs in a sustainable way. The RSS contains priorities for North Nottinghamshire within the Northern and Eastern Sub-areas of the region, and promotes development focused on the sub-regional centres of Newark, Mansfield and Worksop, and smaller market towns.	
East Midlands Regional Economic Strategy (RES) – Destination 2010	High-level strategic framework to establish the region as one of the top 20 in Europe. Transport is one of 12 strands through which this will be achieved. Key activities: 1. Deliver the recommendations of the multi-modal and road based studies; 2. Secure the necessary surface access improvements to serve the forecast growth at Nottingham East Midlands Airport; 3. Improve the movement of freight in the region; 4. Increase investment in regional rail infrastructure improvements; 5. Secure public transport improvements. The RES also highlights the need to reduce transport poverty through public transport improvements and new interchanges. The LTP addresses this through the Accessibility Planning Strategy that identifies areas with poor public transport provision, and promotes remedial measures. The movement of freight in the region, particularly by rail is the third area in which transport provision can influence the economic success of the region.	
East Midlands Urban Action Plan (UAP) – consultation document	Focuses on the key themes of: (a) land supply, (b) public realm, (c) skills and business development, (d) transport, and (e) tourism, culture and sport as areas in which to improve the economic success of the regions priority urban areas. The transport priorities highlighted are: (a) ensuring the recognition of the importance of transport infrastructure on the economy in the Regional Transport Strategy, (b) supporting the delivery of the recommendations put forward by the Multi Modal Studies, (c) securing surface access improvements at Nottingham East Midlands Airport, (d) securing public transport improvements, and (e) improving connectivity between the region and key cities in the UK.	
Smart Growth: the Midlands Way	1. The delivery of economic and population growth across the Midlands is the basis of the strategy. 2. The action proposals of the strategy are around the themes of (a) productivity, (b) connectivity (including transport), and (c) renaissance. 3. The basis of transport improvements of a Midlands wide approach to	

	economic growth are: (a) complementary development of Birmingham and Nottingham East Midlands Airports, (b) access to the east coast seaports, and (c) more sustainable freight movements.	
Nottinghamshire and Nottingham Joint Structure Plan (end date 2021)	1. Further social inclusion through the regeneration of disadvantaged areas by ensuring that all members of the community have improved access to a wide range of employment, housing, services, education, training, cultural and leisure opportunities 2. Promote health and social well being through the provision of sufficient suitable good quality housing, designing safer and more attractive environments and improving accessibility to leisure and recreational facilities 3. Produce good quality environments in urban and rural areas so that the unique character and distinctiveness of the County is protected and enhanced 4. Improve economic prosperity and employment opportunities by encouraging economic diversification and by providing for a wide range of suitable sites for business 5. Further integrate land use and transport so that the need to travel is reduced while accessibility to employment, homes, services, facilities and other resources is improved by enhanced sustainable transport choices 6. Protect the environment by avoiding significant harm and securing appropriate mitigation with particular regard to protecting and enhancing diversity 7. Ensure that finite natural resources are managed prudently and to encourage efficient patterns of development, including maximum use of urban and previously developed land.	The Structure plan incorporates the Countywide response to the transport and development issues identified at the regional level, and provides further strategic context for addressing these pressures. The SEA reflects the broad transport, social and environmental themes it promotes.
Local		
Ashfield, Bassetlaw, Mansfield and Newark and Sherwood Development Plans	The Government's Planning Policy Statement, 'Local Development Frameworks' (PPS 12) produced in November 2004, emphasises the need for the integration of transport and spatial planning in the development and delivery of Local Development Frameworks (LDF's), which are replacing local plans as the land use/transport planning policy context for local authority areas. The Local Plans produced for the boroughs of Ashfield, Bassetlaw, Mansfield and Newark and Sherwood form the basis for the allocation of land for development in the areas surrounding Nottingham. The themes of sustainability and access to jobs and services are central to these plans.	The Local Plans and the LTP are produced to complement one another. As such the LTP will reflect the allocations of land for development in locating new public transport services and investment.
County and District Community Strategy	The Community Strategies for each of the Districts in the plan area, and the Nottinghamshire Community Strategy "All Together Better", all identify transport and accessibility as key local priorities.	The LTP seeks to improve accessibility and transport provision more widely.

LANDSCAPE		
National		• There are no National Parks or Areas of Outstanding Natural Beauty in Nottinghamshire. The LTP should however seek to minimise damage to Mature Landscape Areas. • Moreover the LTP should avoid damaging the character and quality of the countryside. Key issues are likely to be increasing the "suburbanisation" of rural areas by kerbing, signage, formal footways etc. The LTP should exploit opportunities to enhance landscape character and quality. • The LTP should not compromise the open character of green belt
PPS7 - The Countryside – Environmental Quality and Economic and Social Development	Sets out policy to protect areas of national landscape importance from adverse development. Local landscape designations are not encouraged, though there are strong policies to conserve and enhance landscape character and quality more widely.	
PPS2 – Green Belts	Although not strictly a landscape policy document, PPS2 seeks to protect the open character of designated green belt areas	
Local		
Nottinghamshire Countryside Appraisal	A landscape appraisal of the Nottinghamshire countryside, which has been used as a basis for defining Mature Landscape Areas.	
SOIL AND CONTAMINATED/DERELICT LAND		
International/EU		• The LTP must seek to reduce waste by minimising the waste arising from transport projects. Such projects should be designed so that waste is recycled on site wherever possible (see also material assets section below) • Opportunities to use transport projects as a mechanism for cleaning contaminated land, and bringing derelict land into use, should be pursued where possible. In particular LTPs may help achieve targets to locate new development on brownfield sites by providing access • Transport projects should seek to avoid damage to Best and Most Versatile land where possible
Council Directive 1999/31/EC the Landfill Directive.	Requires stricter controls on landfill sites and reductions in the amount being disposed.	
National		
PPC regulation 2000 as amended	Landfills will be regulated under one single regime with a permit that complies with both the Landfill Directive and the Integrated Pollution Prevention and Control (IPPC) Directive.	
Part2A of the EPA 1990	Part IIA of the Environmental Protection Act 1990 became Provided a legal definition of Contaminated Land and a new regulatory regime for its identification and remediation. It places a duty on Local Authorities to inspect land within their area for evidence of ground contamination.	
WATER (QUALITY, RESOURCES AND FLOODING)		
Water Framework Directive 2000/60/EC	A non-prescriptive framework Directive requiring Member States to achieve 'good ecological status' in inland water bodies by 2015. Environment agency to hold some planning powers as a River Basin Authority.	• LTP to ensure that run-off from existing and new roads and paths is managed to reduce flooding risks. • New and existing developments to take into account opportunities to improve run-off water quality.
National		
DEFRA Water policy. Directing the Flow - priorities for future water policy.	Defines the Government's strategic vision for the direction of water policy. Includes an aim for further improvements in water quality standards.	
Local		
Environment Agency Fluvial Trent Strategy.	Considers options to reduce flooding risks in the Trent Catchment area.	

CULTURAL HERITAGE		
National		• LTPs should not damage internationally and nationally designated sites and monuments, including their settings. • LTPs should also avoid any damage to regionally and locally designated sites and monuments, including their settings. • LTPs should also where possible avoid damage to other sites of cultural heritage interest. • In urban areas the LTP should seek to avoid damage to the character to Conservation Areas in particular (see also heritage section below). In all urban areas any damage caused by transport measures should be minimised by good design, and mitigated wherever possible • Where damage is inevitable, LTPs should seek to secure appropriate mitigation to offset the damage. This should include archaeological investigation and recording where appropriate.
Historic Buildings and Ancient Monuments Act 1953	Sets out the statutory protection that should be afforded to buildings of outstanding or historic interest, and makes other provisions for their preservation and management.	
Planning (Listed Buildings and Conservation Areas) Act 1990	Sets out protection that must be afforded under town and country planning to listed buildings and conservation areas	
PPG15 – Planning and the Historic Environment	Sets out the levels of protection that should be afforded to Listed Buildings, World Heritage Sites, Historic Parks and Gardens, Historic Battlefields, and the wider historic environment. Also provides guidance on Conservation Areas. Provides specific guidance on how transport schemes should be dealt with which impact the historic environment.	
PPG16 – Archaeology and Planning	Provides specific guidance on the protection that should be afforded to archaeological sites and monuments, in particular Scheduled Ancient Monuments	
Local		
Nottinghamshire Historic Landscape Characterisation	A detailed analysis of the historic landscape character of Nottinghamshire	
Sites and Monuments Record, Historic Buildings Record	Databases of sites, monuments and buildings of historic and archaeological interest	
MATERIAL ASSETS		
International/EU		• The LTP should seek to reduce the use of fossil fuels, which in practice must be achieved mainly by reducing vehicle use. Vehicle efficiency and the use alternatively fuelled vehicles are only marginally influenced by LTP policy • The LTP must seek to reduce waste by minimising the waste arising from transport projects. Such projects should be designed so that waste is recycled on site wherever possible. • Equally the LTP should minimise use of primary aggregates, and promote the use of recycled aggregates wherever possible. • Wherever possible the LTP should promote the use of street furniture and other products which use recycled materials
Waste Framework Directive (75/442/EEC)	Established the waste hierarchy (reduce, reuse, recycle, energy recovery, disposal) and seeks waste minimisation within Member states.	
Landfill Directive (99/31/EC)	Aims to prevent the negative impacts of landfill, primarily by reducing the proportion of biodegradable waste going to landfill. Also bans vehicle tyres from being landfilled.	
National		
Energy White Paper	Establishes reduction in reliance on fossil fuels as an objective of energy policy, not just because of the CO2 impacts, but also because of the finite nature of fossil fuels (particularly indigenous) and the need for energy security	
Landfill (England and Wales) Regulations 2002	Implements the Landfill Directive in the UK	
National Waste Strategy	Confirms the waste hierarchy, and sets out the major challenge to reduce waste going to landfill. Highlights construction and demolition (C&D) waste (which includes waste from transport projects) as a major component of the waste stream.	
PPG10	Responds the National Waste Strategy by providing guidance o how this should be translated into planning policy	
Minerals Planning Guidance notes 1-15	Provide guidance on how mineral extraction should be dealt with in planning policy	

Regional		
Consultation Draft Regional Waste Strategy	Identifies the acute shortage of waste treatment and disposal facilities within the East Midlands in the medium term, and the major progress in reducing, reusing and recycling waste required to meet national targets. C&D waste makes up 38% of the Region's waste and is highlighted as a particular priority issue.	
Local		
Waste Local Plan	Promotes the waste hierarchy, whilst at the same time seeking to allocate sufficient land for waste treatment and disposal in order to meet future requirements	
Minerals Local Plan	Allocates land for minerals extraction, whilst clearly establishing that minerals are a finite resource which should be conserved wherever possible.	

APPENDIX 3: Baseline Data

SEA Topic: Population

SEA Indicator	Local data	Regional data	National data	Target	Trends	Indicator Status and Comments		Data Sources
Population		East Midlands= 270 2002	UK = 244 2002					(Source: Office for National Statistics (ONS) 2003 Mid-Year Estimates for Districts estimates based upon the 2001 Census and the 2003 Mid-Year Estimates.)
Employment								Estimates based upon the ONS Annual Business Inquiry and Annual Employment Survey and the 2001 Census
Unemployment								Office for National Statistics, via NOMIS
Number of bus passenger journeys		East Midlands = 205 million in 2003/04 (bus and light rail)	Great Britain = 4535 million in 2003/04 (bus)	National target - increase use by 12% from 2000 to 2010	Local = Regional = -2.4% since 00/01 National = -5.4% since 00/01			APR 03/04 http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_033618.xls Data from bus operators
Bus passenger satisfaction	Overall service = 65%	East Midlands 2003/04 Overall service = 81% Reliability = 65% Value for Money = 73%	England 2003/04 Overall service = 80% Reliability = 65% Value for Money = 76%	70% by 2010/11				APR 03/04 http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_033618.xls,
% of all journeys by public transport		East Midlands Bus = 5.4%	Great Britain Bus = 5.6% Rail =2.0 %					http://www.statistics.gov.uk/STATBASE/Expodata/Spreadsheets/D6072.xls (National Travel Survey, DfT)
Number of easy access buses			Great Britain = 39% 2003/04					APR 03/04 http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/downloadable/dft_transstats_032974.pdf, p.3
% of rural households within 10mins walk of hourly or better bus service	55.2%			National Target = 50%				APR 03/04 http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_508281.pdf
Estimated traffic flows		East Midlands = 39,166 million vehicle kilometres, (2002)	Great Britain = 485,981 million vehicle kilometres, (2002)					http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_027416.xls National Road Traffic Survey, DfT.
Vehicle kilometres travelled per day								APR 03/04

Traffic increase on major roads 1993-2003		East Midlands = 26.1%	Great Britain = 21.3%					http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/downloadable/dft_transstats_032982.pdf p.65,National Road Traffic Survey
Peak period car speeds		East Midlands Congestion on trunk roads (seconds lost per vehicle km) Am inbound = 3.8 Pm outbound = 4.5	England Congestion on trunk roads (seconds lost per vehicle km) Am inbound = 8.6 Pm outbound = 7.6					APR 03/04 http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_021863.pdf
Household car ownership		East Midlands (2002) None =22 % One =45 % Two or more = 33%	England (2001) None = 26.8% One = 43.7% Two = 23.6% 3 or more = 5.9%					http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_033617.xls
Unemployment rate – working age		East Midlands= 4.7%	GB= 5.0%					Local Labour force survey, ONS, Mar2003-Feb 2004
Indices of Deprivation								
Gross Value Added		£58,048 million	UK= £926,275 million					
GDP per head of population		£13,746	UK = £15,614					ONS, Headline GVA statistics
% of people feeling safe when walking to a bus stop,								
% of people feeling safe when waiting at a bus stop								
% of boarding stops with lighting								Bus Accessibility Report, Public Transport Team, p.13, 2003
% of shelters with CCTV coverage								Bus Accessibility Report, Public Transport Team, p.13, 2003

SEA Topic: Human Health

SEA Indicator	Local data	Regional data	National data	Target	Trends	Indicator Status and Comments		Data Sources
Number of deaths and seriously injured		East Midlands = 3,169 in 2003	Great Britain = 37,215 in 2003		East Midlands = -9.0 % since 2000 GB= -10.5% since 2000)			APR 03/04 http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_031309.xls http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_031439.xls
Number of children killed and seriously injured		East Midlands 305 in 2003	Great Britain 4100 in 2003		East Midlands = -28.9% since 2000 GB= -21.2% since 2000			APR03/04 http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_031390.xls http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/downloadable/dft_transstats_032982.pdf, p.90
Noise	Awaiting Government guidance. No data or indicators at this stage							
% of population walking / cycling for 30 mins per day								
Number of cycling trips			Great Britain = 14 trips pre person per year					APR 03/04
% of cycling journeys to work	City = 2.8% County = 3.3% LTP = 3.1% (2002/03)	East Midlands = 3% (2003)	Great Britain = 3% (2003)					http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_031623.xls
Index of multiple Deprivation								http://www.eastmidlandsobservatory.org.uk/gen.asp?EMOkey=0080102

SEA Topic: Climatic factors

Use CO_2 emissions modelling data	Greater Notts 2002 data.9.9 m. tonnes	Not available	152.7 m. tonnes	60% reduction on 1990	Reduction.		Transport emissions still rising	National atmospheric emissions inventory
NO_x/NO_2 levels $\mu g/m_3$	40 –44 (Hot spots)	46.6	N/A					
PM_{10} levels	Predicted 2005 level of 4061 tonnes per year	N/A	N/A					

SEA Topic: Biodiversity, Flora and Fauna

SEA Indicator	Local data	Regional data	National data	Target	Trend	Indicator Status and Comments		Data Sources
Number and extent of designated sites SSSI SINC NNR LNR Special Areas of Conservation and Protection (SAC) Special Protection Areas (SPA)	Greater Nottingham: 17 (3742ha) 488 (4417ha) 0 16 (199ha) 0 0	 395 (164508ha) N/A 14 (12964ha) 99 (1 318ha) 13 (179646ha) 6 (145592ha)	 4117 N/A 215 (87900ha) 1050+ (c.40000ha) 236 (808976ha) 77 (609249ha)					 English Nature 2005 County District and English Nature NCC data, English Nature 2005 NCC data 2005 Joint Nature Conservancy Council 2005 Joint Nature Conservancy Council 2005
% of SSSIs in favourable condition	58.87% (Notts.)	41%	46%					English Nature (favourable and unfavourable (recovering) included in figures)
Areas of semi-natural woodland lost 1930-1990	approx 300ha (90%) (Notts.)	Approx 2 200ha						Viewpoints on the East Midlands Environment (1999)
Area of woodland cover	8%	80 000ha 5.1%	8%					EMRA RSS Scoping Report
Area of Heathland	(118.68ha)		(31900ha)					UK Biodiversity Action Plan
New heathland	45ha (Notts.)							
Restored Heathland	57.33ha							Sherwood Habitats Steering Group
Area of ancient woodland		25 000ha (16% of all woodland)						EMPA RSS
Restored ancient woodland sites		11 250ha						Scoping Report

SEA Topic: Landscape

It should be noted that a comprehensive survey of landscape character, and classification of the landscape, has been undertaken as part of the national Countryside Character Area map and descriptions. These form an important baseline, and will be used in assessing the impacts of any significant proposals in the LTP on the landscape. North Nottinghamshire falls within character areas 48:*Trent & Belvoir Vales*; and 49: *Sherwood*. Further details are available on http://www,countryside.gov.uk/LAR/Landscape/CC/east midlands/index.asp.

SEA Indicator	Local data	Regional data	National data	Target	Trend	Indicator Status and Comments		Data Sources
% of landscape classified as tranquil	Approximately 50% 23% reduction (1963-93) (Notts.)	53%	53%					(Use landscape Character Assessments) CPRE and C'side Commission Tranquil Areas report (1995)
Accessibility/condition of rights of way % unusable	31% (Notts.)		8%					NCC Condition Survey Autumn 2004 (no. 128)
% of population living within 200m of open space	N/A for most districts	N/A	N/A					CABE LPAs
Area of Local Nature Reserve per head of population	0.000424ha (Notts.)	?	?					

SEA Topic: Soil

SEA Indicator	Local data	Regional data	National data	Target	Trend	Indicator Status and Comments		Data Sources
Soil loss through infrastructure	N/A	N/A?						The State of Soils in UK (EA Report) 2002
Tonnes of recycled soil and aggregate (from Constr.& Demolition waste)		4.88 m.tonnes	45 m.tonnes approx.					EMRA RSS Scoping Report
% tage Best and most versatile classes (grades 1,2 and 3a) of agricultural land		47%	39%					EA Soil Strategy Final version due late 2005
Nitrate Vulnerable Zones (Nos declared)	To follow							EA

SEA Topic: Water

SEA Indicator	Local data	Regional data	National data	Target	Trend	Indicator Status and Comments		Data Sources
% of Public Water supply from aquifer	80% (Notts.)	To follow?						EA
Planning permissions granted contrary to EA advice	?	132 (2004)	317					EA (NB worst regional performance: next worst =SW at 86)
Condition of canals	To follow							
Catchments closed to further abstraction	To follow	58% of region						
Nos of surface water and ground water licences? Nos of Groundwater Protection Zones								
Chemical river quality	Not available to local level	95% meet good or fair	Average 94% meet good or fair		Getting better			Environment Agency Website
Biological river quality	Not available to local level	97% meet good or fair	Average 95% meet good or fair					Environment Agency Website
Flood risk		143 000 properties * 357000 people * 2774 km² (15% of area) *			* all these lie within the 1% AEP of flooding			AEP = Annual Event probability

SEA Topic: Cultural Heritage

SEA Indicator	Local data	Regional data	National data	Target	Trend	Indicator Status and Comments		Data Sources
% of listed sites at risk? Grade I or II* [1] Grade II buildings	Notts: 20 (5.7%) 313 7.5%)	 138 (3.5%) 1 205 (5.5%)						Historic buildings at risk in Notts 2004 (NCC)
Number of scheduled ancient monuments	167 (Notts.)	1 508	19 594					
Monument sites at risk?	To follow							
Buildings at risk	9 (Bassetlaw 7; N&S 2)							
Number of conservation areas	152 (Notts.)	1006						
Number of heritage schemes?								
Number of registered historic parks and gardens	11 – Ashfield 2; Bassetlaw 4; Mansfield 1; N&S 4.							

[1] Regionally the update of the buildings at risk register is uneven, therefore the total no of at risk is unclear since the last comprehensive update was in 1992.

SEA Topic: Material assets

SEA Indicator	Local data	Regional data	National data	Target	Trend	Indicator Status and Comments		Data Sources
Waste disposed of to landfill - type in tonnes:-	Notts:							
Power Station ash	554,000							
Construction and Demolition waste	477,000							
Household / Commercial / Industrial	1,452,000							

APPENDIX 4: Environmental problems and opportunities

Existing problems	Opportunities provided by the LTP	Evidence	Recommendations Comments
Population			
The level of car use continues to rise	Reduction in car use through provision and promotion of alternatives	Traffic data	Apply demand restraint measures, invest in public transport, cycling and walking facilities, use the land use planning system to focus development in accessible locations
Maintaining accessibility within North Nottinghamshire, particularly amongst disadvantaged groups	Improve transport availability for disadvantaged groups in North Nottinghamshire.	County-wide survey showed that 55.2% of the rural population are within a 10 minute walk of an hourly bus service. Community strategies	Continue support for tendered bus services, community transport and concessionary travel
There are hotspots of traffic congestion, which impacts business and private road users	Provide resources to deal with hotspots, whilst promoting modal shift to public transport, cycling and walking	Traffic flow data	Financial provision for congestion-alleviating measures
North Nottinghamshire GVA per person (a measure of productivity) below the national level	Improve efficiency in the transport network by reducing congestion and improving transport links.	Data from Office of National Statistics	
Crime (theft of vehicles and personal safety)	Support crime reducing and fear of crime initiatives.	Personal Travel Survey.	To be addressed in a Respect for Transport initiative CCTV and improved lighting at public transport stops
Human Health			
Noise	Monitor and mitigate against noise problems Improved maintenance practices for road surfaces	Community strategies	Utilise noise reducing road surfaces in maintenance schemes.
Rates of physical activity are low and there are large numbers of people who have coronary heart disease	Increase opportunities for walking and cycling with the aim of raising levels of physical activity and reducing incidences of coronary heart disease	Health service data on levels of exercise and rates of coronary heart disease	Implement walking and cycling measures and continue to promote school and workplace travel plans.
Road accidents continue to lead to death and injury	Improve road safety	Road accident statistics	Implement casualty reduction measures and Safer routes to School Schemes.

Climate – CO2 emissions			
CO2 emissions continue to rise from transport rather than fall in line with international commitments and UK targets	Transport is a major and growing contributor to CO2 emissions, and LTP policies offer potential to reduce emissions	National Climate Change Programme Local data on traffic flows	LTP should include objectives, targets and measures to reduce traffic levels as well as tackle congestion
Air Quality			
Numbers of people who have a respiratory disease	Reduce air pollution in the North Nottinghamshire area in order to have an impact on the numbers of people who have a respiratory diseases	Air quality data from District Councils The level of respiratory disease is provided by the Health Service.	Implement congestion management measures and support the development of clean vehicle technologies e.g. through travel plan and quality partnership initiatives.
Biodiversity, flora and fauna			
Protection of 25 habitat types of conservation concern in the County, including as lowland heath, oak birch woodland and reedbed	Emphasis on ensuring protection of existing assets, though may be limited potential for enhancement	Local Biodiversity Action Plan	Major transport projects should be assessed for impacts, normally as part of Environmental Impact Assessment
Protection of nearly 1,000 species of conservation concern in County (many associated with the habitats described above); and in particular those species with specific action plans including otter, nightjar and barn owl	Emphasis on ensuring protection of existing assets, though may be limited potential for enhancement	Local Biodiversity Action Plan	Major transport projects should be assessed for impacts, normally as part of Environmental Impact Assessment
Fragmentation and deterioration of areas of wildlife value	Management of verges and highways land to maximise wildlife potential	Local Biodiversity Action Plan	Positive management should be considered
Landscape			
Damage to Mature Landscape Areas and Conservation areas	Sensitive design	MLA and Conservation Area designations	Designated areas should be subject to high design standards
Suburbanisation of rural areas	Sensitive design	Nottinghamshire Countryside Appraisal	Care should be taken when applying urban treatments to rural areas

Soil			
Remaining legacy of contaminated and derelict land	New transport projects can bring such land into positive use	Contaminated and derelict land databases Planning policy and targets for use of "brownfield" sites	Bringing derelict land into positive use should be considered benefit in considering specific transport projects
Water			
Water resources may be very limited in the future, particular in the summer. Situation will probably be considerably worse as a result of climate change	Roads must be designed to maximise absorption into the ground	Nottinghamshire Climate Change Plan Environment Agency Catchment data	SUDS should be considered wherever possible in road drainage projects
Flooding is likely to increase dramatically as a result of climate change	None	Nottinghamshire Climate Change Plan Environment Agency Catchment data Evidence from recent flooding events	Care must be taken to avoid new transport projects becoming barriers to the flow of floodwater
Cultural Heritage			
Damage to individual sites, monuments and buildings of historical and archaeological interest and their settings	Transport schemes may be able to contribute positively	Sites and monuments record. Historic buildings record	Careful assessment of the impacts
General loss of historic character of towns and countryside	Transport schemes may be able to contribute positively	Historic landscape characterisations, Nottinghamshire Countryside appraisal English Heritage letter	Careful design of all transport projects
Material assets			
Shortage of waste treatment facilities, particularly landfill	Transport projects should specify recycled products wherever possible	Regional Waste Strategy, Waste Local Plan	Transport schemes must be designed to minimise waste arisings
Minerals are a finite resources	Transport projects should specify recycled products wherever possible	Minerals Local Plan	Transport schemes must be designed to minimise use of primary aggregates and use recycled products
Fossil fuels are a finite resource	Transport policy should seek to reduce vehicle miles and therefore fuel use	Energy White Paper	Reducing vehicle use should feature in LTP policy as well as reducing congestion

APPENDIX 5 - SEA Objectives

SEA Topic (SEA Directive, Annex f)	NATA Objectives	NATA sub-objectives	Other key objectives identified as part of the context review	Proposed SEA Objectives
Population	Social inclusion not specifically addressed within NATA	Social inclusion not specifically addressed within NATA	• Tackling social exclusion (Transport White Paper, health White Paper)	1. Promote social inclusion
Population	Accessibility	Access to transport system	• Delivering accessibility (The Future of transport: a network for 2030) • Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling (PPG 13)	2. Promote accessibility to essential services
Population	Economy	Transport economic efficiency	• Reduce the need to travel especially by car (PPG 13, Regional Transport Strategy, Regional Spatial Strategy)	3. Reduce the adverse effects of congestion on people
Population	Economy	Wider economic impacts	• Improve the economic competitiveness of North Nottinghamshire	4. Support employment and business competitiveness
Population	Safety	Security	• Reduce crime (Notts community strategy)	5. Reduce crime and fear of crime associated with transport
Population	Accessibility	Access to transport system	• Improve access to countryside and recreation in rural areas (Notts Community Strategy)	6. Support access and enjoyment of the countryside
Human health, population	Safety	Accidents	• Safer roads is listed as one of the shared priorities in the Future of Transport: a network for 2030	7. Reduce road accidents
Human health, population	Environment	Noise	• Planning authorities should give consideration to noise in planning development so as to ensure that sensitive developments are separated from noise sources (PPG 24)	8. Reduce levels of transport related noise in particular in areas of high sensitivity
Human health, population	Environment	Physical fitness	• Promoting healthier communities and narrowing health inequalities (Public Service Agreement for Local Government)	9. Improve health by promoting exercise through cycling and walking
Climatic factors	Environment	Greenhouse gases	• LTP should demonstrate how CO2 emissions are being reduced from local transport in line with national targets to achieve 20% reduction in CO2 by 2010 based on a 1990 baseline • LTP should also seek reductions in NOx emissions, which are part of the basket of greenhouse gases covered by the Kyoto Agreement on Climate Change..	10. Reduce greenhouse gas emissions from transport and the use of fossil fuels
Air, human health	Environment	Local air quality	• Improving air quality (The Future of transport: a network for 2030)	11. Maintain and improve air quality across all areas

Biodiversity, fauna, flora, soil	Environment	Biodiversity	• LTPs should avoid any damage to internationally protected sites and species, and to those of national importance. LTPs should also seek to avoid damage to locally designated sites, and to the wider biodiversity resource. • Where damage is inevitable, LTPs should seek to secure appropriate mitigation to offset the damage. • LTPs should seek opportunities to enhance the biodiversity resource, particularly those sites and species identified in the Nottinghamshire Biodiversity Action Plan.	12. Avoid damage to areas of significant biodiversity interest, and exploit opportunities to enhance biodiversity wherever possible
Landscape	Environment	Landscape	• There are no National Parks or Areas of Outstanding Natural Beauty in Nottinghamshire. The LTP should however seek to minimise damage to Mature Landscape Areas.	13. Avoid damage to areas of significant landscape quality, and exploit opportunities to enhance local distinctiveness wherever possible
Landscape	Environment	Townscape	•	14. Avoid damage to the character and quality of urban areas, and seek opportunities to improve local environmental quality in towns and villages
Water	Environment	Water environment	• LTP to ensure that run off from existing and new roads and paths is managed to reduce flooding risks. • New and existing developments to take into account opportunities to improve run off water quality.	15. Minimise water run-off and contamination from transport infrastructure
Cultural heritage	Environment	Heritage and townscape	• LTPs should where possible avoid damage to other sites of cultural heritage interest. • In urban areas the LTP should seek to avoid damage to the character to Conservation Areas in particular (see also heritage section below). In all urban areas any damage caused by transport measures should be minimised by good design, and mitigated wherever possible.	16. Avoid damage to areas and features of significant cultural heritage interest, and exploit opportunities for enhancement wherever possible
Material assets	Waste and recycling not specifically addressed within NATA	Waste and recycling not specifically addressed within NATA	• The LTP should seek to reduce the use of fossil fuels, which in practice must be achieved mainly by reducing vehicle use. Vehicle efficiency and the use alternatively fuelled vehicles are only marginally influenced by LTP policy • The LTP must seek to reduce waste by minimising the waste arising from transport projects. Such projects should be designed so that waste is recycled on site wherever possible. • The LTP should minimise use of primary aggregates, and promote the use of recycled aggregates wherever possible. • Wherever possible the LTP should promote the use of street furniture and other products which use recycled materials	17. Minimise use of non-renewable resources and increase recycling

APPENDIX 6 – LTP PROGRAMME OF MEASURES - ENVIRONMENTAL ASSESSMENT TABLES

SEA objective		**1 PROMOTE SOCIAL INCLUSION**				**Date of assessment**	11 Nov 2005
SEA topic		Population					
NATA objective		Social inclusion not addressed in NATA					
NATA sub-objective		Social inclusion not addressed in NATA					
LTP measure	**Sensitivity of area/ receptor**	**Magnitude of impact**			**Level of uncertainty**	**Mitigation proposed**	**How judgement was reached**
		Impact (positive, negative, neutral, depends on implementation)	**Timescale**	**Other factors e.g. (secondary/ cumulative/ synergistic) impacts**			
Bus priority, infrastructure and interchange	There are considerable areas of social exclusion in North Notts. Although un-employment levels are only moderate, wages are low. There are pockets of significant deprivation, and a significant % of households without a car	Positive – public transport is key to providing accessibility for those without a car and physically disabled	Long term	None identified	Low	Ensure design of infrastructure takes account of the needs of the disabled	Professional judgement/ baseline data
Pedestrian and cycling		Positive – cycling and walking are also important in providing access for those without a car	Long term	None identified	Low	Ensure design of infrastructure takes account of the needs of the disabled	
Smarter choices		Positive – provision of information will help raise awareness of travel options, including amongst lower income groups	Short term	None identified	Medium	Ensure publicity and information is accessible to those who cannot read, and who cannot understand English	
Safety schemes		Positive – injuries from road accidents are often higher in socially deprived areas	Long term	None identified	Medium	None identified	
Traffic management		None identified	N/a	None identified	Low	None identified	
Road crossings		Positive – the programme will focus on particular on enabling safe wheelchair access across road crossings	Long term	None identified	Low	None identified	
Local roads schemes		None identified	N/a	None identified	Low	None identified	
Maintenance		None identified	N/a	None identified	Low	None identified	

Mansfield Public Transport Interchange		Positive – the interchange will assist those dependent on public transport (29% of local residents do not have access to a car). The new facility will be fully accessible for all users including the disabled	Long term	Improving public transport will generate more passengers which will in turn provide resources for further improvements	Low	Ensure the new interchange focuses on inclusive design principles.	NATA appraisal (part of Annex E submission to DfT)
Pleasley bypass		Positive – the scheme will provide facilities for the physically disabled and will improve public transport, thereby improving accessibility for those without a car	Long term	None identified	Low	None identified	NATA appraisal (part of Annex E submission to DfT)
Kelham bypass		None identified	N/a	None identified	Low	None identified	Professional judgement and initial design
Overall assessment of significance of impact		Positive impact – the emphasis within the plan on improving accessibility and public transport will have a particularly beneficial impact on socially excluded groups, who are often more reliant on public transport than others. The improvements in road crossings will specifically assist those in a wheelchair, whilst the new Public Transport Interchange at Mansfield would be a major benefit on those reliant on public transport.					
Overall description of mitigation proposals		The most important issue is to ensure that all facilities are designed with the needs of the disabled in mind. It is also important to consider the needs of those who cannot read or understand English when proving information and publicity					

SEA objective		2 PROMOTE ACCESSIBLITY TO ESSENTIAL SERVICES				Date of assessment	11 Nov 2005
SEA topic		Population					
NATA objective		Accessibility					
NATA sub-objective		Accessibility to transport systems					
LTP measure	Sensitivity of area/ receptor	Magnitude of impact			Level of uncertainty	Mitigation proposed	How judgement was reached
		Impact (positive, negative, neutral, depends on implementation)	Timescale	Other factors e.g. (secondary/ cumulative/ synergistic) impacts			
Bus priority, infrastructure and interchange	The exact level of accessibility is being established through the Accessibility Planning process. However North Notts has significant rural areas, and also areas of deprivation. Access to services is cited as an issue for many local people in community strategies.	Positive – buses play an important part in allowing people access to essential services	Long term	None identified	Low	Ensure design of infrastructure takes account of the needs of the disabled	Professional judgement/ baseline data/ accessibility planning
Pedestrian and cycling		Positive – cycling and walking are important components of accessibility	Long term	Improving cycling and walking improves health, reducing demand on health facilities	Low	Ensure planning of cycleways and pedestrian facilities is linked to the accessibility planning process and therefore to people's specific needs	
Smarter choices		Positive – travel plans and information on cycleways can improve accessibility	Short term	None identified	Low	Ensure cycling and walking are included in the accessibility planning process	
Safety schemes		None identified	N/a	None identified	Low	None identified	
Traffic management		Positive – reducing the problems caused by un-coordinated roadworks, and illegal parking	Short term	None identified	Low	None identified	
Road crossings		Positive – crossing will be made accessible for wheelchair users	Long term	None identified	Low	None identified	
Local roads schemes		Positive – these will promote access to new employment sites	Long term	None identified	Low	Ensure new schemes cater for pedestrians, cyclists and public transport	

Maintenance		Overall positive if road network is well-maintained, though there may be short term negative impacts due to roadworks	Long term	None identified	Low	Ensure road maintenance activity disrupts traffic flows as little as possible, partly by promoting alternative routes	
Mansfield Public Transport Interchange		Positive – provides physical link between bus and rail stations, removes steps, ramps and subways that hinder access to existing bus station	Long term	Reduces severance with the town centre	Low	Ensure the new interchange focuses on inclusive design principles.	NATA appraisal (part of Annex E submission to DfT)
Pleasley bypass		Positive – access to public transport facilities enhanced	Long term	None identified	Low	Ensure new road network caters for pedestrians, cyclists and public transport	NATA appraisal (part of Annex E submission to DfT)
Kelham bypass		Positive – access to public transport facilities enhanced	Long term	None identified	Low	Ensure new road network caters for pedestrians, cyclists and public transport	Professional judgement and initial design
Overall assessment of significance of impact		The LTP will have a very positive impact on accessibility, particularly by improving bus, cycling and pedestrian facilities, and by improving road crossings for wheelchair users. This is to be expected as accessibility is on of the primary objectives of the plan. Mansfield Public Transport Interchange would be a major benefit. Roadworks associated with maintenance may cause short term problems					
Overall description of mitigation proposals		All transport schemes should consider accessibility, and should be closely informed by the accessibility planning process. Efforts need to be made to minimise the disruption caused by roadworks.					

SEA objective		3 REDUCE THE ADVERSE EFFECTS OF CONGESTION ON PEOPLE				Date of assessment	11 Nov 2005
SEA topic		Population					
NATA objective		Economy					
NATA sub-objective		Transport economic efficiency					
LTP measure	Sensitivity of area/ receptor	Magnitude of impact			Level of uncertainty	Mitigation proposed	How judgement was reached
		Impact (positive, negative, neutral, depends on implementation)	Timescale	Other factors e.g. (secondary/ cumulative/ synergistic) impacts			
Bus priority, infrastructure and interchange	Congestion is not considered to be a particular problem in North Notts compared to other areas. However it occurs in specific localities, and will increase over time if unchecked.	In the short term bus priority measures may increase congestion if they take out roadspace for other users.	Short term	In the longer term better public transport is a key to reducing congestion by promoting modal shift.	Medium	Where possible public transport priority should be provided without taking out road capacity for other users.	Professional judgement/ baseline data
Pedestrian and cycling		Cycle and pedestrian facilities have the capacity to both increase or decrease congestion, dependent on design.	Short term	In the longer term increased cycling and walking will reduce congestion. Cyclists and walkers suffer from air quality problems associated with congestion (see air pollution table)	High	Cycling and walking facilities should be designed where possible not to reduce road space or disrupt traffic flows	
Smarter choices		Smarter choices aim to achieve modal shift, which should have a positive impact on congestion	Short-medium term	None identified	Low	None identified	
Safety schemes		Safety schemes can increase congestion by slowing down traffic flows. Conversely reducing accidents reduces the congestion caused by such events.	Long term	Safety schemes can also create “rat-running”, which has negative impacts on local residents	Medium	Ensure that safety schemes are designed to achieve safety whilst causing minimum disruption to flows	

Traffic management		Co-ordinating roadworks, ensuring traffic signals are efficient, improving signage, and enforcing parking restrictions will all have a major positive impact on reducing congestion	Long term	Smooth flowing traffic will reduce rat-running	Low	None identified	
Road crossings		None identified – improved road crossings should have minimal impact on traffic congestion	N/a	None identified	Low	Detailed design and light phasing should ensure minimum disruption to traffic flows	
Local roads schemes		Junction improvements at congestions hotspots will have a positive impact.	Long term	Smooth flowing traffic will reduce rat-running	Low	None identified	
Maintenance		Overall positive if road network is well-maintained. However there will be short term negative impacts due to roadworks	Long/ short term	Roadworks may cause temporary rat-running	Low	Ensure road maintenance activity disrupts traffic flows as little as possible, partly by promoting alternative routes	
Mansfield Public Transport Interchange		In the short term there will be negligible impact on congestion. In the longer term improved public transport will help to reduce congestion	Long term	The proposal ties in with existing and proposed bus priority measures	Low	None identified	NATA appraisal (part of Annex E submission to DfT)
Pleasley bypass		Positive – scheme will reduce traffic congestion and associated adverse impacts	Long term	Free flowing traffic will reduce rat-running	Low	None identified	NATA appraisal (part of Annex E submission to DfT)
Kelham bypass		Positive – scheme will reduce traffic congestion and associated adverse impacts	Long term	None identified	Low	None identified	Professional judgement and initial design
Overall assessment of significance of impact		The impact of the LTP on congestion will be mixed. In the short term actions to improve bus priority, safety schemes and roadworks caused by maintenance may have negative impacts. However these will be compensated by the positive impacts of better traffic management, junction improvements, and reduced accidents. In the longer term the improvements to alternatives to the private car will encourage modal shift which will act to reduce congestion.					
Overall description of mitigation		Wherever possible improvements for buses, cycling and walking should be made without taking out road capacity for					

proposals	other users. However this will not always be possible. Efforts should be made to minimise the impacts of roadworks by promoting alternative routes. Night working would reduce the effects of roadworks on congestion, but would conflict with noise reduction objectives and would cost more, leading to lower levels of maintenance.

SEA objective		4 SUPPORT EMPLOYMENT AND BUSINESS COMPETITIVENESS				Date of assessment	11 Nov 2005
SEA topic		Population					
NATA objective		Economy					
NATA sub-objective		Wider economic impacts					
LTP measure	Sensitivity of area/ receptor	Magnitude of impact			Level of uncertainty	Mitigation proposed	How judgement was reached
		Impact (positive, negative, neutral, depends on implementation)	Timescale	Other factors e.g. (secondary/ cumulative/ synergistic) impacts			
Bus priority, infrastructure and interchange	North Notts has a weaker economy than the rest of the County. Although employment levels are moderately high, jobs tend to be lower skilled and lower paid than elsewhere. Former mining communities are particular targets for economic regeneration.	Positive impact, as improved public transport will improve access to jobs. Bus lanes can have very localised impacts on local shops if roadside parking is removed, but improved accessibility to urban centres improves the retail environment.	Long term	Short term increases in congestion may impact some business. Longer term the effect may be reversed.	Medium	Local design may be able to minimise any adverse effects of bus priority measures.	Professional judgement/ baseline data
Pedestrian and cycling		Positive, as increased cycling and walking will increase accessibility to employers.	Long term	Increased health from cycling and walking may reduce sickness absence	Low	Ensure new employment development caters for cyclists and walkers	
Smarter choices		Positive – travel plans can help employees access the workforce they need	Short term	Modal shift may result in reduced congestion, reducing business costs	Medium		
Safety schemes		Local safety schemes may have localised congestion impacts	N/a	None identified	Low	Ensure that safety schemes are designed to achieve safety whilst causing minimum disruption to flows	
Traffic management		Positive – reducing congestion will reduce business costs	Short term	None identified	Low	None identified	
Road crossings		None identified	N/a	None identified	Low	None identified	

Local roads schemes		Positive – these will act to reduce congestion and open up new employment areas	Long	None identified	Low	None identified	
Maintenance		Overall positive if road network is well-maintained. However there will be short term negative impacts due to roadworks	Long/ short term	None identified	Low	Ensure road maintenance activity disrupts traffic flows as little as possible, partly by promoting alternative routes	
Mansfield Public Transport Interchange		Positive – relocation of bus station frees up town centre land for comprehensive redevelopment, attracting private sector investment	Long term	Boost to image of town centre and retailer confidence	Low	None identified	NATA appraisal (part of Annex E submission to DfT)
Pleasley bypass		Positive – both employers and employees will benefit from a reduction in journey times. The bypass will help open up new employment sites in and around Mansfield	Long term	None identified	Low	None identified	NATA appraisal (part of Annex E submission to DfT)
Kelham bypass		Positive – the removal of congestion improves business efficiency and profitability. Access to the A1 and M1 improved for commercial linkage	Long term	None identified	Low	None identified	Professional judgement and initial design
Overall assessment of significance of impact		The LTP measures will have a positive impact on business competitiveness and employment. In the sort term there will be benefits in the form of improved access to jobs and workforces. There may be some local congestion issues associated with bus priority measures, safety schemes , but in the longer term actions to reduce congestion will help reduce business costs. All three major schemes are predicted to have significant benefits for employment and business competitiveness.					
Overall description of mitigation proposals		Mitigation measures should concentrate on ensuring that the congestion impacts of new public transport measures are minimised, and in reducing the congestion impacts of road maintenance and local safety schemes					

SEA objective		5 REDUCE CRIME AND FEAR OF CRIME ASSOCIATED WITH TRANSPORT				Date of assessment	11 Nov 2005
SEA topic		Population					
NATA objective		Safety					
NATA sub-objective		Security					
LTP measure	**Sensitivity of area/ receptor**	**Magnitude of impact**			**Level of uncertainty**	**Mitigation proposed**	**How judgement was reached**
		Impact (positive, negative, neutral, depends on implementation)	**Timescale**	**Other factors e.g. (secondary/ cumulative/ synergistic) impacts**			
Bus priority, infrastructure and interchange	Crime levels in the north of the County are higher than other parts of the country.	Positive – the programme includes measures such as better waiting environments, CCTV and lighting. Conversely some bus shelters can act as a focal point for anti-social behaviour.	Long term	Increasing use of public transport may reduce the levels of crime	Medium	Ensure that crime and personal safety feature in all bus infrastructure investments.	Professional judgement/ baseline data
Pedestrian and cycling		None identified	N/a	None identified	Low	None identified	
Smarter choices		None identified	N/a	None identified	Low	None identified	
Safety schemes		None identified	N/a	None identified	Low	None identified	
Traffic management		None identified	N/a	None identified	Low	None identified	
Road crossings		None identified	N/a	None identified	Low	None identified	
Local roads schemes		None identified	N/a	None identified	Low	None identified	
Maintenance		None identified	N/a	None identified	Low	None identified	
Mansfield Public Transport Interchange		Positive – around 16,000 passengers a day will benefit from safer interchange design and improved pedestrian connections	Long term	CCTV plus customer service staff will improve perceptions of safety and increase passenger numbers	Medium	None identified	NATA appraisal (part of Annex E submission to DfT)

Pleasley bypass		Positive – reduction in through traffic allows safety/security measures for existing road and public transport users to be implemented	Long term	None identified	Medium	None identified	NATA appraisal (part of Annex E submission to DfT)
Kelham bypass		Positive – reduction in through traffic allows safety/security measures for existing road and public transport users to be implemented	Long term	None identified	Medium	None identified	Professional judgement and initial design
Overall assessment of significance of impact		There will be a small positive impact on crime levels – the programme includes measures such as better waiting environments, CCTV and lighting. Mansfield public transport interchange will bring particular benefits. Conversely some bus shelters can act as a focal point for anti-social behaviour. There is a conflict between increased lighting for personal security, and reducing energy consumption and conserving rural character/night skies. However on balance personal security is considered in this case to be the key issue.					
Overall description of mitigation proposals		Ensure that crime and personal safety feature in all bus infrastructure investments. Renewable energy sources (such as solar panels on bus shelters) can be used to reduce carbon emissions.					

SEA objective		**6 SUPPORT ACCESS AND ENJOYMENT OF THE COUNTRYSIDE**				**Date of assessment**	11 Nov 2005
SEA topic		Population					
NATA objective		Accessibility					
NATA sub-objective		Access to transport systems					
LTP measure	**Sensitivity of area/ receptor**	**Magnitude of impact**			**Level of uncertainty**	**Mitigation proposed**	**How judgement was reached**
		Impact (positive, negative, neutral, depends on implementation)	**Timescale**	**Other factors e.g. (secondary/ cumulative/ synergistic) impacts**			
Bus priority, infrastructure and interchange	There are large rural areas in North Notts. Accessibility planning will establish the level of access to rural areas. In 2003/04 the condition and availability of the rights of way network once in the countryside is slightly lower compared to the national average.	Improving public transport will have a positive impact in improving access to the countryside, though most improvements are likely to be focused in urban areas.	Long term	None identified	Medium	Ensure that access to the countryside features in Accessibility Planning work	Professional judgement, and baseline data on accessibility and rights of way
Pedestrian and cycling		Positive – rural rides are likely to part of the cycling programme.	Long term	None identified	Low	None	
Smarter choices		Improving information about public transport will help ensure people are able to access rural areas.	Short term	None identified	Low	Ensure that information is marketed and targeted appropriately	
Safety schemes		None identified	N/a	None identified	Low	None identified	
Traffic management		None identified	N/a	None identified	Low	None identified	
Road crossings		None identified	N/a	None identified	Low	None identified	
Local roads schemes		None identified	N/a	None identified	Low	None identified	
Maintenance		None identified	N/a	None identified	Low	None identified	
Mansfield Public Transport Interchange		None identified	N/a	None identified	Low	None identified	NATA appraisal (part of Annex E submission to DfT)

Pleasley bypass		None identified	N/a	None identified	Low	None identified	NATA appraisal (part of Annex E submission to DfT)
Kelham bypass		Improving footway/cycleway and equestrian facilities may encourage greater use of the local countryside.	Long	None identified	Low	None identified	Professional judgement and initial design
Overall assessment of significance of impact		Overall the LTP will play a positive role in improving access to the countryside, by improving public transport, and by investing some resources in rural cycleway schemes.					
Overall description of mitigation proposals		The accessibility planning process should consider the demand for access to rural areas for recreational purpose.					

SEA objective		7 REDUCE ROAD ACCIDENTS				Date of assessment	11 Nov 2005
SEA topic		Human health, population					
NATA objective		Safety					
NATA sub-objective		Accidents					
LTP measure	Sensitivity of area/ receptor	Magnitude of impact			Level of uncertainty	Mitigation proposed	How judgement was reached
		Impact (positive, negative, neutral, depends on implementation)	Timescale	Other factors e.g. (secondary/ cumulative/ synergistic) impacts			
Bus priority, infrastructure and interchange	The numbers of casualties from road accidents in North Notts are higher than the rest of the County	Small positive – bus transport is safer than the private car	Long	None identified	Low	None identified	Professional judgement and baseline data
Pedestrian and cycling		Cycling is statistically more vulnerable compared to car travel. Increasing levels of cyclists may increase road accidents in the short term. However LTP measures will be designed to improve safety for cyclists (for example by constructing cycle lanes), and this will have the opposite effect. Walking is safer than car use, and LTP measures will further improve the safety of pedestrians.	Long	There may be longer term benefits as cycling becomes more widespread and road users take more care	High – research on cyclist safety is not conclusive	All transport schemes should be audited for their impact on the safety of pedestrians and cyclists.	
Smarter choices		Positive – road safety is an explicit part of most smarter choices campaigns, particularly in relation to schools. There are specific road safety campaigns, e.g. targeted at motorcyclists	Short	None identified	Medium	Ensure opportunities to promote road safety are maximised.	
Safety schemes		Positive – these schemes are designed to reduce road accidents and casualties	Long	None identified	Low	None identified	
Traffic management		Small positive impact – well managed roads may decrease road accidents	Long	None identified	Medium	None identified	

Road crossings		Positive impact – these schemes are designed to improve the safety and ease with which wheelchair users, pedestrians, and in some cases cyclists can cross the road.	Long	None identified	Low	None identified	
Local roads schemes		Junction improvements to tackle congestions are opportunities to improve safety at the same time	Long	None identified	Low	Ensure all opportunities are exploited to improve safety	
Maintenance		Small positive impact – poorly maintained roads can increase accidents	Long	Undertaking structural maintenance of roads is an opportunity to improve safety at the same time	Low	Ensure all opportunities are exploited to improve safety	
Mansfield Public Transport Interchange		Positive – simplified junctions and reassigned bus movements will reduce accidents	Long	Additional pedestrian crossings and cycle routes proposed	Low	None identified	NATA appraisal (part of Annex E submission to DfT)
Pleasley bypass		Positive – predicted accident saving of 122 personal injury accidents over a 60 year assessment period will result from moving traffic out of the urban area onto the bypass	Long	None identified	Low	Traffic reduction on the bypassed A617 assists in reducing future road traffic accidents	NATA appraisal (part of Annex E submission to DfT)
Kelham bypass		Positive - the bypass will result in a net saving of personal injury accidents	Long	None identified	Low	None identified	Professional judgement and initial design
Overall assessment of significance of impact		Overall the impact of the LTP on safety is highly positive. This reflects the fact that safety is one of the plan's key objectives. All three major schemes are expected to bring significant safety improvements. The main possible negative impact would be any short term increases in accidents involving cyclist caused by greater levels of cycling, even though the specific cycling measures in the LTP are designed to make cycling easier and safer. The research on the issue of cyclist safety is inconclusive.					
Overall description of mitigation proposals		All significant transport schemes should be audited for their impacts on safety, particularly cyclists and walkers. Awareness raising should be used to counter any negative impacts caused by increased numbers of cyclists.					

SEA objective		8 REDUCE LEVELS OF TRANSPORT RELATED NOISE IN PARTICULAR IN AREAS OF HIGH SENSITIVITY				Date of assessment	11 Nov 2005
SEA topic		Human health, population					
NATA objective		Environment					
NATA sub-objective		Noise					
LTP measure	Sensitivity of area/ receptor	Magnitude of impact			Level of uncertainty	Mitigation proposed	How judgement was reached
		Impact (positive, negative, neutral, depends on implementation)	Timescale	Other factors e.g. (secondary/ cumulative/ synergistic) impacts			
Bus priority, infrastructure and interchange	There is little data on background levels of noise in the LTP area. Sensitive areas are considered to include housing, schools and hospitals. Noise at night is considered to be more intrusive.	Possible localised negative impact - noise levels along main bus corridors may increase. Conversely reduced congestion over time may decrease noise levels	Long	Construction of measures may temporarily increase noise	Medium	Bus quality agreements with bus operators should seek to secure quieter vehicles	Professional judgement
Pedestrian and cycling		Small positive - cycling and walking are quiet modes of transport	Long	Construction of measures may temporarily increase noise	Low	None identified	
Smarter choices		None identified	N/a	May be reductions in noise through modal shift	Medium	None identified	
Safety schemes		Localised negative effects associated with some types of speed reduction measures (e.g. road humps)	Long	Construction of measures may temporarily increase noise	Medium	Noise impacts of measures should be carefully assessed before implementation	
Traffic management		Positive but localised impacts where congestion hotspots are removed. Positive impacts if signage can route traffic away from sensitive areas	Long	None identified	Medium	Use traffic management to reduce traffic levels and noise levels in sensitive locations	
Road crossings		None identified	N/a	None identified	Low	None identified	

Local roads schemes		Positive but localised impacts where congestion hotspots are removed.	Long	New road links to employment sites may increase noise, but likely to be in low sensitivity areas	Low	None identified	
Maintenance		Maintenance works may temporarily increase noise levels	Short	None identified	Low	Consider ban on night time working except in emergencies (though this may conflict with reducing the congestion impacts of roadworks)	
Mansfield Public Transport Interchange		Slight adverse impact on one noise receptor	Long	Reduced noise levels at site of old bus station	Low	Noise mitigation schemes may be provided	NATA appraisal (part of Annex E submission to DfT)
Pleasley bypass		Slight positive effect. Properties adjacent to the existing road will benefit from the bypass, whilst those alongside the bypass (including a primary school) will be worse off.	Long	None identified	Low	Use “low noise” road surfacing, bunding and screening to minimise impact upon the school.	NATA appraisal (part of Annex E submission to DfT)
Kelham bypass		Positive – removal of traffic from the village has significant benefits for residents and employees at Kelham Hall	Long	None identified	Low	Use “low noise” road surfacing, and other mitigation measures to protect Kelham Hall from any residual noise.	Professional judgement and initial design
Overall assessment of significance of impact		Overall the noise impacts of LTP measures will be localised and small. There will however be significant benefits from the Kelham bypass scheme. The main negative impact is the effect of maintenance and other construction of road-based measures.					
Overall description of mitigation proposals		The noise impacts of roadworks can be reduced by a ban on night-time working. However this conflicts with reducing the congestion impacts of roadworks, safety considerations, and the cost of implementation which increase at night. The current policy is to consider each scheme on a case by case basis to get the best balance between these competing objectives, and this is likely to continue. Noise barriers (vegetation, bunds) and low noise surfacing should be considered for mitigation of specific schemes.					

SEA objective		9 IMPROVE HEALTH BY PROMOTING EXERCISE THROUGH CYCLING AND WALKING				Date of assessment	11 Nov 2005
SEA topic		Human health, population					
NATA objective		Environment					
NATA sub-objective		Physical fitness					
LTP measure	Sensitivity of area/ receptor	Magnitude of impact			Level of uncertainty	Mitigation proposed	How judgement was reached
		Impact (positive, negative, neutral, depends on implementation)	Timescale	Other factors e.g. (secondary/ cumulative/ synergistic) impacts			
Bus priority, infrastructure and interchange	It is generally acknowledged that physical activity needs to be increased across the whole of the UK.	Small positive, associated with walking to bus stops	Long	None identified	Low	None identified	Professional judgement/ baseline data
Pedestrian and cycling		Positive – cycling and walking are seen as good ways to increase activity	Long	None identified	Low	None identified	
Smarter choices		Positive promotion of physical activity through walking and cycling feature in most smarter choices activities, particularly school and business travel plans	Short	None identified	Low	Physical activity should be emphasised in smarter choices programmes	
Safety schemes		None identified	Long	Making roads safer will encourage more walking and cycling	Low	None	
Traffic management		None identified	N/a	None identified	Low	None identified	
Road crossings		None identified	N/a	Making road crossings safer will encourage more walking and cycling	Low	None identified	
Local roads schemes		None identified	N/a	None identified	Low	None identified	

Maintenance		Positive impact through the maintenance of cycling and walking facilities	Long	None identified	Low	None identified	
Mansfield Public Transport Interchange		Improvements to pedestrian routes will encourage more walking between the bus interchange and the town centre	Long	Associated improvements to cycle routes will encourage additional trips	Low	None identified	NATA appraisal (part of Annex E submission to DfT)
Pleasley bypass		Positive – improvements to cycling and walking facilities will encourage such activities	Long	None identified	Low	None identified	NATA appraisal (part of Annex E submission to DfT)
Kelham bypass		Positive – improvements to cycling and walking facilities will encourage such activities	Long	None identified	Low	None identified	Professional judgement and initial design
Overall assessment of significance of impact		The LTP will have positive impacts on health by promoting exercise through cycling and walking					
Overall description of mitigation proposals		Physical activity should be emphasised in smarter choices programmes					

SEA objective		10 REDUCE GREENHOUSE GAS EMISSIONS FROM TRANSPORT				Date of assessment	11 Nov 2005
SEA topic		Climatic factors					
NATA objective		Environment					
NATA sub-objective		Greenhouse gases					
LTP measure	Sensitivity of area/ receptor	Magnitude of impact			Level of uncertainty	Mitigation proposed	How judgement was reached
		Impact (positive, negative, neutral, depends on implementation)	Timescale	Other factors e.g. (secondary/ cumulative/ synergistic) impacts			
Bus priority, infrastructure and interchange	Reducing carbon emissions is a major priority, with a national target equivalent to approx 1% reduction per year. However emissions from road transport have increased over the UK by 9% since 1990, and this trend is likely to be reflected in North Notts.	Increasing bus usage and displacing car use will have a positive impact on carbon emissions, although buses are themselves polluters	Long	None identified	Medium	None identified	Professional judgement/ baseline data
Pedestrian and cycling		Increasing cycling and walking will have positive impact on carbon emissions	Long	None identified	Low	None identified	
Smarter choices		Smarter choice programmes are designed to encourage use of non-car modes	Long	None identified	Medium	None identified	
Safety schemes		None identified	N/a	None identified	Low	None identified	
Traffic management		Improving traffic flows and reducing congestion will have a marginal positive impact on carbon emissions	Long	None identified	Medium	None identified	
Road crossings		None identified	N/a	None identified	Low	None identified	
Local roads schemes		New roads may encourage new car journeys	Long	None identified	Medium	None identified	
Maintenance		None identified	N/a	None identified	Low	None identified	
Mansfield Public Transport Interchange		Neutral	N/a	Improving the quality of interchange should lead to modal shift in the long term, and a reduction in CO2 emissions	Medium	None identified	NATA appraisal (part of Annex E submission to DfT)

Pleasley bypass		Negative – there is a predicted increase in CO2 emissions arising from bypass traffic speeds and traffic patterns	Long term	None identified	Medium	None identified	NATA appraisal (part of Annex E submission to DfT)
Kelham bypass		Negative – there is a predicted increase in CO2 emissions arising from bypass traffic speeds and traffic patterns	Long term	None identified	Medium	None identified	Professional judgement and initial design
Overall assessment of significance of impact		The impact of LTP measures on carbon emissions and climate change will be positive compared to likely trends if there were no LTP investment. However there are still predicted to be increasing levels of traffic, and therefore increasing emissions, within the lifetime of the plan, and to this extent the impact of the plan is negative. Both bypass schemes may lead to increases in CO2 emissions.					
Overall description of mitigation proposals		Reducing the level of car use is considered to be influenced primarily by national policy on fuel duty, and therefore to a considerable extent outside the scope of the LTP.					

SEA objective		11 MAINTAIN AND IMPROVE AIR QUALITY ACROSS ALL AREAS				Date of assessment	11 Nov 2005
SEA topic		Air, human health					
NATA objective		Environment					
NATA sub-objective		Local air quality					
LTP measure	**Sensitivity of area/ receptor**	**Magnitude of impact**			**Level of uncertainty**	**Mitigation proposed**	**How judgement was reached**
		Impact (positive, negative, neutral, depends on implementation)	**Timescale**	**Other factors e.g. (secondary/ cumulative/ synergistic) impacts**			
Bus priority, infrastructure and interchange	No air quality management areas have been defined within the Plan area. However it is an objective to reduce air pollution from vehicles more generally.	Increasing bus usage and displacing car use will have a positive impact on air quality, although buses are themselves polluters	Long	None identified	Medium	Through bus quality contracts seek to ensure buses are as low-emission as possible	Professional judgement/ baseline data
Pedestrian and cycling		Increasing cycling and walking will have positive impact on air quality	Long	None identified	Low	None identified	
Smarter choices		Smarter choice programmes are designed to encourage use of non-car modes	Long	None identified	Medium	None identified	
Safety schemes		None identified	N/a	None identified	Low	None identified	
Traffic management		Improving traffic flows and reducing congestion will have a marginal positive impact on air quality	Long	None identified	Medium	None identified	
Road crossings		None identified	N/a	None identified	Low	None identified	
Local roads schemes		New roads may encourage new car journeys	Long	None identified	Medium	None identified	
Maintenance		None identified	N/a	None identified	Low	None identified	
Mansfield Public Transport Interchange		Neutral	N/a	Improving the quality of interchange should lead to modal shift in the long term, thus improving local air quality	Medium	None identified	NATA appraisal (part of Annex E submission to DfT)

Pleasley bypass		Positive – local people will benefit from the removal of traffic from the village. A smaller number of houses and their residents will experience a worsening of local air quality	Long term	None identified	Low	None identified	NATA appraisal (part of Annex E submission to DfT)
Kelham bypass		Positive – local people will benefit from the removal of traffic from the village	Long term	None identified	Low	None identified	Professional judgement and initial design
Overall assessment of significance of impact		The overall impact of the LTP is likely to be small but positive in the longer term.					
Overall description of mitigation proposals		Where possible influence should be applied on bus operators to adopt low emission vehicles.					

SEA objective		12 AVOID DAMAGE TO AREAS OF SIGNIFICANT BIODIVERSITY INTEREST, AND EXPLOIT OPPORTUNITIES TO ENHANCE BIOODIVERSITY WHEREVER POSSIBLE				Date of assessment	11 Nov 2005
SEA topic		Biodiversity, flora, fauna					
NATA objective		Environment					
NATA sub-objective		Biodiversity					
LTP measure	**Sensitivity of area/ receptor**	**Magnitude of impact**			**Level of uncertainty**	**Mitigation proposed**	**How judgement was reached**
		Impact (positive, negative, neutral, depends on implementation)	**Timescale**	**Other factors e.g. (secondary/ cumulative/ synergistic) impacts**			
Bus priority, infrastructure and interchange	There are specific areas in North Notts designated for their wildlife importance. Overall however many areas of value have been lost and the remaining biodiversity reserve is therefore of particular relevance.	There may be limited localised impacts associated with new measures. Measures which reduce pollution and carbon emissions will have a wider positive benefit.	Long	Use of construction materials may have secondary impacts at source	High	The location and design of new measures is key to limiting or avoiding any adverse impacts	Professional judgement/ baseline data
Pedestrian and cycling		There may be limited localised impacts associated with new measures. This may be a particular issue along green corridors such as former railway lines. Measures which reduce pollution and carbon emissions will have a wider positive benefit.	Long	Use of construction materials may have secondary impacts at source	High	The location and design of new measures is key to limiting or avoiding any adverse impacts	
Smarter choices		None identified	N/a	None identified	Low	None identified	
Safety schemes		There may be limited localised impacts associated with new measures.	Long	Use of construction materials may have secondary impacts at source	High	The location and design of new measures is key to limiting or avoiding any adverse impacts	
Traffic management		None identified	N/a	None identified	Low	None identified	
Road crossings		None identified	N/a	None identified	Low	None identified	

Local roads schemes		There may be limited localised impacts associated with new measures.	Long	Use of construction materials may have secondary impacts at source	High	The location and design of new measures is key to limiting or avoiding any adverse impacts	
Maintenance		There may be limited localised impacts associated with maintenance works. Roadside trees may be affected in particular. Dead wood from roadside trees likely to be removed on safety grounds. Gritting of roads in winter may have negative impacts on watercourses and associated wildlife	Long	Use of construction materials may have secondary impacts at source	High	The location and design of new measures is key to limiting or avoiding any adverse impacts. SUDS can reduce the impact of gritting and other water-based pollution	
Mansfield Public Transport Interchange		None identified	N/a	None identified	Low	Landscaping scheme may provide small benefits	NATA appraisal (part of Annex E submission to DfT)
Pleasley bypass		Negative – some loss of hedgerows and woodland. Some affected trees may be used by bats. No other protected species identified or affected.	Long	None identified	High	The replacement and replenishment of habitats is key to limiting or avoiding any overall adverse impact.	NATA appraisal (part of Annex E submission to DfT)
Kelham bypass		Negative – some loss of hedgerows and wooded areas. Impact on newts, otters and water voles likely.	Long	None identified	High	The replacement and replenishment of habitats is key to limiting or avoiding any overall adverse impact.	Professional judgement and initial design
Overall assessment of significance of impact		The impact of the LTP on biodiversity is likely to be very limited, except in the case of the Pleasley and Kelham bypasses. For both these schemes there are potential losses. Although these may be compensated in part by new habitat creation, nevertheless this needs to be a matter of close attention at the detailed assessment stage.					
Overall description of mitigation proposals		In all cases detailed design can be used to minimise impacts. There are also opportunities to enhance biodiversity through the positive management of roadside verges. SUDS have a positive impact on biodiversity by reducing waterborne pollution.					

SEA objective		13 AVOID DAMAGE TO AREAS OF SIGNIFICANT LANDSCAPE QUALITY, AND EXPLOIT OPPORTUNITIES TO ENHANCE LOCAL DISTINCTIVENESS WHEREVER POSSIBLE				Date of assessment	11 Nov 2005
SEA topic		Landscape					
NATA objective		Environment					
NATA sub-objective		Landscape					
LTP measure	**Sensitivity of area/ receptor**	**Magnitude of impact**			**Level of uncertainty**	**Mitigation proposed**	**How judgement was reached**
		Impact (positive, negative, neutral, depends on implementation)	**Timescale**	**Other factors e.g. (secondary/ cumulative/ synergistic) impacts**			
Bus priority, infrastructure and interchange	Although North Notts has no nationally designated sites for landscape quality, there are a number of Mature Landscape Areas, and the Sherwood area in particular has strong local distinctiveness	Minimal – most bus measures are likely to be urban. Rural bus shelters may have some surburbanising impact	Long	Increasing bus access into the countryside may decrease rural traffic	Medium	Sensitive design of rural infrastructure	Professional judgement/ baseline data
Pedestrian and cycling		Rural cycleways and footways can have a significant impact in making rural areas feel suburban	Long	None identified	Medium	Design standards for rural cycleways and footways need to reflect their rural location	
Smarter choices		None identified	N/a	None identified	Low	None identified	
Safety schemes		Safety schemes in rural areas can increase suburbanisation through increased and more prominent signage, lighting, surface treatments and kerbing	Long	None identified	Medium	Sensitive design of rural infrastructure	
Traffic management		Traffic management measures in rural areas such as signage can have a negative impact	Long	None identified	Medium	Sensitive design of rural infrastructure	
Road crossings		None identified	N/a	None identified	Low	None identified	
Local roads schemes		Junction improvements in rural areas can increase suburbanisation through increased and more prominent signage, lighting, surface treatments and kerbing	Long	None identified	Medium	Sensitive design of rural infrastructure	

Maintenance		Maintenance schemes in rural areas can have a negative impact where they are used to introduce new surfacing, road markings, kerbs and signs.	Long	None identified	Medium	Sensitive design of rural infrastructure	
Mansfield Public Transport Interchange		None identified (urban area)	N/a	None identified	Low	None identified	NATA appraisal (part of Annex E submission to DfT)
Pleasley bypass		The impact on the landscape as a whole would be slightly adverse, particularly as it introduces a deep cutting into the hillside.	Long	None identified	High	With suitably designed mitigation, the rural landscape impacts are considered acceptable	NATA appraisal (part of Annex E submission to DfT)
Kelham bypass		The impact on the landscape as a whole would be slightly adverse, particularly as it introduces a new road on an embankment in open countryside.	Long	None identified	High	Presents the opportunity to enhance views of historic Newark and Kelham Hall, and make a notable landscape feature of the new bridge.	Professional judgement and initial design
Overall assessment of significance of impact		Overall the impact of the LTP on landscape character and quality in rural areas is likely to be significant in the impact it can have by making the countryside feel more suburban. Kelham and Pleasley bypasses will both have slightly adverse effects, though these can be mitigated with appropriate landscape schemes and design.					
Overall description of mitigation proposals		The main mitigation is to ensure that design standards are sensitive to the rural location, and through landscaping and appropriate design of the two bypass schemes. Low spillage lighting will help reduce damage to rural character/ tranquillity.					

SEA objective		**14 AVOID DAMAGE TO THE CHARACTER AND QUALITY OF URBAN AREAS, AND SEEK OPPORTUNITIES TO IMPROVE LOCAL ENVIRONMENTAL QUALITY IN TOWNS AND VILLAGES**				Date of assessment	11 Nov 2005
SEA topic		Landscape					
NATA objective		Environment					
NATA sub-objective		Townscape					
LTP measure	**Sensitivity of area/ receptor**	**Magnitude of impact**			**Level of uncertainty**	**Mitigation proposed**	**How judgement was reached**
		Impact (positive, negative, neutral, depends on implementation)	**Timescale**	**Other factors e.g. (secondary/ cumulative/ synergistic) impacts**			
Bus priority, infrastructure and interchange	A number of towns and villages, notably the centre of Newark, are conservation areas. Other parts of the plan area have degraded urban environments.	Bus measures may have a negative impact on local townscape character and quality, dependent on the type of measure, design and locality.	Long	None identified	Medium	High design standards should be adopted, particularly in Conservation areas and other sensitive locations	Professional judgement/ baseline data
Pedestrian and cycling		Cycling measures may have a negative impact on local townscape character and quality, dependent on the type of measure, design and locality. Conversely pedestrian schemes. Particularly full pedestrianisation, may have a positive impact.	Long	None identified	Medium	High design standards should be adopted, particularly in Conservation areas and other sensitive locations	
Smarter choices		None identified	N/a	None identified	Low	None identified	
Safety schemes		Safety schemes, particularly signing, may have a negative impact on local townscape character and quality, dependent on the type of measure, design and locality.	Long	None identified	Medium	Sensitive design of schemes and infrastructure	
Traffic management		Traffic management measures in urban areas such as signage can have a negative impact	Long	None identified	Medium	Sensitive design of schemes and infrastructure	
Road crossings		Traffic signals can have a negative impact	Long	None identified	Low	Careful locating and design	

Local roads schemes		Local road schemes, particularly signing, may have a negative impact on local townscape character and quality, dependent on the type of measure, design and locality.	Long	Regeneration can help improve the character of run-down urban areas	Medium	Sensitive design of schemes and infrastructure	
Maintenance		Maintenance schemes in urban areas can have a negative impact. Conversely poorly maintained roads can damage the townscape quality of an area.	Long	None identified	Medium	Sensitive design of schemes and infrastructure	
Mansfield Public Transport Interchange		Positive – the existing run-down bus station will be removed and the site opened up for town centre redevelopment	Long	The new interchange building will be a significant improvement to the townscape of Mansfield	Medium	Modern “landmark” design	NATA appraisal (part of Annex E submission to DfT)
Pleasley bypass		Positive impact upon the urban area by removal of traffic and creates the opportunity to improve the townscape	Long	Regeneration of housing stock within Pleasley will help improve the character of the run down urban area	Low	Sensitive design of new traffic management infrastructure	NATA appraisal (part of Annex E submission to DfT)
Kelham bypass		Positive impact on Kelham village, restoring peacefulness and tranquillity in the village. It would restore the sense of place and community that is now missing. Reduction of clutter, improved surfacing.	Long	None identified	Low	Sensitive design of new traffic management infrastructure	Professional judgement and initial design
Overall assessment of significance of impact		The impact of LTP schemes on the character and quality of urban areas depends primarily on the detailed design of the proposals. Mansfield Public Transport Interchange will have a particularly positive impact on the centre of Mansfield by replacing a run-down bus station with a new “landmark” structure. Both bypass schemes will benefit the urban areas they bypass.					
Overall description of mitigation proposals		Design standards should reflect local character, particularly in areas of high value such as conservation areas.					

SEA objective		15 MINIMISE WATER RUN-OFF AND CONTAMINATION FROM TRANSPORT INFRASTRUCTURE				Date of assessment	11 Nov 2005
SEA topic		Water					
NATA objective		Environment					
NATA sub-objective		Water environment					
LTP measure	Sensitivity of area/ receptor	Magnitude of impact			Level of uncertainty	Mitigation proposed	How judgement was reached
		Impact (positive, negative, neutral, depends on implementation)	Timescale	Other factors e.g. (secondary/ cumulative/ synergistic) impacts			
Bus priority, infrastructure and interchange	Water resources are a particular problem in this part of the East Midlands. Flooding is likely to increase. Water quality is improving.	None identified	N/a	Building materials may have an impact at their point of source	Low	None identified	Professional judgement/ baseline data
Pedestrian and cycling		None identified	N/a	Building materials may have an impact at their point of source	Low	None identified	
Smarter choices		None identified	N/a	None	Low	None identified	
Safety schemes		None identified	N/a	Building materials may have an impact at their point of source	Low	None identified	
Traffic management		None identified	N/a	None	Low	None identified	
Road crossings		None identified	N/a	None	Low	None identified	
Local roads schemes		There may be small localised impacts from new areas of road surface	Long term	Building materials may have an impact at their point of source	Low	SUDS can reduce run-off and increase infiltration	
Maintenance		There may be water contamination caused by road maintenance, and also by winter gritting	Short term	Building materials may have an impact at their point of source	Medium	None identified	

Mansfield Public Transport Interchange		Neutral	N/a	None identified	Low	None identified	NATA appraisal (part of Annex E submission to DfT)
Pleasley bypass		Slight positive – drainage proposals incorporated into the scheme will improve the quality of run-off compared to the current situation. Conversely additional hard surfacing will slightly decrease infiltration	Long term	None identified	None	Oil and silt interceptors will be provided as part of the surface water drainage regime	NATA appraisal (part of Annex E submission to DfT)
Kelham bypass		Slight positive – drainage proposals incorporated into the scheme will improve the quality of run-off compared to the current situation. Conversely additional hard surfacing will slightly decrease infiltration	Long term	None identified	None	Oil and silt interceptors will be provided as part of the surface water drainage regime	Professional judgement and initial design
Overall assessment of significance of impact		The impact of the LTP on water environment in general is limited. However both Kelham and Pleasley bypasses will slightly improve water quality, but present an increased are of hard surfacing which will decrease infiltration.					
Overall description of mitigation proposals		Sustainable urban drainage schemes (SUDS) can alleviate water pollution and run-of problems, but are likely to be feasible only in major new developments.					

SEA objective		**16 AVOID DAMAGE TO AREAS AND FEATURES OF SIGNIFICANT CULTURAL HERITAGE INTEREST, AND EXPLOIT OPPORTUNITIES FOR ENHANCEMENT WHEREVER POSSIBLE**				**Date of assessment**	11 Nov 2005
SEA topic		Cultural heritage					
NATA objective		Environment					
NATA sub-objective		Heritage and townscape					
LTP measure	**Sensitivity of area/ receptor**	**Magnitude of impact**			**Level of uncertainty**	**Mitigation proposed**	**How judgement was reached**
		Impact (positive, negative, neutral, depends on implementation)	**Timescale**	**Other factors e.g. (secondary/ cumulative/ synergistic) impacts**			
Bus priority, infrastructure and interchange	Sites of historical and archaeological importance occur through out the plan area, including some of international importance	Will depend on specific proposal and location. Some measures may damage the setting of historic buildings.	Long	Building materials may have an impact at their point of source	High	Sensitive design, and the protection of the most valuable sites and buildings	Professional judgement/ baseline data
Pedestrian and cycling		Will depend on specific proposal and location. Some measures may damage the setting of historic buildings.	Long	Building materials may have an impact at their point of source	High	Sensitive design, and the protection of the most valuable sites and buildings	
Smarter choices		None identified	N/a	None	Low	None identified	
Safety schemes		Will depend on specific proposal and location. Some measures may damage the setting of historic buildings, particularly signage	Long	Building materials may have an impact at their point of source	High	Sensitive design, and the protection of the most valuable sites and buildings	
Traffic management		Will depend on specific proposal and location. Some measures may damage the setting of historic buildings, particularly signage	Long	Building materials may have an impact at their point of source	High	Sensitive design, and the protection of the most valuable sites and buildings	
Road crossings		None identified	N/a	None	Low		
Local roads schemes		Will depend on specific proposal and location. Some measures may damage the setting of historic buildings, particularly signage	Long	Building materials may have an impact at their point of source	High	Sensitive design, and the protection of the most valuable sites and buildings	

Maintenance		Will depend on specific proposal and location. Some measures may damage the setting of historic buildings, particularly signage	Long	Building materials may have an impact at their point of source	High	Sensitive design, and the protection of the most valuable sites and buildings	
Mansfield Public Transport Interchange		Negative impact. A grade II listed viaduct is adjacent to the proposed site. Although not physically affected there may be an impact on its setting.	Long term	None identified	Low	Discussions held with English Heritage to ensure sympathetic design	NATA appraisal (part of Annex E submission to DfT)
Pleasley bypass		Neutral – the nearest historic site is the Church of St Michael (Grade II listed) but this is 110m away.	Long term	None identified	Low	The church is not directly affected, and traffic would be moved further from the building. Additional mitigation measures to be considered	NATA appraisal (part of Annex E submission to DfT)
Kelham bypass		Neutral/possible negative – the nearest historic site is Kelham Hall (Grade II listed). The scheme would be situated 100m away from the grounds. However as site is in Trent Valley, there may be archaeological remains.	Long term	None identified	Medium	The Hall is not directly affected and the scheme would remove traffic which currently runs around 3 sides of the building and its grounds.	Professional judgement and initial design
Overall assessment of significance of impact		The impact of LTP measures on the historic and cultural environment is very largely dependent on the specific location of proposals, and on their detailed design. Signage and other roadside infrastructure may in particular damage the settings of historical buildings in certain localities. Mansfield Public Transport Interchange will have a negative impact on the setting of an adjacent Grade II listed viaduct, but it is hoped this impact can be minimised through sensitive design.					
Overall description of mitigation proposals		Careful design and location of highways measures. Use of “Streets for All East Midlands” as a guide to design.					

SEA objective		17 MINIMISE USE OF NON-RENEWABLE RESOURCES AND INCREASE RECYCLING				Date of assessment	11 Nov 2005
SEA topic		Material assets					
NATA objective		Waste and recycling not specifically addressed in NATA					
NATA sub-objective		Waste and recycling not specifically addressed in NATA					
LTP measure	Sensitivity of area/ receptor	Magnitude of impact			Level of uncertainty	Mitigation proposed	How judgement was reached
		Impact (positive, negative, neutral, depends on implementation)	Timescale	Other factors e.g. (secondary/ cumulative/ synergistic) impacts			
Bus priority, infrastructure and interchange	Waste disposal facilities are in short supply in the East Midlands. Aggregates are a finite resource, and there is a more urgent need to conserve fossil fuel reserves	Building materials may have an impact at their point of source. Measures to reduce car use will help to conserve fossil fuels.	Short term	None identified	Low	Maximise use of recycled materials	Professional judgement/ baseline data
Pedestrian and cycling		Building materials may have an impact at their point of source. Measures to reduce car use will help to conserve fossil fuels.	Short term	None identified	Low	Maximise use of recycled materials	
Smarter choices		Measures to reduce car use will help to conserve fossil fuels.	Short term	None identified	Low	None identified	
Safety schemes		Building materials may have an impact at their point of source	Short term	None identified	Low	Maximise use of recycled materials	
Traffic management		None identified	N/a	None identified	Low	None identified	
Road crossings		None identified	N/a	None identified	Low	None identified	
Local roads schemes		Building materials may have an impact at their point of source	Short term	None identified	Low	Maximise use of recycled materials	
Maintenance		Building materials may have an impact at their point of source	Short term	None identified	Low	Maximise use of recycled materials	
Mansfield Public Transport Interchange		There will be some waste material and use of new materials associated with the move of the bus station. However the impact is not considered to be significant overall.	N/a	None identified	Low	Maximise use of recycled materials	NATA appraisal (part of Annex E submission to DfT)

Pleasley bypass		Negative – there will be significant use of raw materials in the construction of the new road	Long	None identified	Low	Maximise use of recycled materials, and design to balance cut and fill	NATA appraisal (part of Annex E submission to DfT)
Kelham bypass		Negative – there will be significant use of raw materials in the construction of the new road	Long	None identified	Low	Maximise use of recycled materials, and design to balance cut and fill	Professional judgement and initial design
Overall assessment of significance of impact		The proposed LTP measures will involve the use of significant amounts of raw materials, including aggregates, cement, sand, stone and bitumen-based products. There will also be significant waste from road planings and other maintenance works. All of the 3 major schemes, and particularly the two bypasses, will involve the generation of waste and the use of raw construction materials. The use of fossil fuels is influenced by the LTP, and is expected to increase rather than decrease in the LTP period. However as stated in the climate change table above, this is influenced primarily by fuel duty levels which are not influenced through the LTP.					
Overall description of mitigation proposals		The use of recycled materials should be maximised to reduce waste and the quantity of raw materials required.					