



EAST SUSSEX LOCAL TRANSPORT PLAN 3

STRATEGIC ENVIRONMENTAL ASSESSMENT

SCOPING REPORT

June 2010

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Transport Policy Team**

Contents

	Page Number
1 Introduction	3
1.1 Context	3
1.2 The SEA Process and a Summary of Government Guidance	3-5
1.3 Other Factors in the SEA Process	5
2 East Sussex Local Transport Plans 2011-2026	6
2.1 Local Transport Plan 2006-11	6
2.2 Local Transport Plan 2011-2026	6-7
3 National Indicators	8
3.1 Transport Related Indicators	8
3.2 East Sussex County Council Local Area Agreement	8
4 SEA and LTP Stages	9
6 Environmental Context – Identification and review of all relevant plans, policies and programmes	11
6.1 Document Review	11-12
7 Baseline Information	13
7.1 Issues	13
7.1.1 Sustainable Travel and Access to Services	13
7.1.2 Protection of our Natural and Built Environment, Mitigation and Adaptation to Climate Change	14
7.1.3 Health and Wellbeing	14-15
7.1.4 Safety and Security of People and Communities	15
8 Development of SEA Objectives	16-18
9 Consultation	19

List of Tables

Table 1.1 SEA Directive
Table 1.2 National Indicators – Transport related and indirectly related to transport
Table 1.3 Relationship between SEA & LTP stages
Table 1.4 National, regional and local guidance, plans & strategies reviewed for SEA
Table 1.5 SEA Objectives

List of Appendices

<i>Appendix 1 – Review of all Plans, Policies and Programmes</i>
<i>Appendix 2 – Baseline Data</i>
<i>Appendix 3 – Baseline Data Maps</i>

1. Introduction

1.1. Context

The Local Transport Plan is the mechanism by which the Government provides funding to local transport authorities to invest in maintaining and improving the local transport infrastructure. It outlines the framework for the delivery of an integrated transport strategy and is linked to the national transport priorities and local objectives. Programmes are included to improve local transport and it forms the basis for transport investment in the county.

East Sussex County Council has produced two Local Transport Plans, each covering a period of five years. The second Local Transport Plan runs to March 2011. The County Council is currently developing its third Local Transport Plan (LTP3) to run from April 2011 to 2026. This will coincide with the timeframe of the South East Plan, the East Sussex Sustainable Community Strategy and the emerging Local Development Frameworks for the five districts and boroughs in the county.

This document is a Scoping Report which seeks to meet the requirements of the European Strategic Environmental Assessment (SEA) Directive. It will be utilised to test the impact of the county's third Local Transport Plan on the local environment.

East Sussex County Council is the transport authority for the entire county, although there are agency agreements in place with Eastbourne Borough Council and Hastings Borough Council who undertake functions in relation to maintenance of the highways in their boroughs; Hastings Borough Council also undertake parking management on behalf of the county council.

The Highway Agency are responsible for the strategic road network in the county, which includes the A27, the A259 east of Pevensey to Glynde Gap and Batchelors Bump to the county boundary in the east, the A21 north of Junction Road in Hastings and the A26 south of Beddingham to Newhaven. Their responsibility includes the management and maintenance of the road network together with being the lead agency on road improvements.

1.2 The SEA Process and a Summary of Government Guidance

The SEA process establishes local baseline data and identifies environmental issues and objectives. This informs the development of an Environmental Framework with which to test the impacts of LTP3 on the environment. The report sets the scope and timetable of the SEA. A consultation will then be undertaken with three Statutory Environmental Bodies (Natural England, Environment Agency and English Heritage) and other relevant stakeholders.

The overall objective of strategic environmental assessment as defined in the DfT SEA guidance is *“to provide for a high level of protection of the environment and contribute to the integration of environmental considerations into the preparation and adoption of plans...with a view to promoting sustainable development”*. (Strategic Environmental Assessment for Transport Plans and Programmes, TAG Unit 2.11, April 2009)

The SEA process should ideally start at the same time as the preparation of the LTP and be a tool for improving the plan. The main requirements of the SEA Directive, as set out in the DfT SEA guidance is shown below in Table 1.1.

Table 1.1

Requirements.

Highlighted areas = already generally carried out as part of good practice transport appraisal
Preparing an Environmental Report in which the likely significant effects on the environment of implementing the plan are identified, described and assessed. Reasonable alternatives taking into account the objectives and geographical scope of the plan should also be described. The information to be given is set out in (Article 5 and Annex I):

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

The report must include information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Article 5(2))

Consulting:

- Consultation Bodies, when deciding on the scope and level of detail of the information which must be included in the Environmental Report (Article 5(4));
- Consultation Bodies and the public, to give them an early and effective opportunity within appropriate time frames to express their opinion on the draft plan and the accompanying Environmental Report before the adoption of the plan (Article 6(1), 6(2));
- Other EU Member States, where the implementation of the plan is likely to have significant effects on the environment in these countries (Article 7).

Taking the Environmental Report and the results of the consultations into account in decision making (Article 8)

Providing information on the decision:

When the plan is adopted, the public and any countries consulted under Article 7 must be informed and the following made available to those so informed:

- the plan as adopted;

- a statement summarising how environmental considerations have been integrated into the plan and how the Environmental Report of Article 5, the opinions expressed pursuant to Article 6 and the results of consultations entered into pursuant to Article 7 have been taken into account in accordance with Article 8, and the reasons for choosing the plan as adopted, in the light of the other reasonable alternatives dealt with; and
- the measures decided concerning monitoring (Article 9).

Monitoring the significant environmental effects of the plan's implementation (Article 10).

Quality assurance: Environmental Reports should be of a sufficient standard to meet the requirements of the SEA Directive (Article 12).

The stages of the SEA process, as set out in the DfT SEA guidance, are as follows:

- **Stage A:** Setting the context and objectives, establishing the baseline and deciding on the scope
- **Stage B:** Developing and refining alternatives and assessing effects
- **Stage C:** Preparing the Environmental Report
- **Stage D:** Consulting on the draft plan and the Environmental Report
- **Stage E:** Monitoring the significant effects of implementing the plan on the environment.

1.3 Other factors in the SEA process

Health Impact Assessment (HIA)

'The environment in which we live is a major determinant of health and well-being. Recent concerns about levels of physical activity, obesity, asthma and increasing environmental inequality have put health back on the planning agenda.' (Larkin 2003)

The environment in which we live is a major determinant of human health and wellbeing. The SEA process will consider the effects on population and human health. This will be incorporated into the SEA by identifying issues related to health in the county and including appropriate objectives and sub-objectives relating to health and well being. This will ensure that the health of the county's population is a fundamental part of the assessment of LTP3.

Habitats Regulations Assessment (HRA)

In addition to the SEA the County Council will be required to undertake HRA screening to determine whether LTP3 is likely to have a significant effect on any sites with European & International Environmental Designations, which includes Special Protection Areas (SPA), Special Areas of Conservation (SAC) & RAMSAR sites. The County Council will be working with Natural England South East at an early stage to determine whether a HRA will be required.

2. East Sussex Local Transport Plan 2011 – 2026

2.1 Local Transport Plan 2006-11

The current East Sussex Local Transport Plan 2006 -11 (LTP2) sets out the framework for a five year integrated transport strategy for the county linked to national transport priorities and local objectives. Regular progress reports are submitted to Government on how well the County is performing against the national and local objectives.

A full Strategic Environmental Assessment was carried out as part of a Sustainability Appraisal during the development of LTP2 and it informed the strategic direction both of the overall strategy and the selection of individual schemes.

2.2 Local Transport Plan 2011-2026

The County Council has begun development of LTP3 building on the achievements and strategies in LTP2. It plans to produce a longer term strategy covering the period 2011 to 2026, to be consulted on in summer 2010. This will be followed by a short term Implementation Plan, this will outline how the strategy will be delivered and will include the location and type of schemes that are proposed during a three-four year period. Both documents will comprise LTP3 and will be submitted to Government before April 2011.

The time frame of this strategy will provide an opportunity to ensure that these documents reflect and support the emerging District and Borough Local Development Frameworks (LDF's), which outline the spatial planning proposals for the county.

The SEA for LTP3 will be developed simultaneously with the transport strategy to ensure that environmental considerations are integral to the development of a strategic approach and the selection of options to deliver the objectives of the Strategy.

New objectives have not yet been drafted for LTP3; however below are the six cross-cutting objectives set out in LTP2 which provide the focus for transport strategies in the county until LTP3 is finalised.

Objectives in LTP2

- **Improve access to services by providing greater travel choices and influencing land use decisions**
- **Manage demand and reduce the need to travel by private car**
- **Improve road safety and reduce fear of crime in communities**
- **Reduce congestion and improve the efficiency of the transport network**
- **Protect, promote and enhance the environment**
- **Better maintenance and management of the transport network**

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

The national transport goals are:-

- to support national **economic competitiveness** and growth, by delivering reliable and efficient transport networks;
- to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**;
- to contribute to better **safety, security and health** and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
- to promote greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society; and
- to improve **quality of life** for transport users and non transport users, and to promote a healthy natural environment.

The LTP3 goals do need to reflect the wider context, including the South East Plan, which is the regional spatial strategy which sets out the Government's planning and transport policy for the region for a 15-20 year period. There are specific objectives that integrate spatial and transport planning, these are as follows:-

- To facilitate urban renaissance and foster social inclusion to encourage modal shift.
- To reduce the wider environmental, health and community impact associated with the transport system.
- To maintain the existing transport infrastructure as an asset.
- To develop road and rail links that improve inter and intra-regional connectivity .
- To improve and develop transport connections to the region's international gateways (ports, airports and international rail stations)
- To improve road and rail links along the south coast to improve spatial connectivity and realise economic opportunities

Issues and Challenges

As part of the development of LTP3 a number of issues and challenges for the county have been identified, these are as follows:-

1. Poor transport infrastructure that causes a barrier to economic growth and regeneration of areas.
2. Fastest growing source of greenhouse gases are from transport emissions, therefore the LTP3 strategy will need to include policies to both mitigate the emissions from traffic along with adapting to the existing and likely effects of climate change on transport infrastructure.
3. Sea levels could potentially rise by more than 20 centimetres above 1990 levels in the South East by 2050. With the majority of the county population living on the coastal strip or beside rivers, the county is vulnerable to flooding.
4. Overall level of traffic on the county roads is increasing, 3% between 2003 and 2008, but disparities exist between districts and boroughs.

5. Continuing to reduce the number of people killed or seriously injured in road crashes in the county. (The County Council will not meet the government target of reducing KSI's by 40% by 2010, baseline based on 1994 figures.)
6. Improving accessibility to key services particularly from rural areas, by sustainable modes of travel and transport, taking into consideration the areas of deprivation, the lower than national and regional average of household incomes and an increasingly ageing population.
7. 30,000 new houses are required to be built in East Sussex over the next fifteen years, therefore access from these new homes to transport infrastructure will be vital.
8. 64% of the county falls within two nationally designated Areas of Outstanding National Beauty, The High Weald and The South Downs; with The South Downs now part of the South Downs National Park as of April 2010. This poses challenges in terms of sustainable development and growth whilst protecting the natural environment.

Reflecting the above, the LTP3 objectives will be framed around the following broad themes:-

- Support economic growth and competitiveness
- Tackle climate change
- Improve health, safety and security
- Provide equality of opportunity in transport provision
- Improve people's quality of life

In 2009 East Sussex County Council participated in a survey of public satisfaction in regard to transport services. Questionnaires were sent to 4,500 randomly selected households in the county and the responses will inform the prioritisation of issues in LTP3. Direction as to challenges and priorities for different areas of the county is also provided by the Sustainable Community Strategy (SCS), 'Pride of Place' which was produced in full consultation with the Local Strategic Partnerships and was the first integrated SCS in the country.

3. National Indicators

3.1 Transport Related Indicators & Local Area Agreements

Achievement of the national goals for transport will be monitored through the transport related indicators in the ‘National Indicator Set’ developed by the government in 2008, see table 1.2.

A number of indicators related to transport have been adopted as priorities for the County Council Local Area Agreement’ (LAA). An LAA is a three year contract between central and local government setting out the priorities for a local area and how these will be tackled in partnership.

The indicators that have been selected reflect the priorities set out in the Sustainable Community Strategy.

Table 1.2

The transport related indicators are as follows:	
Indicator Number	Indicator
NI 47	Number of deaths and serious injuries
NI 48	Children killed and seriously injured
NI 167	Congestion
NI 168	Principal roads where structural maintenance should be considered
NI169	Non-principal classified road network where maintenance should be considered
NI 175	Accessibility
NI 176	Access to employment
NI 177	Bus patronage
NI 178	Bus punctuality
NI 186	Per capita CO2 emissions (transport is one of three contributory areas)
NI 198	Journeys to school by car
Those indirectly related to transport:	
NI 55	Obesity of children in reception
NI 56	Obesity of children in year 6
NI185	CO2 emissions from LA operations
NI188	Adaptation to climate change
NI194	Air Quality through LA estate and operations

4. SEA and LTP Stages

As highlighted in Section 2 the SEA for LTP3 will be developed simultaneously with the transport strategy to ensure that environmental considerations are integral to this process. Table 1.3 below demonstrates the relationship between the SEA & LTP stages.

Table 1.3

SEA Stages and Tasks	LTP Stages
A Scoping Report: Setting the context and objectives and establishing baseline Output: Scoping Report	Clarify goals, specify problems and challenges, evidence gathering
A1 Identifying relevant policies, plans and programmes A2 Collecting baseline information A3 Identifying environmental issues and problems A4 Developing the Strategic Assessment Framework – objectives of SEA A5 Consulting on the scope of the SEA	
B Developing and refining options and assessing effects Output: Draft Environmental Report	Generate options to resolve challenges, appraise and predict effects
B1 Testing the LTP objectives against the SEA Framework B2 Developing the LTP options B3 Predicting the effects of the LTP options B4 Evaluating the effects of the LTP – preferred options B5 Consider ways of mitigating adverse effects and maximising beneficial effects B6 Proposing measures to monitor the significant effects of implementing the LTP Strategy	
C Preparing the Environmental Report Output: Final Environmental Report	Select preferred options and decide priorities
C1 Preparing the Environmental Report	
D Consulting on the draft LTP strategy and on the Environmental Report Output: Summary of Revisions	Consultation on draft LTP Strategy
D1 Consulting the public and consultation bodies on the draft LTP Strategy and the Environmental Report D2 Assessing any significant changes to the LTP Strategy D3 Making decisions and providing information on how consultees responses affect the Environmental report	
E Monitoring Implementation	Adoption, delivery and monitoring of agreed final LTP Strategy
E1 Finalising aims and methods for monitoring E2 Responding to adverse effects	

6. Environmental Context - identification and review of all relevant plans, policies and programmes

6.1 Document Review

The first stage of the SEA involves reviewing relevant national, regional and local policy guidance, plans and strategies. This is to identify the key environmental objectives and requirements from each document and the implications of the policy guidance on LTP3 and the SEA. Table 1.4 lists the guidance, plans and strategies that were reviewed:-

Table 1.4

Level of Plan, Policy or Strategy	Title	Author	Date
National			
	Meeting Targets through Transport	DfT	2008
	Transport Act 2000	Parliament	2000
	Local Transport Act 2008	Parliament	2008
	Guidance on Local Transport Plans	DfT	July 2009
	Towards a Sustainable Transport System	DfT	2007
	Delivering a Sustainable Transport System	DfT	2008
	Low Carbon Transport; a Greener Future	DfT	2009
	An analysis of urban transport	Cabinet Office	2009
	PPS 1: Delivering Sustainable Development	ODPM	2005
	PPS 7: Sustainable Development in Rural Areas	ODPM	2004
	Thinking About Rural Transport	Commission for Rural Communities	2009
	UK Government Sustainable Development Strategy: Securing the Future	DEFRA	2005
	Planning for a Sustainable Future, White Paper	CLG, DfT, DEFRA, DTI	May 2007
	PPG 13: Transport	DETR	2001
	Policies and Best Practice Handbook	DfT	2009
	Managing Our Roads	DfT	2009
	Britain's Transport Infrastructure Strategic Rail Freight Network: The Longer Term Vision	DfT	2009
	Government's Motorcycling Strategy: Revised Action Plan	DfT	2009
	National Policy Statement on Ports	DfT	2010
	Community Transport LTP Best Practice Guidance	DfT	2010
	PPG 15: Planning and the Historic Environment	DoE	1994
	Core Accessibility Indicators Guidance	DfT	2009
	PPG 16: Archaeology and Planning	DoE	1990
	The Natural Environment and Rural Communities Act 2006 (Commencement No.2)	Parliament	2006
	Saving Lives: Our Healthier Nation	DoH	1999
	Choosing Health: Making Healthy Choices Easier	DoH	2004
	Draft Guidance on Health in Strategic Environmental Assessment: Consultation Document	DoH	2007
	Choosing Health: A Physical Activity Action Plan	DoH	2005
	Healthier Weight Healthier Lives	DoH	2008
	Promoting and creating built or natural environments that encourage and support physical activity	NICE	2008

	Fair Society, Healthy Lives, Marmot Review on Health Equalities	DoH	2010
	PPG 24: Planning and Noise	DoE	1994
	Planning and Climate Change – Supplement to PPS1	CLG	Dec 2007
	The Planning Response to Climate Change: advice on better practice	ODPM	2004
	Climate Change: The UK Programme	DEFRA	2006
	Climate Change Act	Parliament	2008
	PPS 23 Planning and Pollution Control	ODPM	2004
	PPS 9: Biodiversity and Geological Conservation	ODPM	2005
	Air Quality Strategy for England, Scotland, Wales and Northern Ireland	DEFRA	July 2007
	Consultation on draft Soil Strategy for England	DEFRA	March 2008
	Guidance to Local Authorities on Implementing the Biodiversity Duty	DEFRA	2007
	Safeguarding our Soils: A Strategy for England	DEFRA	2009
	Transport Guidance: Supporting Access to Positive Activities	DCFS	2009
	Good Practice Guide: Integrated Transport Measures in National Parks	DfT	2005
	Energy White Paper	DTI	2007
	The Energy Challenge – DTI Energy Review: A Report	DTI	2006
	PPS 25: Development and Flood Risk	CLG	2006
	Strategic Framework and Policy Statement on Improving the Resilience of Critical Infrastructure to Disruption from Natural Hazards	Cabinet Office	October 2009
	Draft Flood & Water Management Bill	DeFRA	2009
Regional			
	South East Regional Sustainability Framework: Towards a Better Quality of Life	SEERA et al	2008
	The South East Plan: Regional Spatial Strategy for the South East of England	GOSE	May 2009
	The South East England Health Strategy	Regional Public Health Group	2008
	Climate Change mitigation and Adaptation Plan for the draft SE Plan	SEERA, ESPACE	March 2007
County			
	Pride of Place: Working Towards a Better Future for Local People and Local Communities. A Sustainable Community Strategy for East Sussex	ESSP	2008
	All Together Better – The East Sussex Local Area Agreement 2009/10 version	ESSP	June 2008
	Best Value Review of Sustainable Communities Report by Project Board	ESCC	March 2005
	East Sussex Freight Strategy	ESCC	2004
	Local Transport Plan 2006 - 11	ESCC	2006
	High Weald AONB Management Plans 2004 2 nd edition 2009	High Weald JAC	2009
	South Downs Management Plan 2008 - 13	SDJC	2008
	Sussex Biodiversity Action Plan		

	Sussex Coastal Towns Sub-regional Study	ESCC	2004
	Children and Young People's Plan 2008 -11	ESCC	2008
Local			
	Hastings Borough Council Draft AQMA	HBC	2004
	Lewes District Council AQMA	LDC	2005
	Wealden Core Strategy (consultation draft)	WDC	2009
	Rother Core Strategy Preferred Options	RDC	2008
	Lewes Core Strategy Preferred Options	LDC	2006
	Hastings Core Strategy Preferred Options (consultation)	HBC	2008
	Eastbourne Core Strategy Preferred Options	EBC	2003

The findings of the review ensure that all environmental implications for the objectives in both LTP3 and in the SEA are described and interpreted in the Environmental Report and the final LTP3 Strategy. The Plan Review also provides baseline information about the county, with particular reference to the East Sussex Community Strategy and the South East Plan which have also been used as a data source for the baseline information task.

The full review of relevant plans, policies and programmes is set out in **Appendix 1**, there are a number of key objectives and targets that LTP3 will need to consider from these documents, these are as follows:-

Key Objectives/Targets for LTP3

- **Local Transport Act 2008** - Provides local authorities with the power to take appropriate steps to meet local transport needs by considering local circumstances, with an emphasis on tackling congestion and improving public transport.
- *improve the quality of local bus services,*
- *allow creation of an influential new bus passenger champion to represent the interests of bus passengers,*
- *review and propose their own arrangements for local transport governance to improve and support coherent delivery of local transport.*
- **Delivering a Sustainable Transport System (DASTS), November 2009** – LTP3 will be underpinned by the new goals for transport and the associated challenges, these are:-
 - *Support economic growth*
 - *Tackle climate change*
 - *Contribute to better safety, security & health*
 - *Promote equality of opportunity*
 - *Improve quality of life*
- **Low Carbon Transport; A Greener Future - 2009** – This sets out the actions that the government are taking to deliver cuts in emissions to meet with the obligations under carbon budgets to 2022, and the longer term change required for the period up to 2050. Key themes that LTP3 will need to be contributing to include:-
 - *Supporting a shift to new technologies and fuels*

- *Promoting lower carbon transport choices*
- *Using market based measures to encourage a shift to lower carbon transport*
- **Planning for a Sustainable Future, White Paper, May 2007** - This document outlines the proposals for reform of the planning system, specifically to improve the speed, responsiveness and efficiency in land use planning, together with reforms to major infrastructure planning.
- *supports vibrant, healthy sustainable communities*
- *promotes the UK's international competitiveness*
- *enables an infrastructure that is integrated with the delivery of other sustainable development objectives.*
- **Saving Lives: Our Healthier Nation – 1999** - This document outlines the governments action plan for:-
 - *tackling poor health*
 - *and improving the health of everyone in England, especially the worst off.*

The overall target is to save lives by preventing 300, 000 untimely and unnecessary deaths over next 10 years.

Key targets transport can contribute to:-

- *Cancer - reduce the death rate in people under 75 by at least a fifth.*
- *Coronary Heart Disease & Stroke - reduce death rate in people under 75 by at least two fifths*
- *Accidents - reduce the death rate by at least a fifth and serious injury by at least a tenth*
- **Climate Change: The UK Programme – 2006** - The programme outlines the government's commitments at an international & domestic level in meeting the challenges of climate change, along with the role of the individual.

It has been designed to deliver the UK's Kyoto Protocol target of:-

- *Reducing carbon dioxide emissions by 20% below 1990 levels by 2010 & 60% by 2050.*
- **Strategic Framework and Policy Statement on Improving the Resilience of Critical Infrastructure to Disruption from Natural Hazards – October 2009** - This sets out the governments proposals for a cross-sector programme to improve the resilience of critical infrastructure and essential services to disruption from natural hazards.

Transportation (Road and Rail) is one of the nine sectors of identified national infrastructure.

The framework proposes that 'Sector Resilience Plans' will be developed. These will assess resilience of critical infrastructure from all natural hazards, and include measures to ensure deficiencies for critical sites/services are addressed.

- **Draft Flood & Water Management Bill – 2009** - The aim of the draft bill is to create a more comprehensive & risk based approach for managing the risk of flood and coastal erosion.

Overall objective of the the bill will enable local authorities to lead on local flood risk management; and be responsible for local flood risk assessment, mapping and planning in relation to ordinary watercourses, surface run off and groundwater & drainage.

- **South East Regional Sustainability Framework: Towards a Better Quality of Life – May 2009** - This document provides the framework in terms of how sustainable development should be considered in the development of all policies and strategies in the South East.

Three priorities that are relevant to transport:-

- *Reducing the region's carbon footprint.*
- *Ensuring that the South East is prepared for the inevitable impacts of climate change.*
- *Ensuring that everyone, including the most deprived people, has an equal opportunity to benefit from and contribute to the region's sustainability prosperity.*
- **The South East Plan – 2008** This is the regional spatial strategy which sets out the Government's planning and transport policy for the region for a 15-20 year period. There are specific objectives that integrate spatial and transport planning, these are as follows:-
 - *To facilitate urban renaissance and foster social inclusion to encourage modal shift.*
 - *To reduce the wider environmental, health and community impact associated with the transport system.*
 - *To maintain the existing transport infrastructure as an asset.*
 - *To develop road and rail links that improve inter and intra-regional connectivity.*
 - *To improve and develop transport connections to the region's international gateways (ports, airports and international rail stations)*
 - *To improve road and rail links along the south coast to improve spatial connectivity and realise economic opportunities*
- **The South East England Health Strategy – 2008** - This strategy forms part of the overarching South East Regional Sustainability Framework.

The relevant themes and objectives include:-

- **Reducing health inequalities**

H14 - Embed inequalities reduction in decision making processes.

- **Promoting a sustainable region**

SUS1 - Increase awareness of the health implications of climate change.

SUS5 – Address climate change by mitigation & adaptation.

- **Climate Change Mitigation and Adaptation Plan for the draft SE Plan – March 2007** – This plan is to provide information on the actions required by organisations to mitigate and adapt to the predicted effect of climate change.

- *It supports the delivery of Policy CC2 in the South East Plan - this states that measures to mitigate and adapt to the forecast effects of climate change should be implemented through local planning policy and other mechanisms.*

- *Relevant objective for transport includes- Reducing the need to travel and ensuring good accessibility to public and other sustainable modes of transport.*

- **Pride of Place: Working Towards a Better Future for Local People and Local Communities. A Sustainable Community Strategy for East Sussex – 2008 -** Sets out the long-term vision for improving people's quality of life and creating strong communities in East Sussex.

- **Strategic priority for transport, access and communications for 2026:-**'To improve sustainable travel choices and access to services and facilities within and between communities in the county.'

- **Strategic priority for the Environment & Climate Change for 2026:-**'To protect and enhance our natural and built environment for current and future generations, and enable individuals and organisations to tackle and adapt to climate change.'

- **Strategic priority for health:-**'To reduce health and care inequalities within and between communities and improve overall health and wellbeing.'

- **All Together Better – The East Sussex Local Area Agreement 2009/10** – This outlines the priorities set out in the Sustainable Community Strategy, through the selection of indicators. Those relevant to transport include:-

- *NI 47 – People killed and seriously injured in road accidents.*

- *NI175 – Access to services and facilities by public transport, walking and cycling. (Proportion of the total population within 30 minutes access by public transport (bus) for an arrival at a key centre between 07:00 – 10:00 and for the return journey from that centre between 16:00 -19:00)*

- *NI186 Per capita CO2 emissions in the LA area.*

- *NI188 Adapting to climate change.*

- *NI198 Children travelling to school – mode of travel usually used.*

- **Local Transport Plan 2006-11** - LTP2 is a statutory document with the aim of delivering the national and local Government shared priorities for transport. These include:-
 - Tackling Congestion
 - Delivering Accessibility
 - Safer Roads
 - Better air Quality
 - Other quality of life issues
- **Wealden Core Strategy (consultation draft) 2009** - The LDF Core Strategy outlines how Wealden should be developed over the next 20 years, in alignment with the South East Plan. This requires the district to provide 7,000 new dwellings between now and 2026.

Key considerations for Transport include:-

- Protect rural character of countryside but maintain as an economic resource.
 - Creating opportunities for a better quality of life
 - Focusing growth where it is most accessible and sustainable
 - Improving accessibility for all
 - Recognising the scale and extent of the potential impacts of climate change reduce carbon footprints and emission of greenhouse gases and protecting the environment.
- **Rother Core Strategy Preferred Options 2008** - The South East plan requires 5,600 new houses to be built between 2006 and 2026 in Rother.

Rother propose the following options to achieve the required housing number:-

- *Population based –equitable approach but does not recognise accessibility to jobs and services of the towns.*
 - *Service Centres – growth directed to settlements that support a range of services.*
 - *Trend based – growth according to market forces, would lead to high development in rural villages.*
 - *Commitment led – represents the continuation of what is proposed in Local Plan up to 2011. Potential to raise issues related to the environment and traffic.*
 - *Housing needs based – this is based on need according to geographic areas.*
- **Lewes Core Strategy Preferred Options 2006** – This is the framework for the spatial plan for the district for the next twenty years. The options for development are currently being developed following consultation, but the overall objectives relevant to transport include:-
 - *To protect and enhance the natural and man made environments.*
 - *To allow developments in the most sustainable locations i.e. on sites with good public transport nodes.*
 - *To improve accessibility by public transport, walking and cycling, to jobs, facilities and services.*
 - *To avoid development in areas that would increase the risk of flooding, coastal erosion or unacceptable levels of noise or pollution.*

- **Hastings Core Strategy Preferred Options 2008** - outlines the long term strategy to deliver regeneration and sustainable growth in the town over the next 20 years.
- *Overall vision refers to – safe and thriving place to live in, that offers a high quality of life, and has a strong economy and sustainable future, supported by social, economic, cultural and environmental generation.*
- *Relevant objectives to transport include:-*

Transport & Accessibility

- Objective 7 - Work at a local, county and national level to secure improvements in strategic transport infrastructure so that the town performs as a regional hub.
- Objective 8 – All major development schemes will identify and promote sustainable alternatives to car use including walking, cycling and public transport.
- Objective 11 – Improve the health & wellbeing of the population, reduce crime and contribute to community cohesion by providing community facilities, promoting 'secure by design' and establishing a network of open spaces and green spaces that are easily reached by residents, and which promote biodiversity.

Eastbourne Core Strategy Preferred Options 2008 - Sets the vision and objectives for the town to the year 2026.

There are a number of objectives in the Core Strategy that transport policy can contribute to, these include:-

- *To ensure that development will be focused on sustainable locations where infrastructure is or will be provided in a timely manner.*
- *To provide more economic opportunities in deprived areas.*
- *To ensure access to local community facilities and services.*
- *To provide suitable, accessible and flexible employment land and premises.*
- *To provide a viable and accessible of hierarchy of primary, secondary, district, local and neighbourhood shopping centres.*
- *To provide a high quality environment with green spaces and improved streetscape wherever possible in areas that contribute to the retail or tourism economy.*
- **Provide a vibrant mixed use, fully accessible town centre.**
- *To improve access to greenspaces.*
- *To actively promote access to safe, greener travel alternatives in order to progress healthier lifestyles and cleaner more environmentally friendly areas.*
- *To reduce car dependency through demand management in order to reduce traffic congestion, noise and pollution.*

- *Provide safe high quality accessible healthcare facilities for all with space .to provide integrated community services*
- *Provide accessible services and facilities for the entire population of Eastbourne that contribute to the safety and vibrancy of the town*

7. Baseline Information

In order to understand the issues and challenges that the county is confronted with, baseline information has been collated in relation to transport, environmental and social issues.

This information has been taken from 'Pride of Place' A Sustainable Community Strategy for East Sussex and LTP2. The baseline information is presented in full in **Appendix 2**, and outlines the identified challenges, the data that demonstrates the identified challenges together with the opportunities that should be considered to overcome the issues and the implications for LTP3.

A brief overview of the issues and challenges is outlined below.

7.1 Issues

As part of the consultation for the Sustainable Community Strategy a number of issues that affect the quality of life of people in East Sussex were identified, and formed part of the strategic priorities for the strategy. Some of these are reflected in Section 3 of LTP2, 'The Wider Context'. The relevant issues include:-

7.1.1 Sustainable Travel (Walking, Cycling Public Transport) and Access to Services

The landscape is predominantly rural in character, but three quarters of the population live in the urban areas, mostly on the coastal strip. This factor, combined with the majority of people living within 5km of their workplace, provides a huge opportunity to encourage the use of more sustainable transport and travel.

In conjunction with the above factors, the strategic road network in the county is generally inadequate; there are less than 19 miles of dual carriageway which equates to 0.95% of the total road network. The trunk roads which radiate from London to the coast (A21, A22 & A23) and those running east to west across the county (A23 & A259) are unable to support the volume of traffic they carry which results in traffic congestion, particularly at peak times of the day. There is therefore, a fundamental requirement to improve access and provision for more sustainable travel in the county.

The rural areas and many market towns have seen a decline in traditional industries. This has resulted in a decline in the provision of basic and local services and facilities. This is particularly evident in the often poor quality of the public transport networks in these areas, which for some sectors of the population reduces access to basic services, such as health care. These issues, coupled with bus deregulation (which allows operators to introduce, change or withdraw services at short notice), and the expectation on the County Council to support economically non-viable services; result in a public transport network that does not necessarily provide a service where the need is greatest. Therefore the County Council needs to consider alternative or more unique innovative options for rural transport through its Community Transport Strategy.

There are 3,500 kilometres of Rights of Way in East Sussex, which can be used by walkers with many routes being accessible to cyclists. There is, therefore, the potential to promote these routes, for increasing sustainable travel by walking and cycling, particularly,

within rural areas. LTP3 will need to consider the proposed actions within the County Council's Right's of Way Improvement Plan 2007-2017, and incorporate appropriate considerations to this document in LTP3.

7.1.2 Protection of our Natural and Built Environment, Mitigation and Adaptation to Climate Change

The East Sussex countryside and landscape falls within two Areas of Outstanding Natural Beauty, covering 64% of the county. These include the Sussex Downs; the majority of which has been designated as the South Downs National Park. This was confirmed in November 2009 and will come into being on 31st March 2010 when the South Downs Park authority will be established. The High Weald which was designated an AONB for its medieval landscape. Along with these designations there are a number of areas with national and international recognition for the countryside & coastline, including Sites of Special Scientific Interest. These areas are strictly protected by European and National policies which intend to conserve and enhance these natural assets.

The county also has a number of 'Conservation Areas', a large number of listed buildings of historic value in villages and towns and 341 scheduled ancient monuments.

The South East Plan requires the building of approximately 30,000 new homes by 2026 across the five Districts and Boroughs in East Sussex. There will of course be a need to provide appropriate transport infrastructure to support these new developments, and this will need to be undertaken with consideration for the environmental constraints described above.

The climate is changing and East Sussex has already experienced the devastating effects of this locally when Lewes, Uckfield and their surrounding areas experienced severe flooding in 2000.

The county will need to adapt to the threats of climate change, which includes flooding and more extreme temperatures. This will be a paramount consideration alongside any proposals for the location of improved or new transport infrastructure and measures. It also requires the County Council to ensure that the transport road network is resilient to the risks and consequences of climate change factors by adaptation of maintenance practices and use of appropriate materials.

7.1.3 Health & Wellbeing

One of the biggest challenges that the county faces is an increasingly ageing population; the number of very elderly (85+) is predicted to rise by over 60% by 2026.

The associated challenges include meeting the changing health and social care requirements and wellbeing of a growing ageing population, and the need for transport provision to adapt to cater for their changing needs.

Approximately 18,000 older people live in low-income households, the proportion has increased from 11% to 14% between 2004 -2007. This factor often has direct links to poor housing and access to transport, resulting in poor health and social exclusion.

Although the overall health of the county is good, there is great disparity within the county between those who are in good health and those that have significant health problems.

Health inequalities exist in every District and Borough across the county, and there are significant differences in life expectancy across the county.

This can be demonstrated by comparing the life expectancy of people living in the Gensing ward in Hastings, which is 72.3 years, compared to 85.6 years in Mayfield, Wealden.

The provision of and promotion of sustainable transport options can be utilised to improve the physical and mental health and wellbeing of the local population.

7.1.4 Safety and Security of People and Communities

Road Safety improvements and education is of vital importance to the county. Progress has been made to reduce the number of children killed or seriously injured in road accidents and to reduce the number of slight casualties. The County Council hopes to meet the Government targets for these indicators by 2010

Unfortunately the total number of people killed or seriously injured on the county's roads has risen during the last two years. Appropriate action is being undertaken by the County Council to tackle the underlying causes of the fatal and serious collisions that are occurring, and an appropriate programme of measures is being developed with key partners.

8. Development of SEA Objectives

SEA objectives provide a way in which environmental effects can be described, analysed and compared. They will be used as a tool to appraise options and policies that are proposed for inclusion in LTP3.

The draft objectives, as outlined in Table 1.5 were developed with: -

1. Due consideration of the objectives that were previously developed for the Sustainability Assessment for LTP2. Many of the issues that constrain and confront East Sussex remain the same.
2. Reference to the findings from the review of the plans, policies and strategies (national, regional, county council & local).

Table 1.5

SEA Topic	LTP3 SEA Objective	Sub-objectives	Evidence
Social, Health & Wellbeing			
Population Human Health	1. To improve accessibility to services, facilities and jobs for residents, businesses and visitors to East Sussex.	1.a To improve access to services and facilities for disadvantaged groups, the elderly, mobility impaired and those without access to a vehicle.	70.7% of the total population is within 30 minutes access by public transport (bus) for an arrival at a key centre between 07:00 – 10:00 and for the return journey from that centre between 16:00 – 19:00. At a district and borough level the figures are as follows:- Eastbourne – 88.3% Hastings – 96.3% Lewes – 73.1% Rother – 53.9% Wealden – 52.6% (Source: ESCC Accessibility Indicator NI175 results 2009/10)
		1. b To improve integration between different modes of travel and transport. (To improve accessibility and encourage sustainable travel.)	Appendix 3 - Map 1 - Urban/built up areas and transport links (2009)
		1. c To improve access to healthcare.	70.7% of the total population is within 30 minutes access by public transport (bus) for an arrival at a key centre between 07:00 – 10:00 and for the return journey from that centre between 16:00 – 19:00.

Population Human Health Climatic Factors	2. To protect and improve the health and wellbeing of the population of East Sussex.	2. a To reduce health inequalities.	Appendix 3 - Map 2 - East Sussex Super Output Areas (lower layer) Health Deprivation and Disability 2007 Index of Multiple Deprivation 2007																
		2. b To increase the number of people walking and cycling within the county.																	
		2. c To increase the number of children using sustainable modes of travel on the journey to school.	Cars (inc. van & taxis) – 34.6% Car Share – 2.7% Public Transport – 14.9% Walking – 45.5% Cycling – 1.5% Other – 0.7% (Source: NI198 Mode of Travel to School 2008/09)																
		2. d To ensure provision of access to open spaces, countryside and local heritage sites, in order to promote physical activity.																	
Population Human Health	3. To protect and improve the safety of the population of East Sussex.	3. a To ensure the safety and security of those using public transport systems within East Sussex.																	
		3. b To reduce the number of people killed or seriously injured on the roads.	ESCC – KSI Data 2008 Fatal – 37 Serious – 317 At a district and borough level the figures are as follows:- <table border="1"> <thead> <tr> <th></th> <th>Fatal</th> <th>Serious</th> </tr> </thead> <tbody> <tr> <td>Eastbourne –</td> <td>3</td> <td>43</td> </tr> <tr> <td>Hastings –</td> <td>0</td> <td>47</td> </tr> <tr> <td>Lewes –</td> <td>5</td> <td>53</td> </tr> <tr> <td>Rother –</td> <td>13</td> <td>61</td> </tr> <tr> <td>Wealden –</td> <td>16</td> <td>113</td> </tr> </tbody> </table>		Fatal	Serious	Eastbourne –	3	43	Hastings –	0	47	Lewes –	5	53	Rother –	13	61	Wealden –
	Fatal	Serious																	
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Lewes –	5	53																	
Rother –	13	61																	
Wealden –	16	113																	
Population Human Health Air	4. To reduce transport related noise and air pollution and the impact on human health and wellbeing.	4. a To avoid or minimise any potential impact of noise pollution from future transport infrastructure development.	Noise Action Planning Maps, Defra 2009																
		4. b To protect and improve air quality in the interests of human health.	Air Quality Management Areas – Lewes & Hastings Air quality monitoring sites county wide																

		4. c To continue to develop appropriate measures to reduce the impact from transport on areas designated as AQMA's.	Air Quality Management Areas – Lewes & Hastings Air quality monitoring sites county wide
Environmental			
Climatic Factors Human Health Population Air Water	5. To limit the causes and adapt to the effects of climate change.	5. a To reduce traffic congestion at key sites within the county.	
		5. b To increase the number of journeys by walking, cycling and using public transport.	
		5. c To encourage and where possible facilitate the use of alternative fuels.	
		5. d To ensure that new transport infrastructure is resilient to climate change effects.	Case Studies –culvert renewal, drainage improvements
		5. e To ensure existing transport infrastructure is adapted to manage the potential impact from climate change factors.	Case Studies – Monitoring of structures, culvert renewal, drainage improvements
		5. f To promote good environmental practice in the movement of freight within the county.	County Freight Strategy 2010
		5. g To minimise the need to travel by promoting the use of local services and facilities.	Public services available online, home working, broadband provision
Water Human Health	6. To maintain and improve the quality of water resources.	6. a To avoid transport related water pollution.	
Water Human Health Climatic Factors	7. To reduce the risk of flooding.	7. a To avoid or minimise the risks associated with transport infrastructure development and flooding.	Appendix 3 - Map 3 - Flood Zones 2 and 3, tidal and fluvial (main rivers only)
		7. b To reduce the risk of flooding and the potential effect on the county strategic road network.	Appendix 3 - Map 3 - Flood Zones 2 and 3, tidal and fluvial (main rivers only)
Landscape Population	8. To improve the efficiency in land use.	8. a To optimise the use of previously developed land for future development and associated transport infrastructure.	South East Plan LDFs' Core Strategies

Soil Material Assets		8. b To improve the connectivity of key centres to surrounding towns and villages by sustainable transport and travel.	Bus network map
	9. To maintain resources, including minerals and productive soils.	9. a To minimise the loss of productive soils in the implementation of any transport infrastructure development.	Appendix 3 - Map 4 - Agricultural land quality Bexhill & Hastings Link Road
		9. b To ensure the use of recycled materials, including aggregates in the construction of transport infrastructure.	
		9. c To ensure that sustainable construction and maintenance methods are utilised.	
Biodiversity Fauna & Flora	10. To conserve and contribute to the enhancement of East Sussex's biodiversity.	10. a To conserve and enhance natural/semi natural habitats and networks.	Appendix 3 - Map 5 - Areas of Outstanding Natural Beauty and Proposed National Park
		10. b To ensure the conservation and enhancement of protected designated sites in the county.	Conservation areas, Listed buildings, Heritage Assets
		10. c To conserve and enhance species diversity and avoid harm to protected species.	Appendix 3 - Map 6 - Sites of Special Scientific Interest Appendix 3 - Map 7 - Special Areas of Conservation, Special Protection Areas and Ramsar Wetlands
Landscape Cultural Heritage Material Assets	11. To protect and contribute to the enhancement of the local landscape and built environment.	11. a To avoid or minimise any negative impacts from travel or transport on the local landscape and built environment.	
		11. b To protect & enhance the character and local distinctiveness of towns and villages in the county from the impact of transport.	Conservation areas, listed buildings, Heritage Assets, Local Development Frameworks

9. Consultation

This Scoping Report has been developed to provide relevant information on the county Local Transport Plan and the methodology of the SEA. The statutory consultees can then comment on the level of detail of the scope of the plan and how assessment should be undertaken. This will then be incorporated into the SEA Environmental Report.

The consultation with authorities with environmental responsibilities is a requirement of the SEA directive (from DfT guidance).

The following statutory authorities and relevant consultees will be consulted with during November/December 2009:-

- Natural England
- Environment Agency
- English Heritage
- Local Primary Care Trusts