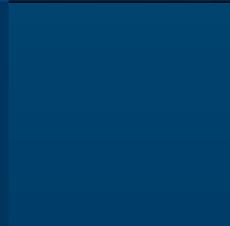


Local Transport Plan 2011-2026

Appendix A

Environmental Report Non-technical Summary (NTS)



Revision Schedule

Environmental Report Non-Technical Summary August 2010

Rev	Date	Details	Prepared by	Reviewed by	Approved by
01	August 2010	Draft NTS for comment	James Allan Environmental Specialist	Paul Tomlinson Associate	Steven Smith Associate

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Non-technical Summary

Introduction

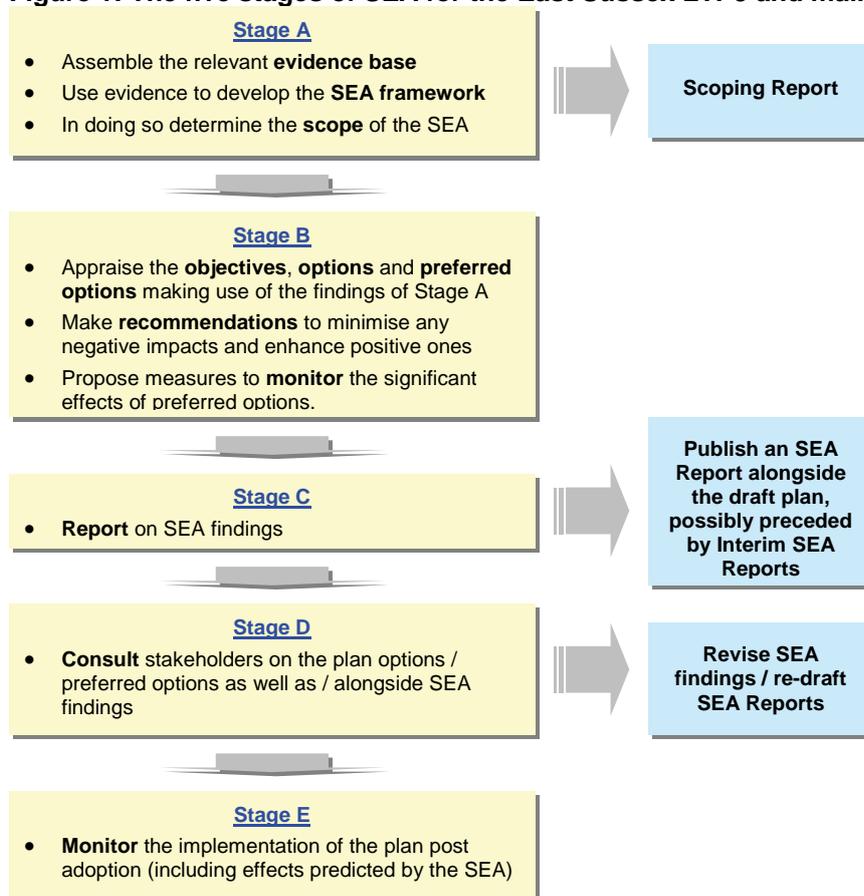
This document is a Non-Technical Summary (NTS) of the Strategic Environmental Assessment (SEA) that was undertaken for East Sussex County Council's (the 'County Council') third Local Transport Plan (LTP3).

Strategic Environmental Assessment

SEA is an assessment process that aims to identify and describe the likely environmental effects arising from different plans and programmes. Once the effects have been identified measures are recommended to avoid or minimise these effects and monitoring recommendations are made to help determine whether the predicted effects are correct and to help identify any unforeseen impacts that may occur. The findings from SEA are documented in Environmental Reports (ERs) and are used to help communicate the potential effects of plans or programmes to the general public and to provide additional information for decision-makers.

SEAs must be carried out for local transport plans under UK and European law. Usually, the SEA process involves five stages, as described below.

Figure 1: The five stages of SEA for the East Sussex LTP3 and main outputs



A much more detailed methodology is presented in the full version of the Environmental Report (or 'SEA Report').

SEA and the East Sussex County Council LTP3

The SEA was carried out by Scott Wilson Ltd. alongside the development of the East Sussex LTP3. An interactive approach was taken whereby early findings from the SEA were fed back to the County Council as the draft LTP3 was being developed. This helped to ensure that the SEA played an integral part in the development of the draft LTP3 and that any potential negative effects that the LTP3 may have on the environment can be identified and then removed or minimised. Additionally, opportunities to enhance the beneficial effects of the LTP3 were also identified.

Following public consultation on the draft LTP3, the Council will then finalise the LTP3 and prepare an implementation plan which sets out how policies will be delivered. LTP3 must be in place by April 2011. The LTP3 implementation plan will require screening to determine whether it requires a Habitats Regulations Assessment.

SEA Consultation

Public involvement is a key element of SEA and LTPs. SEA regulations set specific requirements for consultation with the following statutory bodies in England:

- English Nature
- English Heritage
- Environment Agency

The County Council extended the consultation on the Scoping report to include the local Primary Care Trusts.

Consultation on the SEA Report and the Non Technical Summary is extended to other stakeholders including:

- District and Borough Councils,
- Town and Parish Councils,
- voluntary and community organisations,
- transport operators,
- other interested organisations and individuals.

The consultation period of this ER spans a period of 12 weeks, from the 4 October 2010 to the 4 January 2011. Following the consultation period the comments that have been received will be fed into the ER and may then influence the development of the final LTP3. This process will be recorded in an Environmental Statement which will be published alongside the final LTP3 in April 2011.

Commenting on the Environmental Report

All comments on the ER that are received before the end of the consultation period will be reviewed and taken into account during the preparation of the Environmental Statement.

Comments relating to the content of the Environmental Report should be sent to:

Transport Policy Team
East Sussex County Council
County Hall
St Anne's Crescent
Lewes
East Sussex
BN7 1UE

Or by email to: localtransportplan@eastsussex.gov.uk

Contents of the Non-Technical Summary

This NTS contains an outline of:

- A discussion of the SEA objectives used to assess the policies of the draft LTP3;
- A summary of the significant environmental effects of the draft LTP3;
- Mitigation measures for policies identified as having significant environmental effects; and
- Monitoring proposals.

SEA Objectives

SEA can be undertaken using an 'objectives-led' approach and this has been the approach taken here. SEA objectives are recognised as a way of systematically considering the environmental effects of a plan and comparing alternatives.

The formulation of SEA objectives (undertaken by the County Council) takes account of the different environmental topics identified in the SEA Directive. The Directive states that the ER can include assessment of topics 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 inter-relationship between these factors.

Eleven SEA objectives, shown in Table 1, were developed in consultation with the statutory consultees and other relevant stakeholders.

Table 1: SEA Objectives and sub-objectives

LTP3 SEA Objective
1. To improve accessibility to services, facilities and jobs for residents, businesses and visitors to East Sussex
2. To protect and improve the health and wellbeing of the population of East Sussex
3. To protect and improve the safety of the population of East Sussex
4. To reduce transport related noise and air pollution and the impact on human health and wellbeing
5. To limit the causes and adapt to the effects of climate change
6. To maintain and improve the quality of water resources
7. To reduce the risk of flooding
8. To improve the efficiency in land use
9. To maintain resources, including minerals and productive soils
10. To conserve and contribute to the enhancement of East Sussex's biodiversity
11. To protect and contribute to the enhancement of the local landscape and built environment

To assist in the identification of significant and non-significant effects, a simple traffic-light based scoring system was used. This is illustrated in Table 2. Significance was determined as a function of rule-based criteria, drawing on instruction provided by the SEA Directive. Additionally, the rule-based criteria could be manually overridden by the assessor if the need arose.

Table 2: Scoring and criteria

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

Assessment of LTP3 Objectives

To help deliver the long term vision for LTP3 in East Sussex, the following high level objectives have been defined which broadly align with the national transport goals:

- Improve economic competitiveness and growth;
- Improve safety, health and security;
- Tackle climate change;

- Provide sustainable transport opportunities to enhance social inclusion; and
- Improve quality of life.

The LTP3 objectives were compared against the SEA objectives to identify inconsistencies or synergies. This was done using a 'compatibility matrix'. Only a few inconsistencies were identified and largely reflected the possibility that LTP3 objectives which could promote increased travel by private car could subsequently lead to negative effects in terms of noise and air quality, human health, increased greenhouse gas emissions (which contribute to global climate change), and the local landscape and built environment.

The majority of LTP3 objectives are likely to be very complementary to SEA objectives. This suggests that there is a strong platform for developing policies which will not lead to a large number of negative significant effects.

Assessment of Strategic Options for East Sussex LTP3

Three strategic options were developed for LTP3. These were referred to as Option 1 - Infrastructure, Option 2 – Changing travel behaviour and Option 3 – Sustainable growth.

Option 1 focuses on predicting and providing for increased transport growth and improved accessibility through road and infrastructure investment. It contributes to safety through road improvement schemes at junctions as well as part of maintenance schemes. It will also have some limited emphasis on adaptation to climate change. The assessment determined that Option 1 was likely to lead to several significant negative environmental effects and was the worst performing option.

Option 2 focuses on the 'softer' measures/interventions available to tackle climate change and health improvement through the promotion of sustainable modes of travel. It also has an emphasis on parking control and enforcement to encourage behaviour change. Improved safety would be achieved by investment in integrated transport and use of technology. The assessment determined that Option 2 would only likely lead to significant negative effects in terms of the potential impact on water resources and biodiversity.

Option 3 focuses on physical measures to support integrated sustainable travel, therefore addressing climate change and improving accessibility through prioritising infrastructure to support access to sustainable travel as well as a range of behavioural, enforcement, and technological measures. The assessment determined that Option 3 would only likely lead to significant negative effects in terms of the potential impact on water resources and biodiversity.

There were several difficulties in undertaking the assessment of the options and in some cases several assumptions had to be made. As a result the assessment findings need to consider the degree of uncertainty associated with them. Key difficulties in assessing the options included:

- There was little indication of the extent of investment that would be available to implement measures over the plan period. As a result it was not clear what the magnitude of potential effects would be.
- It was not clear how much relative funding the different types of measures would receive.
- There was not very much data available against which the potential effects of the options could be assessed.

- The geographic location of the different investments was not known at this stage.
- The revocation of regional planning during the preparation of LTP3 leaves some uncertainty over how much development will occur across the County, when it will happen and where it will go.

The comparative results of the assessment of the strategic options are shown in Table 3. This shows that Option 1 clearly performs the worst in sustainability terms and there is very little difference between Option 2 and Option 3. Interestingly, all three options may lead to negative effects against water resources, biodiversity, and landscape and heritage. However, Options 2 and 3 are likely to lead to mostly positive effects.

Table 3: Comparison between the three LTP3 strategic options

SA Objectives		Option 1	Option 2	Option 3
Access	1. To improve accessibility to services, facilities and jobs for residents, businesses and visitors to East Sussex	Mod+ve	Min+ve	Maj+ve
Health and wellbeing	2. To protect and improve the health and wellbeing of the population of East Sussex	Mod-ve	Maj+ve	Mod+ve
Safety	3. To protect and improve the safety of the population of East Sussex	Mod+ve	Min+ve	Min+ve
Noise and air pollution	4. To reduce transport related noise and air pollution and the impact on human health and wellbeing	Mod+ve	Mod+ve	Min+ve
Climate change	5. To limit the causes and adapt to the effects of climate change	Maj-ve	Mod+ve	Mod+ve
Water	6. To maintain and improve the quality of water resources	Mod-ve	Mod-ve	Mod-ve
Flooding	7. To reduce the risk of flooding	Min-ve	Neut-	Neut-
Land use	8. To improve the efficiency in land use	Min+ve	Mod+ve	Mod+ve
Resources	9. To maintain resources, including minerals and productive soils	Min+ve	Neut-	Neut-
Biodiversity	10. To conserve and contribute to the enhancement of East Sussex's biodiversity	Mod-ve	Mod-ve	Mod-ve
Landscape and heritage	11. To protect and contribute to the enhancement of the local landscape and built environment	Mod-ve	Min-ve	Min-ve

Following the County Council's internal appraisal process and drawing on the interim SEA findings of the three options that were presented to the County Council on 1 June 2010, the County Council determined that Option 3 was likely to best meet the challenges of the county and achieve LTP3's objectives.

The County Council found that Option 3 is 'one of the options most compatible with the objectives of the Strategic Environmental Assessment and will lead to positive effects with regard to accessibility, health and wellbeing, climate change and land use. Option 3 (along with Option 2) was also found to lead to minimal negative effects on the environment.

Mitigation recommendations for the LTP3 Preferred Strategy and the County Council's response are shown in Table 4:

Table 4: LTP3 Preferred Strategy and County Council response

Recommendation	Council Response
Focus transport investment away from further road infrastructure and towards support for sustainable modes of travel and indirect support for factors which encourage modal shift e.g. education, facilities, increased safety measures. Priority for preferred option should be to reduce the need to travel; facilitate a modal shift; then increase the efficiency of each individual mode	Some investment will still be required in our strategic infrastructure (road and rail) to facilitate economic growth and regeneration in our priorities areas as identified in LTP3. this will be part of an integrated package of measures which also considers non-transport interventions, thereby reducing the need to travel; smarter choices, such as walking, cycling and public transport; making best use of the transport network and enhancing public transport capacity.
Include recognition of the need to ensure current and future flood risk is addressed in the improvement and maintenance of the highway drainage network (taking a whole-life cost approach) and to take steps to improve resilience of the network	As part of our climate Change Strategy and TAMP, we are already considering how we can adapt our network maintenance and improvement to deal with the increasing risk of flooding. This will be augmented by the development of our Flood Risk Management duties and Surface Water Management Plans for the Bexhill / Hastings and Eastbourne / South Wealden areas.
Provide recognition for the need to conserve and enhance biodiversity across the county either as a priority within the preferred option or by referring specifically to the natural environment as part of the higher level LTP3 objectives	The specific transport objective will be amended to 'Contribute to the protection and enhancement of the natural and built environment.'
Recognise the need for a strategic response to the transport needs of vulnerable groups such as the elderly or those living in deprived communities	The need to address the transport needs of vulnerable groups, including the elderly and those living in deprived communities, is being considered through the strategic priority areas of the LTP3 and community transport provision.
Provide a clearer description of the priority attached to each measure delivered by each option (e.g. where / when / which measure(s) are the most important)	The level of activity for each measure under each option has been identified in chapter 6 of the LTP3 document.
Comment could be provided on how the management of transport would contribute towards the objectives of the South Downs National Park	The management of transport by encouraging greater access to the area by non-car modes – walking, cycling and public transport, will help to enable the National Park Authority to promote opportunities for the understanding and enjoyment of the area special qualities by residents in the local area as well as visitors.

Assessment of the Policy Priorities for Delivering the Preferred Strategy

The delivery of the Preferred Strategy relies on a number of different transport-related priorities and strategies that are external to the LTP3 but nevertheless contribute towards the objectives within it. These include the:

- priorities set by the County Council Transport & Environment Portfolio Plan 2013; and
- the collection of strategies on different transport issues that have been developed by the Council and are refreshed as necessary.

As these priorities and strategies sit outside the LTP3 they do not need to undergo SEA. Rather, they can be considered more accurately as part of the overall policy context in which LTP3 operates.

Within LTP3 a number of policies on spatial priority areas (including associated alternatives) have been developed and have undergone SEA. The spatial priorities are:

- Eastbourne / Polegate / Hailsham;
- Bexhill / Hastings;
- Newhaven; and
- Uckfield.

As part of the Eastbourne / Polegate / Hailsham spatial priority area a number of different options were also outlined and assessed. These are as follows:

- Folkington link (new road);
- A271 / Hellingly / Lower Horsebridge bypass;
- A22 improvements between Hailsham and Uckfield; and
- Parkway station construction.

Significant Assessment Findings

The majority of likely effects from the above policy options were considered to be minor (positive / negative) or neutral. However, some significant effects were found. These are discussed in the table below.

Policy Area	Related SEA objective	Score	Rationale
Eastbourne / Polegate / Hailsham	Access	Mod+ve	The overriding objectives that have been set for this policy area are to improve connectivity and capacity.
Bexhill / Hastings	Access	Maj+ve	Selecting this area for investment will probably lead to positive effects by increasing access to services, facilities and jobs.
	Noise and air pollution	Mod-ve	The new link road and road capacity improvement works are likely to lead to traffic growth and thus noise and air pollution, particularly in light of forecast housing growth.
Newhaven	Access	Maj+ve	Despite funding uncertainties for measures supporting the expansion of the port, selecting Newhaven for investment within LTP3 in conjunction with promotion by Lewes District Council, could lead to significant positive effects.
	Noise and air pollution	Mod-ve	The high levels of congestion in the town at the moment means that expanded port facilities may increase local noise and air pollution.
	Flooding	Mod-ve	A large part of Newhaven is currently at risk of flooding.
Uckfield and area	Flooding	Mod-ve	The high profile and destructive flood events in 2000 suggest the area is sensitive to flooding. This assessment is considered cumulatively with the increased risk of flooding as a result of climate

			change.
Folkington link (new road)	Access	Mod+ve	The road will be designed with the intention to improve local connectivity and reduce congestion.
	Land use	Mod-ve	This option is not likely to improve the connectivity of key centres to surrounding towns and villages by sustainable transport and travel and does not make the best use of previously developed land.
	Landscape and heritage	Mod-ve	The new road, as well as potential increases in housing and employment, could together lead to a negative effects on the character of the landscape around the link road.
A271 / Hellingly / Lower Horsebridge bypass	Access	Maj+ve	The road realignment and other related improvements should help support housing growth and ensuring improved accessibility.
	Land use	Mod-ve	The bypass could negatively affect agricultural land and is likely to conflict with the objectives of using PDL and promoting sustainable transport.
	Landscape and heritage	Mod-ve	The overall effects of the new bypass as well as new housing and commercial developments might lead to negative impacts on the landscape that could not be reversed.
A22 improvements between Hailsham and Uckfield	Access	Maj+ve	Increasing the capacity of a such an important route between the south coast and the M25 will likely lead to positive long-term benefits.
	Noise and air pollution	Mod-ve	Increasing road capacity could increase noise and air pollution both locally and potentially within nearby settlements
	Climate change	Mod-ve	Increased highway capacity is likely to encourage increased traffic with greater carbon emissions across a wider area
Parkway station construction	Access	Mod+ve	If it is built, a new parkway station is likely to encourage more sustainable travel, particularly to employment locations. However, there are also concerns that evidence from other parkway rail stations suggests that it generates additional car based movements and increases carbon emissions.

Mitigation Recommendations

Scott Wilson provided East Sussex County Council with a number of recommendations that would either eliminate, minimise or offset any negative significant effects caused by LTP3 or that could enhance LTP3 from an environmental perspective. These are presented in Table 5.

Table 5: Mitigation recommendations

Spatial Priority / Alternative	SEA Objective	Recommendation	Council Response
Folkington Link (new road)	Land use	Some mitigation is already provided by the link road which could deliver capacity on A27 for a bus lane	
	Landscape and heritage	Efforts to minimise landscape impacts could be taken. This could draw on the landscape characterisation provided by the East Sussex County Landscape Assessment	
A271 / Hellingly / Lower Horsebridge bypass	Land use	Capacity on the bypass could be provided for a bus lane or high occupancy vehicles If the bypass is deemed necessary then routing should give consideration to the need to avoid or minimise use of agricultural land	
	Land use	Efforts to minimise landscape impacts could be taken. This could draw on the landscape characterisation provided by the East Sussex County Landscape Assessment	
A22 Improvements	Noise and air pollution	No additional benefits have been identified that are not provided by existing supporting documents	
	Climate change	Encouragement of alternative vehicle fuel sources through other policy mechanisms across the county Allocation of roadway space for bus lanes or HOV lanes	
Bexhill / Hastings	Noise and air pollution	Draw on EqlA findings to prioritise environmental enhancement schemes associated with road building to benefit any disadvantaged groups	
Newhaven	Noise and air pollution	Implement improvements in conjunction with expanded port facilities	
	Flooding	Assess resilience of transport infrastructure to extreme weather events	
Uckfield	Flooding	Work with district departments to ensure gully clearing operations are undertaken at an appropriate frequency Undertake an assessment of network vulnerability to flooding within this area (could extend this to a County-wide assessment) Ensure that all transport interventions consider potential long-term risks posed by climate change	
All	Health and well being	Provide additional text describing in greater detail how and where LTP3 can contribute towards meeting the challenges of an increasingly aging population.	
All	Safety Landscape and heritage Climate change	The Government Response to the Royal Commission on Environmental Pollution (RCEP) Report on Artificial Light in the Environment supports the recommendation that 'the highways authorities and local authorities reassess the lighting of roads against potential road safety and crime reduction benefits.' Guidance will be forthcoming on this point and should be incorporated by the County within their supportive transport strategies.	
All	Climate change Noise and air pollution	The LTP3 could provide targeted support for the implementation of Directive 2009/33/EC of the European Parliament on the promotion of clean and energy-efficient road transport vehicles. This could consist of measures to encourage the use of these types of vehicles (e.g. through parking policies).	

Monitoring Proposals

Monitoring proposals are presented in Table 6 alongside the significant likely effect to which it is linked.

Table 6: Monitoring proposals

Related SEA Objective	Summary of significant effects	Monitoring proposal
Access	Housing and employment growth across the county may lead to a decrease in overall accessibility as key routes become more congested.	NI 175 Accessibility NI176 Access to bus services NI176 Access to employment Accessibility in deprived communities Access to bus services in deprived communities Access to employment in deprived communities
Health and wellbeing	The county faces significant challenges in terms of the level of physical activity among children and obesity. The provision and promotion of sustainable transport solutions can be used to improve the physical and mental health and wellbeing of the local population.	NI 55 Obesity of children in reception NI 56 Obesity of children in year 6 Length of cycle routes completed
Noise and air pollution	The potential for negative effects related to decreased noise and air quality have been identified, particularly for disadvantaged groups in Bexhill, Hastings and Newhaven.	Total area within AQMAs NI 167 Congestion Congestion in Bexhill, Hastings and Newhaven Delivery of measures for First Priority Locations in East Sussex for Major Roads and Major Railways outside agglomerations
Climate change (mitigation)	Reductions in greenhouse gas emissions from transport as a result of LTP3 should be carefully monitored to ensure that these are maximised in order to contribute to national obligations.	Person trips Vehicle kilometres Fuel sales Percentage modal split in transport use (per year)
Climate change (adaptation)	There is potential for network resilience to be negatively affected as a result of future extreme weather events.	A monitoring indicator should be developed to help identify the impacts of extreme weather events on the road network. This could relate to the number of road closures due to flooding or fallen trees as a result of high winds, or immediate highway costs from dealing with flooding.
Water	A number of factors (including population growth and climate change) suggest that water resources may become increasingly sensitive through the plan period. There is the potential for negative effects from transport on this	Annual number of accidental spillages into watercourses on County highways Number of SuDS measures introduced to the highway estate Number of SuDS measures introduced to the

	receptor.	highway estate within SPZ Zone 1
Flooding	A number of places across the county are at high risk of flooding with corresponding negative effects to the highway estate and network resilience.	An indicator measuring the economic impacts of flooding events should be developed Days bus services are diverted as a result of flooding events
Landscape and Heritage	Housing growth and associated road infrastructure and traffic could lead to negative effects on the county's landscape.	Traffic flow increase (%) to bus service ratio on key routes in AONBs in order to respond to peaks in seasonal traffic (the purpose of this indicator will be to demonstrate whether bus services increase along with traffic levels).
Resources	Investment in transport infrastructure will provide opportunities to encourage greater recycling of materials and reduce use of raw material.	Monitoring should be undertaken to help determine the use of recycling aggregate targets within physical works