

West Sussex County Council has kindly agreed to make this report publicly available as an example of what an SEA scoping report could look like. The report is still in draft form, and neither West Sussex County Council nor Levett-Therivel are responsible for any use made of the information in the report. Appendices 3 and 4 are in example form only.

Levett-Therivel

sustainability consultants

**STRATEGIC ENVIRONMENTAL  
ASSESSMENT FOR THE WEST SUSSEX  
LOCAL TRANSPORT PLAN:  
SCOPING REPORT**

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# 1. INTRODUCTION

This is a scoping report for the strategic environmental assessment (SEA) of the Local Transport Plan (LTP) for West Sussex. This section briefly discusses SEA, the LTP, and how the SEA is being carried out. Section 2 discusses the main findings of the SEA to date. Section 3 discusses next steps.

## 1.1 Strategic environmental assessment

European Directive 2001/42/EC (EC, 2001) requires SEA of a wide range of plans and programmes, including LTPs. The objective of the "SEA Directive" is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans with a view to promoting sustainable development. SEA comprises:

- preparing an Environmental Report on the likely significant effects of the draft plan;
- consulting on the draft plan and the accompanying Environmental Report;
- taking into account the Environmental Report and the results of consultation in decision making;
- providing information when the plan is adopted and showing how the results of the environmental assessment have been taken into account.

The information to be included in the Environmental Report includes:

- a. a description of the baseline environment;
- b. links between the plan and other relevant policies, plans, programmes and environmental objectives;
- c. identification of existing environmental problems affecting the plan;
- d. the plan's likely significant effects on the environment, including issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage, landscape, and the interrelationship between these factors;
- e. the mitigation measures envisaged;
- f. an outline of the reasons for selecting the alternatives dealt with;
- g. monitoring measures envisaged; and
- h. a non-technical summary.

**Appendix 1** gives more information on the SEA Directive's requirements.

The SEA process should ideally start at the same time as the preparation of the LTP. The Environmental Report should be made available alongside a draft LTP, as an integral part of the consultation. Early in SEA, a "scoping report" should be prepared that covers points a.-c. above, and that forms a basis for discussions with consultees and possibly the public. This report is the SEA scoping report for the West Sussex LTP.

Draft guidance on SEA for LTPs is given by the Department for Transport's (2004) *Strategic Environmental Assessment Guidance for Transport Plans and Programmes*. This scoping report accords with that guidance.

## 1.2 The West Sussex Local Transport Plan

The West Sussex LTP covers transport activities in West Sussex County between 2006 and 2016. It is prepared by West Sussex County Council in response to (explain regulations, guidance)...

WSSCC to add

The draft plan objectives are...

The draft plan structure is...

## 1.3 Methodology

The SEA of the West Sussex LTP is being carried out by West Sussex County Council's strategic and environmental transport planning team and Levett-Therivel sustainability consultants. Table 1 summarises the SEA work carried out to date and problems encountered in this work, and Section 2 gives details of the SEA findings to date.

**Table 1. How this scoping report was carried out**

Stage		Who carried this out	When	Any problems encountered
2.1	Devise SEA objectives and indicators	Levett-Therivel with input from transport planning team	Spring 2003	None
2.2	Collect environmental/sustainability baseline data	Data provided by transport planning team and analysed by Levett-Therivel	Spring 2003	Some data not available (see Appendix 1)
2.3	Identify environmental/sustainability problems	Transport planning team from personal knowledge; Levett-Therivel from baseline data and relevant reports	Spring 2003	Not all data necessary to substantiate the identified problems were available
2.4	Identify links to other relevant policies, plans, programmes and objectives	Policies etc. identified by transport planning team and analysed by Levett-Therivel	Spring 2003	24 key plans, programmes etc. analysed, but others may also be applicable

## 2. BASELINE, PROBLEMS, LINKS TO OTHER PLANS

The Department for Transport (2004) guidance recommends that the early SEA stages – devising SEA objectives and indicators, describing the baseline, identifying environmental problems and analysing links to other policies – should be carried out concurrently, and that they should inform each other. That has been done in this SEA.

### 2.1 SEA objectives and indicators

The SEA Directive does not specifically require the use of objectives or indicators in SEA, but they are a recognised way in which environmental effects can be described, analysed and compared. *SEA objectives* state what is intended. The plan's performance against objectives is normally measured by using *indicators*.

The SEA objectives are meant to be separate from the evolving LDF objectives, though the two influence each other and may overlap. The DfT guidance on SEA recommends the use of the NATA national objectives plus local objectives. To fulfil the requirements of the SEA Directive, they must also cover biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage, landscape, and interrelationships between them.

Table 2 lists draft SEA objectives for the West Sussex LTP. As shown in **Appendix 2**, the objectives bring together and consolidate:

- the NATA objectives,
- the environmental topics listed in the SEA Directive,
- the Regional Sustainable Development Framework for the South East,
- the West Sussex Sustainability Forum's (2004) *Creating a Sustainable Future* information sheet;
- environmental problems identified as part of the baseline data analysis (see Section 2.3).

Table 3 shows that the objectives are compatible with each other, with a few assumptions that should be taken into account in the LTP:

- A. Any development or activities to reduce crime and social exclusion should make efficient use of land, resources etc.
- B. Revitalisation of town centres should protect existing biodiversity and habitat quality in the town centres, and improve it where possible.
- C. Enjoyment of the countryside depends on good access to it; however this access should not be at the expense of countryside character and quality.
- D. Any development or activities to support employment and the economy should make efficient use of land and resources; support biodiversity and clean and air water; ensure that the countryside is not adversely affected; and preserve listed buildings and conservation areas.

**Table 2. Draft SEA objectives for West Sussex LTP**

1.	* To improve the health and well-being of the population and reduce inequalities in health
2.	* To reduce poverty and social exclusion and close the gap between the most disadvantaged communities and the rest
3.	To reduce crime and the fear of crime
4.	* To increase the vitality of town centres
5.	To improve efficiency in land use through the re-use of previously developed land and existing buildings, and encourage urban renaissance
6.	* To reduce air pollution and ensure air quality continues to improve
7.	To maintain and improve river quality, and achieve sustainable water resources management
8.	* To conserve and enhance biodiversity
9.	* To protect, enhance and encourage enjoyment of the countryside
10.	* To reduce road traffic and congestion through reducing the need to travel by car and improving travel choice
11.	To maintain, enhance and make accessible the historic environment and assets.
12.	To reduce the risk of flooding that would be detrimental to public well-being, the economy and the environment
13.	To reduce waste generation and increase the use of recycled materials
14.	* To support employment, economic competitiveness, the revival of priority regeneration areas, and sustainable tourism

\* Central to LTP functions

**Table 3. Compatibility matrix for draft SEA objectives for West Sussex LTP**

SEA objective	Code
Improve health, reduce health inequality	1 1
Reduce poverty and social exclusion	2 + 2
Reduce crime and fear of crime	3 + + 3
Increase the vitality of town centres	4 + + 4
Improve efficiency in land use	5 A A + 5
Reduce air pollution, climate change	6 + + + 6
Maintain and improve river quality	7 B + + 7
Conserve and enhance biodiversity	8 B + + + 8
Support enjoyment of the countryside	9 + + + + 9
Reduce the need to travel	10 + + + + + C 10
Maintain listed buildings & cons. areas	11 + + + + + + 11
Reduce risk of flooding	12 + + + + + + + + 12
Reduce waste generation, incr. recycling	13 + + + + + + + + 13
Support employment and the economy	14 + + + + D D + D + D + + 14

  

1	2	3	4	5	6	7	8	9	10	11	12	13
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+	objectives are compatible
X	compatibility depends on assumptions (see main text)
□	objectives have no impact on each other

## 2.2 The environmental/sustainability baseline

Existing environmental and sustainability data were collected from a wide range of sources, including national government/agency websites, the 2001 Census, the West Sussex LTP 2000 and Annual Progress Reports, and the deposit draft of West Sussex's 2001-2016 Structure Plan. The *West Sussex Sustainability Indicators* 2000 and 2001, and the *West Sussex County Profile* 2003 in particular already provide a comprehensive baseline for the county. Together, these documents describe "the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan" as required by the SEA Directive (Annex Ib), so a full baseline description is not provided here<sup>1</sup>. More data on areas likely to be significantly affected by the LTP (Annex 1c) may be required as the LTP evolves.

Those data that were of relevance (even if this was reasonably remote) for the LTP were collated into an Excel file that accompanies this report, and which is summarised at **Appendix 3**. The Excel file shows:

- the latest data for the indicators of relevance to the LTP
- comparators, i.e. regional or national level data against which West Sussex's status can be compared
- targets for the indicators where they exist
- trends where they exist, i.e. are things getting better or worse over time
- a summary of how West Sussex is doing with relation to the targets and comparators: whether well (green), poorly (red), or of slight concern (cream)
- the source(s) of the data
- how reliable, up to date, etc. the data sources are.

Table 4 shows how the data/indicators collected relate to the SEA objectives from Section 2.1.

Only limited baseline data are available for:

- biodiversity
- access to open space
- viability of town centres
- greenhouse gas emissions

West Sussex should consider collecting new data on these issues for the next round of LTP (2011 onwards).

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<sup>1</sup> The SEA Directive notes that "Relevant information available on environmental effects of the plans and programmes and obtained at other levels of decision-making or through other Community legislation may be used for providing the information referred to in Annex I" (Article 5.3).

**Table 4. Links between SEA objectives and collected data/indicators**

SEA objective	Data/indicators
1. Improve health, reduce health inequality	<ul style="list-style-type: none"> <li>• General level of health</li> <li>• Life expectancy</li> <li>• Mortality rate</li> <li>• Exercise levels</li> <li>• Noise nuisance</li> <li>• Road accidents</li> <li>• Breath test ratio</li> </ul>
2. Reduce poverty and social exclusion	<ul style="list-style-type: none"> <li>• Access to services</li> <li>• Rural service deprivation</li> <li>• % pop. in homes with no wage earner</li> <li>• % earning close to the minimum wage</li> </ul>
3. Reduce crime and fear of crime	<ul style="list-style-type: none"> <li>• Incidence of vehicle-related crime</li> <li>• Violence against the person</li> <li>• Offences committed on railway system</li> <li>• Fear of crime</li> </ul>
4. Increase vitality of town centres	<ul style="list-style-type: none"> <li>• Viability of town centres</li> </ul>
5. Improve efficiency in land use	<ul style="list-style-type: none"> <li>• Agricultural land resource</li> <li>• Loss of greenfield land</li> <li>• % Green Belt land</li> <li>• Housing density</li> <li>• Houses affected by structural problems</li> <li>• Amount of contaminated land</li> <li>• Stock of vacant / brownfield land</li> <li>• Use of brownfield land</li> </ul>
6. Reduce air pollution, climate change	<ul style="list-style-type: none"> <li>• Background levels of main air quality pollutants and forecasts</li> <li>• NO<sub>x</sub>/NO<sub>2</sub> levels</li> <li>• PM<sub>10</sub> levels</li> <li>• No. moderate/poor air quality days</li> <li>• Existence of air quality management programme</li> <li>• % of pop. living in AQ mgmt. areas</li> <li>• Greenhouse gas emissions</li> <li>• Energy consumption per person</li> </ul>
7. Maintain and improve river quality	<ul style="list-style-type: none"> <li>• Chemical river water quality</li> <li>• Biological river water quality</li> </ul>
8. Conserve and enhance biodiversity	<ul style="list-style-type: none"> <li>• Number and extent of designated sites</li> <li>• % of SSSIs in good condition</li> <li>• Area of semi-natural woodland lost</li> <li>• Area of woodland cover</li> <li>• Decline in farmland bird species/ population</li> <li>• Decline in woodland bird species/ population</li> <li>• Local biodiversity objectives and plans</li> </ul>
9. Support enjoyment of the countryside	<ul style="list-style-type: none"> <li>• Landscape character</li> <li>• % of landscape classed as tranquil</li> <li>• Accessibility/condition of rights of way</li> <li>• Severance (habitats and/or communities)</li> <li>• % of population living within 200m of open space</li> <li>• Development pressure</li> </ul>
10. Reduce the need to travel	<ul style="list-style-type: none"> <li>• Modal split</li> <li>• Modal split weighted by distance</li> <li>• Commuting mode</li> <li>• Mean journey to work time</li> <li>• Road traffic growth</li> <li>• Road congestion</li> <li>• School journey mode</li> <li>• Bus availability</li> <li>• Bus use (kms/yr/capita)</li> <li>• Community transport schemes</li> <li>• Rail use</li> <li>• Private car ownership</li> <li>• Weekly household travel budget</li> <li>• Distance/income relationship</li> <li>• Vehicles carried / day</li> <li>• Peak traffic speed</li> <li>• Off-peak traffic speed</li> </ul>
11. Maintain listed buildings & cons. areas	<ul style="list-style-type: none"> <li>• % of listed sites at risk</li> </ul>
12. Reduce risk of flooding	<ul style="list-style-type: none"> <li>• River flood hazard (area affected)</li> </ul>
13. Reduce waste generation, increase recycling	<ul style="list-style-type: none"> <li>• Waste production by type</li> <li>• Waste production per capita/year</li> <li>• Consumption of aggregates per capita</li> </ul>
14. Support employment and economy	<ul style="list-style-type: none"> <li>• Unemployment level</li> <li>• Average weekly earnings</li> <li>• Disposable household income per capita</li> </ul>

## 2.3 Environmental/sustainability problems

Environmental and sustainability problems that affect the West Sussex LTP were identified through discussions with transport planning officers and an analysis of the baseline data from Section 2.2. They are summarised at Table 5. None of them are particularly serious issues, but they should all be borne in mind during the development of the LTP.

**Table 5. Environmental/sustainability problems in West Sussex that are of relevance to the emerging LTP**

Problem	Supporting data	Implications for the LTP
Urban traffic congestion, esp. in coastal towns	<p>In contrast with England/Wales and the South East region, West Sussex slightly increased its dependence on cars for commuting between 1991 and 2001, and decreased in use of other modes of transport</p> <p>Peak traffic speed in SE region: 22% ≤40mph; 48% &gt;60mph, compared with off-peak speed: 14% ≤40mph; 60% &gt;60mph</p> <p>Traffic in the coastal area has been increasing faster than in the other areas of West Sussex: 19% (1990-2003) compared with 15% for the central area and 9% for the rural area. This includes cordons for Bognor Regis 22% and Worthing 23%.</p> <p>Based on the developments proposed, traffic in West Sussex will increase by 16-18% by 2011.</p> <p><b>Map of areas of congestion: WSCC to insert</b></p>	<p>Future development, particularly in coastal towns, would exacerbate these problems. Lack of transport infrastructure may restrict the amount of development possible in such towns.</p>
Large numbers of cars on school run	<p>School journey mode in West Sussex 45% foot, 32% car, 12% public transport; compared with 40%, 30%, 17% nationally.</p> <p>The current LTP estimates that &gt;5% of all trips in the county in any one day are school-related; LTP officers estimate that one-third of peak traffic is school related.</p> <p>Many school travel plans have proven to be very effective in promoting a shift away from car travel and towards walking, cycling and public transport to/from school.</p>	<p>Increase emphasis on school travel plans, Safe Routes to School and other ways of reducing car journeys to school.</p>
Reduction in commercially operated bus services, particularly in rural areas	<p>Over the past 5 years, several commercial bus operators have ceased trading or pulled out of rural areas. The Council is tending to provide fewer supported traditional services where commercial services are no longer viable, but are providing more demand-response ("Dial-a-Ride") services.</p>	<p>Continue to support bus services, particularly evening and weekend services.</p> <p>Continue to provide demand-responsive bus services.</p> <p>Investigate new approaches to bus service provision.</p>

<b>Problem</b>	<b>Supporting data</b>	<b>Implications for the LTP</b>
Reduction in tranquillity	In the early 1960s, about 69% of the land area of West Sussex was tranquil compared with about 47% in the early 1990s.  <b>Map of tranquil areas: p.100B of capacity study</b>	Take tranquillity into account when planning new infrastructure.
Hotspots of air pollution	Mainly well within targets but with some hotspots	Reducing the need to travel and improving non-car alternatives should reduce the (increase in) traffic levels and help to improve air quality.
No. of moderate or poor air quality days	Target is 23 days or less of moderate/poor quality per year in urban areas, 40 or less in rural areas. Urban quality is within target, but rural quality dropped below target during 1990s: rural 20 days in late 1980s, 40-50 days in late 1990s. Could be due to any of 8 pollutants, but normally ozone in the summer and PM <sub>10</sub> /NO <sub>2</sub> in the winter.	Support implementation of the LTP Air Quality Strategy.  Collaborate with other Sussex Air Quality Steering Group partners to develop and implement a regional air quality strategy.
Change in PM10 threshold will bring much of W Sussex to near legal threshold	PM <sub>10</sub> standard will be tightened to 20µg/m <sup>3</sup> in 2010. PM <sub>10</sub> levels predicted for West Sussex for 2010 exceed 60% of this standard everywhere, and exceed 85% of this level in Central Sussex. If PM <sub>10</sub> levels in 2010 are 10% higher than predicted levels, then the standard will be exceeded in most of the major towns in West Sussex, and particularly Horsham and Crawley. <b>add PM10 maps (Excel file WS AQ maps)</b>	If Air Quality Management Areas are declared, consider transport-related means to address them.
Accident rates on some roads too high	Accident rates in West Sussex are generally good, e.g. fatal accidents nationally 1.1%, South East Region 1.2%, West Sussex 0.48%. However there are accident black spots on the unimproved sections of the A23, A27 and A283.  <b>add map of accident black spots</b>	Liaise with Highways Agency to improve the unimproved sections of the A23 and A27.  Work towards achieving the "stretched targets" for reducing accidents on county roads.
Rural service access esp. for elderly/ carless	Most people in West Sussex live within 2km of a cashpoint, bank or post office; 2km of a doctor's surgery; and 4km of a primary and secondary school. However access to such services is more limited, and often declining, in rural areas, particularly in Arun and Mid Sussex districts. Access to secondary schools and doctors' surgeries is also a problem in parts of Chichester district.  47% car trips in West Sussex start or finish in rural areas.  73% of rural homes are located within 600m of a bus services that runs hourly or better buses. This is well short of the LTP's target of 97%.	Rural areas in West Sussex are very dependent on the car, partly because of limited public transport. This dependence is likely to increase on the basis of current trends.  Continue roll-out of Travel Wise scheme to increase use of local services and decrease unnecessary travel.  Aim to improve bus services in rural areas and other areas that are currently under-provided.

Problem	Supporting data	Implications for the LTP
Declining biodiversity	Habitat surveys carried out by the County Council in 1971, 1981, 1991 and 2001 show a continued loss of semi natural habitats.	Ensure than new transport infrastructure minimises habitat fragmentation.  Manage road verges to preserve and improve biodiversity.
New development planned will increase traffic	West Sussex's population is growing fast: 7.2% between 1991 and 2001, compared with the national average of about 3%.  add map of sources of traffic from Excel file <i>Traffic generators</i>	Work with land use planners to find most sustainable locations for new developments from a transport perspective.

## 2.4 Links to other relevant policies, plans, programmes and environmental objectives

A list of policies, plans, programmes and environmental objectives relevant to the LTP was compiled by West Sussex's transport planners, and their requirements analysed by Levett-Therivel. Table 6 shows which of these were analysed and why. **Appendix 4** shows the results of the analysis. Key points arising from this analysis are that the LTP should:

- reduce the need to travel and reduce road traffic in the long term
- encourage less polluting forms of transport, particularly walking and cycling
- integrate different transport modes, including for freight transport
- ensure that transport to, from and related to Gatwick is sustainable
- seek to improve the vitality of, and access to, existing centres and regeneration areas
- work to reduce isolation and social exclusion, especially for those without a car
- respond to and influence the focus areas for development outlined in the West Sussex Structure Plan and district local plans
- improve travel in the South Coast corridor
- improve links between Gatwick/Crawley and the coast, including Shoreham and Brighton
- improve transport infrastructure in the Horsham/Crawley/East Grinstead corridor
- consider the use of vehicle restricted areas, clear zones, air quality action plans, low emission zones, clean fuel promotion, efficient vehicles, and enforcement of emission standards
- include a climate change strategy
- consider setting targets for the adoption of travel plans by local businesses and other organizations
- consider including policies on education for road safety and to reduce transport demand.

**Table 6. Policies, plans, programmes and environmental objectives analysed**

<b>Document</b>	
<b>National level</b>	
1	Government/DfT 10 Year Transport Plan
2	Government LTP Guidance
3	Environment Act 1995 inc. part 4 on Air Quality
4	National Air Quality Strategy
5	National Cycling Strategy
6	Govt. Rural White Paper
7	Climate Change – UK Programme
8	PPG 13
9	PPG 11
<b>Regional level</b>	
10	SEERA Draft Integrated Regional Strategy
11	SEEDA Regional Economic Strategy
12	RPG 9
<b>County and sub-regional level</b>	
13	County Strategy
14	WSCC Structure Plan
15	Minerals Plan
16	Waste Plan
17	Sussex Biodiversity Action Plan on road verges
18	WSCC Community Planning/ West Sussex Sustainability Forum/ LA21
19	Gatwick Airport Transport Strategy
20	WSCC Environmental Management Strategy
21	WSCC Equality of Opportunity Value Statement
<b>Local level (examples only)</b>	
22	Arun District local plan
23	Crawley District local plan
24	Chichester District local plan

### 3. REMAINING STAGES OF THE SEA

Table 7 outlines the remaining steps needed for the SEA of the West Sussex LTP. The rest of this section explains how these steps would be carried out and described in the final Environmental Report.

Identify strategic plan options (if appropriate) and ensure that these integrate environmental and sustainability considerations. The strategic plan options or sub-components being put forward would be described, as well as the issues that were considered when they were put forward. This is not strictly "SEA", but will be informed by:

- the environmental problems identified in Section 2.3;
- any options suggested by statutory consultees (see Section 3.2);
- the sustainable "hierarchy of alternatives" -- demand reduction, different ways of meeting demand, location of projects/infrastructure.

Options will also meet the LTP objectives and be realistic.

Predict and evaluate impact of strategic options on the SEA objectives (if appropriate); choose preferred options; and propose mitigation measures. The extent to which each plan option or sub-component fulfils the SEA objectives identified in Section 2.1 would be tested, using a matrix like that at Table 8. The results of this assessment would help to inform the choice of options.

**Table 8. Matrix for assessing and mitigating LDF components**

LTP strategic option or sub-component	SEA objectives				comments and overall assessment (e.g. assumptions made, further studies needed, how implementation might make impact negative or positive)	proposed changes to the option or sub-component: <ul style="list-style-type: none"> <li>• where text is not clear, possible changes to clarify it</li> <li>• where impact is negative (-), possible changes to reduce or reverse impact;</li> <li>• where impact is positive (+), possible changes to further enhance impact</li> <li>• where impact depends on how the plan is implemented (I), measures needed to ensure that the implementation is done positively</li> </ul>
	1. Improve health, reduce health inequality	2. Reduce poverty and social exclusion	3. Reduce crime and fear of crime	⋮		
T1....	+	-	?	I		
T2...						

Predict and evaluate impact of plan sub-components on the SEA objectives; and propose mitigation measures. As the LTP becomes sufficiently detailed to allow this stage, individual LTP sub-components would be tested against the SEA objectives to ensure that they are environmentally sound and sustainable. Unsustainable elements would be mitigated where appropriate. Again a general matrix like that at Table 8 would be used to assess the effects of all plan sub-components on the environmental objectives. A more detailed matrix like that at Table 9 would be used where appropriate, e.g. for contentious or problematic sub-components. The results of these tables would then be fed into the NATA Appraisal Summary Table.

**Table 9. Effects and mitigation worksheet and its linkage to the NATA Appraisal Summary Table**

(n.b. one of these worksheets is equivalent to one coloured cell in Table 8)

<b>SEA Objective 1. Improve health, reduce health inequality</b>	
Description of the value and vulnerability of the area likely to be affected	
Description of the magnitude of the effect	
Timing and duration of the effects (short/ medium/ long term and temporary/ permanent)	
Description of potential cumulative effects	
Level of certainty (high/ medium/ low)	
Description of mitigation and its implementation	
<i>The following are to be carried forward to the Appraisal Summary Table</i>	
Qualitative summary	
Quantitative measure and units (where appropriate to the objective)	
Assessment score (based on NATA criteria)	
Key references, date of assessment	

Propose monitoring. Suggestions would be made for how the significant impacts of the LTP's implementation would be monitored. Table 10 shows the proposed format for this.

**Table 10. Proposed monitoring framework**

<b>What to monitor (indicator)</b>	<b>Where do monitoring data come from?</b>	<b>How often</b>	<b>When should action be considered?</b>	<b>What could be done if a problem is identified?</b>

Prepare the Environmental Report to accompany the draft plan and consult. A report would then be prepared which summarises:

- The findings off this scoping state
- How environmental problems were taken into account when choosing the preferred options and developing the plan (sub-components)
- Other options considered, and why these were rejected
- Significant environmental impacts of the plan as a whole and of key plan sub-components
- Proposed mitigation measures, e.g. changes to the plan, suggestions for changes to other plans
- Links to project environmental impact assessment, design guidance etc.

#### **4. REFERENCES**

Department for Transport (2004) *Strategic Environmental Assessment Guidance for Transport Plans and Programmes*, expected to be available at [www.webtag.org.uk](http://www.webtag.org.uk) in May/June 2004.

European Commission (2001) Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment", [http://europa.eu.int/eur-lex/pri/en/oj/dat/2001/l\\_197/l\\_19720010721en00300037.pdf](http://europa.eu.int/eur-lex/pri/en/oj/dat/2001/l_197/l_19720010721en00300037.pdf)

West Sussex Sustainability Forum (2004) *Creating a Sustainable Future information sheet*, Winter 2003/4, Chichester.

# APPENDICES

## Appendix 1. Requirements of the SEA Directive

<b>Requirement</b>
<p><b>Preparing an environmental report</b> in which the likely significant effects on the environment of implementing the plan, and reasonable alternatives taking into account the objectives and geographical scope of the plan, are identified, described and evaluated. The information to be given is (Article 5 and Annex I):</p> <ol style="list-style-type: none"> <li>a) An outline of the contents, main objectives of the plan, and relationship with other relevant plans and programmes;</li> <li>b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan;</li> <li>c) The environmental characteristics of areas likely to be significantly affected;</li> <li>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;</li> <li>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;</li> <li>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);</li> <li>g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan;</li> <li>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;</li> <li>i) a description of measures envisaged concerning monitoring in accordance with Article 10;</li> <li>j) a non-technical summary of the information provided under the above headings</li> </ol> <p>The report must include the 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)</p>
<p><b>Consulting:</b></p> <ul style="list-style-type: none"> <li>• authorities with environmental responsibilities, when deciding on the scope and level of detail of the information which must be included in the environmental report (Article 5.4)</li> <li>• authorities with environmental responsibilities 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)</li> <li>• other EU Member States, where the implementation of the plan is likely to have significant effects on the environment in these countries (Article 7).</li> </ul>
<p><b>Taking the environmental report and the results of the consultations into account in decision-making</b> (Article 8)</p>
<p><b>Providing information on the decision:</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• the plan as adopted</li> <li>• 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</li> <li>• the measures decided concerning monitoring (Article 9)</li> </ul>
<p><b>Monitoring</b> the significant environmental effects of the plan's implementation (Article 10)</p>

## Appendix 2. Sources for proposed SEA objectives for West Sussex LTP

Sources for topic/wording of objective			Sources indicating importance of objective		Proposed SEA objectives (and comments)
NATA sub-objectives	SEA Directive topics	Regional Sustainable Development Framework objectives	West Sussex Strategic Partnership Board	Environmental problems identified in Section 2.4	
	population	To ensure that everyone has the opportunity of a decent and affordable home		Lack of affordable housing	(Not included because of lack of clear links to LTP)
Physical fitness, accidents, noise	human health	To improve the health and well-being of the population and reduce inequalities in health	Better health	Accident rates on some roads are too high; large number of cars on school run	<b>1. To improve the health and well-being of the population and reduce inequalities in health</b>
Access to the transport system	population	To reduce poverty and social exclusion and close the gap between the most disadvantaged communities and the rest		Rural service access, especially for the elderly and carless; decreasing bus availability and use; decreasing community transport schemes	<b>2. To reduce poverty and social exclusion and close the gap between the most disadvantaged communities and the rest</b>
		To stimulate economic revival in priority regeneration areas			(Integrated in objective ...)
		To raise educational and achievement levels and develop opportunities for everyone to acquire the skills needed to find and remain in work	Better skills		(Not included because of lack of clear links to LTP)
Security	human health	To reduce crime and the fear of crime	Improving security		<b>3. To reduce crime and the fear of crime</b>
Community severance, townscape	population, material assets	To create and sustain vibrant communities		Urban congestion, especially in coastal towns; Dev't may be restricted by transport esp. in coastal towns	<b>4. To increase the vitality of town centres</b>

Physical fitness	human health	To encourage the development of, and participation in cultural, creative and sporting activity, and a buoyant sustainable tourism sector			(First part not included because of lack of clear links with LTP; sustainable tourism included in objective ...)
	material assets, soil	To improve efficiency in land use through the re-use of previously developed land and existing buildings, and encourage urban renaissance	More effective land use		<b>5. To improve efficiency in land use through the re-use of previously developed land and existing buildings, and encourage urban renaissance</b>
Local air quality	air	To reduce air pollution and ensure air quality continues to improve		Urban hotspots of air pollution; no. of moderate or poor air quality days; change in PM10 threshold will bring much of West Sussex to near legal threshold	<b>6. To reduce air pollution, ensure air quality continues to improve, and address the causes of climate change</b>
Water environment	water	To maintain and improve river quality			<b>7. To maintain and improve river quality, and achieve sustainable water resources management</b>
Greenhouse gases	climatic factors	To address the causes of climate change through reducing emissions of greenhouse gases			(Integrated in objective 6)
Biodiversity	biodiversity, fauna, flora, soil	To conserve and enhance biodiversity			<b>8. To conserve and enhance biodiversity</b>
Landscape	landscape	To protect, enhance and encourage enjoyment of the countryside		Reduction in tranquility; accessibility/condition of rights of way?	<b>9. To protect, enhance and encourage enjoyment of the countryside</b>
		To reduce road traffic and congestion through reducing	Better mobility (n.b. conflicts)	Past traffic growth, expected to further	<b>10. To reduce road traffic and congestion through reducing the</b>

		the need to travel by car and improving travel choice	with reducing need to travel)	increase with new development	<b>need to travel by car and improving travel choice (though conflicts with "better mobility")</b>
Heritage	cultural heritage	To maintain, enhance and make accessible the historic environment and assets.			<b>11. To maintain, enhance and make accessible the historic environment and assets.</b>
	water	To achieve sustainable water resources management			(Integrated in objective ...)
	climatic factors	To reduce the risk of flooding that would be detrimental to public well-being, the economy and the environment			<b>12. To reduce the risk of flooding that would be detrimental to public well-being, the economy and the environment</b>
	soil (partly)	To reduce waste generation and disposal, and achieve sustainable management of waste			<b>13. To reduce waste generation and increase the use of recycled materials</b>
	climatic factors	To increase energy efficiency		Increasing use of energy	(Integrated in objective ...)
		To increase the proportion of energy generated and consumed from renewable resources			
		To ensure high and stable levels of employment so everyone can benefit from economic growth			<b>14. To support employment, economic competitiveness, the revival of priority regeneration areas, and sustainable tourism</b>
		To sustain economic growth and competitiveness, and ensure a better distribution of economic activity			
		To invest to secure our future prosperity and quality of life			
		To develop the knowledge economy by focusing on higher value, lower impact activities			(Not included because of lack of clear links to LTP)

### Appendix 3. Baseline data (example only)

Indicator	Local data	Regional data	National data	Target	Indicator status
<b>BIODIVERSITY</b>					
<b>Number and extent of designated sites</b>	See <i>Designated sites</i> worksheet	Parameter cannot be used as an effective comparison of conditions			No data
<b>% of SSSIs in good condition</b>	No data identified	53% (2000)	46% (2000)	60%	Needs action
<b>Area of semi-natural woodland lost</b>	See cell note				
<b>Area of woodland cover</b>					
<b>Local biodiversity objectives and plans</b>	W. Sussex BAP is part complete	Completion of BAPs is patchy across region	Parameter cannot be used as an effective comparison of conditions		No action
<b>WATER QUALITY &amp; RESOURCES</b>					
<b>Chemical river water quality</b>	86% (1998) down to 76% (2001) of good quality - see <i>Water quality</i> worksheet	64% good; 94% good or fair (2001)	64% good; 94% good or fair (2001)	94% good or fair quality	Needs action
<b>Biological river water quality</b>		76% good; 99% good or fair (2001)	66% good; 94% good or fair (2001)		No action

#### Appendix 4. Review of other policies, plans and programmes affecting the LTP (example only)

Where possible page / paragraph reference has been given. These are correct at the time of writing. However some documents are in draft form, and some were reviewed online, so these may change over time.

Document title and reference points	Objectives, requirements and guidance	Implications for LTP
<b>1. UK Government Transport Ten Year Plan (2000)</b>		
The key government transport document. Sets out ten-year vision, predicted use statistics, spending priorities and investment plans for UK transport.		
Strategy	<p>The overarching strategy for transport is to tackle congestion and pollution by improving all types of transport - rail and road, public and private - in ways that increase choice. The ten-year plan sees the following as key:</p> <ul style="list-style-type: none"> <li>- Integrated transport: looking at transport as a whole, matching solutions to specific problems by assessing all the options.</li> <li>- Public and private partnership: government and the private sector working more closely together to boost investment.</li> <li>- New projects: modernising our transport network in ways that make it bigger, better, safer, cleaner and quicker.</li> </ul>	The LTP should reflect these key elements as they provide the overarching structure for transport planning within the UK for the period up until 2010
Paragraph 1.2 – Vision	Improving public transport is also vital in reducing social exclusion, particularly for people who have less access to a car including women, the old, the young and disabled people	LTP policies / supporting text should recognise and account for the role transport can have in social exclusion
Vision	<p>Sustainability issues raised by the ten year vision are:</p> <ul style="list-style-type: none"> <li>- Improved public transport choice so more people will use public transport</li> <li>- Integrated light rail systems and bus services</li> <li>- Park and ride schemes so people do not drive into town centres</li> <li>- Access to jobs and services through improved transport links especially in regeneration areas</li> <li>- The role of integrated public transport information, booking and ticketing systems, with a single ticket or card covering the whole journey</li> <li>- Ensure transport system makes less environmental impact.</li> </ul>	LTP should reflect / include these points and issues