NOTTINGHAM LOCAL TRANSPORT PLAN STRATEGY 2011 – 2026
INTEGRATED IMPACT ASSESSMENT
ENVIRONMENTAL STATEMENT

1.0 Introduction

The SEA Directive states that '*When a plan … is adopted, the [environmental] authorities [and] the public …are informed and the following items [shall be] made available to those so informed: (a) the plan … as adopted, (b) a statement summarising how environmental considerations have been integrated into the plan … and (c) the measures decided concerning monitoring'* (Article 9(1)).

DfT guidance indicates that, to satisfy the Directive, authorities should state how they have taken the findings of the SEA into account. This SEA Statement should be made available to stakeholders. It will cover:

- Any changes to or deletions from the plan in response to the information in the Environmental Report.
- Ways in which responses to consultation have been taken into account. The summary should be sufficiently detailed to show how the plan was changed to take account of issues raised, or why no changes were made.
- Reasons for choosing the plan as adopted, and why other reasonable alternatives were rejected.
- Monitoring measures. The Environmental Report will already have documented proposed measures concerning monitoring; these can now be confirmed or modified in the light of consultation responses.

The detailed presentation of the opinions expressed during the consultation of the Scoping Report and of the Draft Environmental Report, and how they have been taken on board, can be found in Appendices 3 and 6 of the final Integrated Impact Assessment Report respectively.

2.0 How the consultation responses were taken on board

Changes to LTP3 after consultation: No significant changes were made to the Plan in response to the consultation on the Integrated Impact Assessment Scoping Report and the Draft Integrated Impact Assessment Report.

Changes to the Integrated Impact Assessment Report after consultation: The Final Integrated Impact Assessment Report reflects the feedback received during the consultation periods. The amendments were not significant and do not affect the initial impact assessment.

The statutory consultees required for an SEA, i.e. the Environment Agency, Natural England and English Heritage were invited to participate in the stakeholder workshops to develop the assessment framework and the initial assessment of the strategic options. These organisations provided comments during the consultation on the Scoping Report and the public consultation on the draft LTP3 and IIA Report. Their input is acknowledged and has been helpful in informing the IIA process and in shaping the Plan. Feedback focused on:

- Updating and supplementing baseline data sources;
- Refining IIA objectives and indicators;
- Ensuring that environmental impacts are considered at the design stage of any scheme.

3.0 Reasons for choosing the plan as adopted

Strategic alternatives for LTP3 were considered through a stakeholder workshop involving key officers at the City Council and partner organisations including Nottingham City PCT, Nottingham Energy Partnership and the Greater Nottingham Transport Partnership as well as the statutory consultation bodies. The following options were assessed:

- Option A: Without Plan Scenario
- Option B: Growth focused with Major Schemes
- Option C: Growth focused without Major Schemes
- Option D: Neighbourhood focus with Major Schemes
- Option E: Neighbourhood focus without Major Schemes

The initial analysis highlighted that Option D would be effective in meeting economic and social inclusion objectives delivered through the development of the link bus network and the major schemes element of the package such as NET Phase 2, A453 widening and the Ring Road upgrading whilst having fewer negative impacts than some of the other options due to a greater neighbourhood focus. In Option D the strategic level investment would be balanced with the promotion of active travel for short trips, individualised travel planning support and local pubic realm improvements supporting a more sustainable local economic development model.

The analysis highlighted that Option D was also the best option in terms of providing significant benefits to reduce carbon and greenhouse gas emissions without any negative impacts. For the Urban Environment, Air Quality and Noise themes Option D performed as well as or better than the other options with the positives outweighing the negative impacts. For Water there was considered to be small negative impact balanced by a small positive impact.

When considering Material Assets and Natural Environment themes the level of predicted negative impact for Option D slightly outweighed the predicted positive impacts due to the potential impact of the major schemes elements of the package indicating where future mitigation measures will need to be focused to minimise these impacts. Although Option E was predicted to perform better than Option D with regard to the likely impact on Material Assets and Option C was expected to perform better with regard to the likely impact on the Natural Environment these options did not perform as well as Option D against the socio-economic themes.

Therefore on balance a modified Option D: Neighbourhood focus with Major Schemes was considered to deliver the most benefits and would best meet the long term objectives of LTP3 and the Nottingham Plan (Sustainable Community Strategy) and was put forward as the Preferred Option. Option D and the Preferred Option are described below.

	Measures	
Hierarchy	**Option D: Neighbourhood Focus with Major Schemes**	**LTP3 Preferred Option (Modified Option D)**
		Maintenance of existing assets
Reduce demand	Introduce Workplace Parking Levy scheme with increased parking enforcement, travel plan support for business and individualised travel planning support.	Workplace Parking Levy with increased parking enforcement. Smarter Choices including business travel plan support and individualised travel planning.
Encourage alternatives	Emphasis on NET integration and development of local link bus network.	NET Phase 2 and integration with public transport network.

Hierarchy	Measures	
	Option D: Neighbourhood Focus with Major Schemes	**LTP3 Preferred Option (Modified Option D)**
	Area-wide 20 mph zones. Focus on walking and cycling for short trips. Focus on district/local centre public realm improvements	Development of bus infrastructure, localllink network, smartcards and information. Improve walking and cycling networks including Rights of Way. Road safety measures including area-wide 20 mph zones. Public realm improvements including district and local centres.
Improve efficiency	Manage existing networks. Focus on incentives for private low carbon vehicle ownership.	Network management. Low carbon transport system with emphasis on public transport and fleet vehicles and charging infrastructure.
Build capacity	Major new highway infrastructure including A453 and Ring Road upgrading. Small scale localised public transport and highway improvements.	Local highway improvements. Major highways schemes.

The Preferred Option was subjected to a more detailed appraisal process which considered a range of physical, social and economic environmental factors in a systematic matter in accordance with the European Directive and DfT's guidance. This second stage assessment found that a modified Option D would have an overall positive effect on the environment and for health and inequalities in the City as summarised below.

Physical environment

- **Air Quality:** Congested traffic is the primary cause of breeches of air quality standards in the City. Two Air Quality Management Areas (AQMAs) are currently designated in the Plan area. Actions plans are in place to address these air quality problems

- **Climate/CO2:** Transport is the fastest growing source of greenhouse gas emissions in the UK and commuter and business travel constitute nearly 40% of all miles driven by car. Therefore LTP3 will have a significant positive impact on CO_2 emissions from transport by reducing the need to travel, encouraging more active travel, and delivering modal shift to public transport and low carbon transport. Although new highway infrastructure will increase capacity which could generate additional car trips, it will be possible to reduce carbon emissions over time through technology changes as long as policies are successful in continuing to constrain traffic growth.

- **Material Assets (Minerals, Waste, Energy & Fossil Fuels):** The transport sector is currently over-reliant on oil and therefore vulnerable to sudden fluctuations in the global oil market and it is predicted that by 2025 the UK will be importing 57% of its oil. LTP3 will play a significant role by providing public transport and low carbon travel options, reducing the need to travel and supporting modal shift thereby helping to reduce use of fossil fuels. LTP3 will have a medium impact in terms of use of scarce resources as new construction will increase the use of materials and generate construction waste.

- **Natural Environment (Biodiversity, Landscape and Soil):** LTP3 will improve connectivity by improving access to open space and providing opportunities to develop and enhance green infrastructure. The Plan will also provide opportunities to improve access to open spaces by improving the transport network and travel options. However the impacts will be largely dependent on the design and implementation of transport schemes and the ongoing management of individual sites. Some highways schemes could have the potential to reduce public enjoyment of open space which will need to be addressed through appropriate mitigation measures at the design stage.

- **Noise:** Transport related noise is an increasing area of concern. LTP3 provides the opportunity to implement quieter technologies and to upgrade transport infrastructure to reduce noise levels.

- **Urban Environment (Cultural Heritage & Townscape):** The Plan area is primarily an urban environment and the transport investment opportunities provided by LTP3 will have a positive impact by upgrading streetscapes through public realm improvements.

- **Water:** LTP3 has the potential to make a positive contribution to reducing flood risk and to ensuring resilience of future transport infrastructure. The level of impact will depend on implementation. Increasing impermeable surfaces increases surface water run-off and flooding risks so mitigation will be important to ensure the appropriate management of surface water, design of drainage systems and use of appropriate construction materials and techniques for resilience.

Social and economic environment

- **Population and Economy (Sustainable communities):** Overall the LTP3 is likely to have a significant positive impact as reduced congestion and benefits to accessibility should support economic development and business competitiveness.

- **Health inequalities:** The gap in health inequalities is of increasing importance in Nottingham with life expectancy in the most deprived wards in the City 10 years below that in the most affluent wards. LTP3 provides a significant opportunity to support active travel modes and to increase physical activity levels.

- **Equality and Inclusion including Accessibility and Crime:** LTP3 will have a positive impact on inclusion for all groups by improving accessibility of transport services and key destinations. However reliance of the transport sector on oil is likely to lead to future price fluctuations that will affect the affordability of transport.

This exercise also identified recommendations for mitigation measures to be undertaken at the implementation stage for each of the Plan's proposed workstreams to minimise any predicted negative impacts. Most of the proposed mitigation methods are already an integral part of the normal implementation for LTP schemes. However it was felt that an additional emphasis within the IIA would draw attention to their importance in relation to the environmental, health and equalities objectives and would assist in identifying any problems at an early stage during implementation of the Plan.

It should be noted that the Major Schemes proposed in LTP3 have not been assessed in detail through the IIA because LTP3 financial allocations beyond 2012/13 are not confirmed at this date, and some schemes may or may not be implemented. These schemes will be subject to individual appraisal and accompanying project level environmental impact assessment (EIA) and Equalities Impact Assessment (EqIA) as part of the scheme development.

4.0 Monitoring arrangements

The monitoring for the IIA will be reported in accordance with the Government's requirements for data reporting on local transport performance. In February 2011, the Department for Communities and Local Government published a single data list local authority reporting. The list of transport data can be found on the Communities website at: http://www.communities.gov.uk/localgovernment/decentralisation/tacklingburdens/databurdens/

The City Council proposes to assess progress against the Plan objectives by monitoring a number of key transport performance measures as set out below.

Ref	Indicator	Frequency	Comment
PI 1	Local public transport (bus and tram) patronage	Quarterly	City only. Target within Nottingham Plan
PI 2	Carbon emissions for city traffic area	Annually	Indicator to be determined
PI 3	Percentage of employees covered by a commuter travel plan	Annually	WPL business support. Definition of 'live' plan to be determined
PI 4	Cycling trips	Annually	
PI 5	Air quality (nitrogen dioxide in AQMAs) for a) city centre and b) ring road	Annually	
PI 6	Access to services and facilities	Annually	
PI 7	Working age people with access to employment by public transport	Annually	DfT Core Accessibility Indicators
PI 8	Mode of journeys to school	Annually	National school census data
PI 9	Children killed and seriously injured	Six-monthly	Revised to report data on a 4 month delay (following processing and verification). Currently on 15 month delay
PI 10	Total killed and seriously injured	Six-monthly	Revised to report data on a 4 month delay (following processing and verification). Currently on 15 month delay
PI 11	Journey time (vehicle journey time per mile)	Annually	

The Nottingham Plan (Sustainable Community Strategy) includes an indicator to monitor public transport use as a measure of economic performance. The Nottingham Plan also includes a number of additional cross-cutting indicators included in which transport has a direct bearing on, such as overall employment rates, provision of housing stock, improving community involvement in local decision making, carbon emissions, reducing obesity amongst children and cardiovascular disease amongst adults.

The Council intends to communicate progress on the delivery of LTP3 with citizens, key stakeholders and partners through existing forums and networks and through online and social media. Ongoing progress and delivery will be reported at least on an annual basis and published on the City Council's transport web pages at www.mynottingham.gov.uk/ltp3