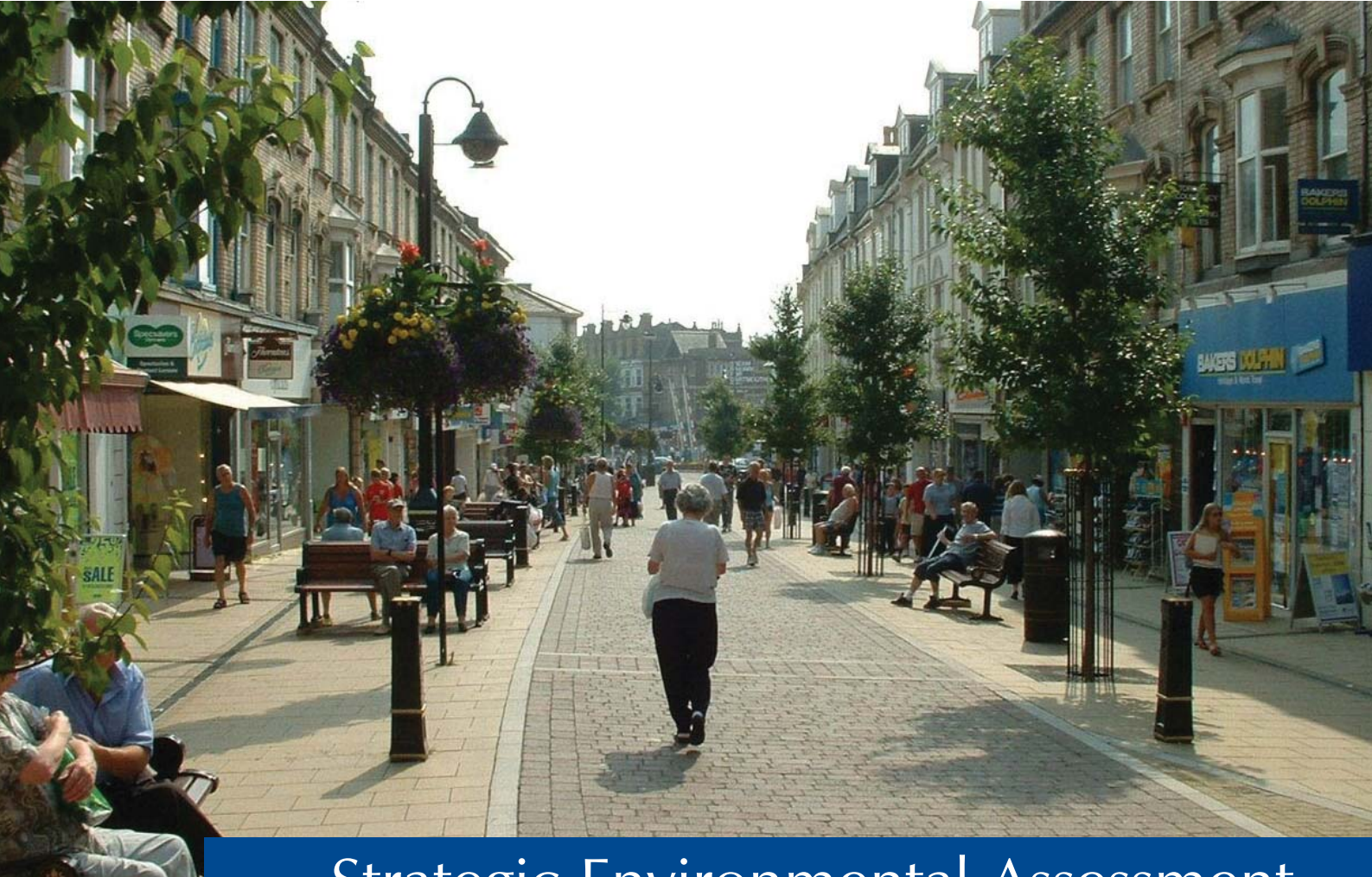


# LOCAL TRANSPORT PLAN 2006-2011



## Strategic Environmental Assessment Environmental Statement



Community Services

## **Torbay Local Transport Plan 2006 – 2011**

### **Strategic Environmental Assessment**

#### **Environmental Statement**

**Torbay Council 2006**

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This report can also be accessed via the internet:

<http://www.torbay.gov.uk/index/living/transport/transportpolicy/transportplan.htm>



# Environmental Statement

## 1 Summary

- 1.1.1 This Environmental Statement is the final major report of the Strategic Environmental Assessment (SEA) of the Torbay Local Transport Plan 2 (LTP2). The Environmental Statement needs to explain how consultation comments on the SEA Scoping Report and Environmental Report have been integrated into the SEA process and LTP2.
- 1.1.2 It also needs to demonstrate how the comments and recommendations made by the Environmental Report have been taken into account by the LTP2. Additionally the Environmental Statement needs document how monitoring measures proposed in the Environmental Report are confirmed or modified in the light of the consultation process.
- 1.1.3 Initially this Environmental Statement outlines the need for this report and documents the timetables of the LTP2 and the SEA. This is to demonstrate how the LTP2 and SEA have integrated and that each phase of statutory consultation has taken place.
- 1.1.4 Torbay Council has considered all of the consultation comments received from both the Scoping Report and the Environmental Report. Response to the Environmental Report was disappointing. Despite its being advertised in the press, no member of the public has replied. However response received for the Scoping Report consultation was informative and has been incorporated into the Environmental Report and is documented in this Environmental Statement. This Statement also documents the responses to the consultation for the Environmental Report.
- 1.1.5 This Statement provides information on how the LTP2 has responded to recommendations and comments made by the SEA Environmental Report. This includes recommendations for the LTP2 Objectives and the 30 year Vision.
- 1.1.6 The Environmental Report appraised the Five year plans for Improving Accessibility, Improving Air Quality, Reducing Congestion and Improving Road Safety; and the Exceptional and Major Schemes. The recommendations from these appraisals are presented in this Environmental Statement alongside the LTP2 response.
- 1.1.7 The monitoring proposal set out in the Environmental Report has been modified in the light of consultation and is presented in Chapter 5. The main change to the original proposal is a framework to monitor information not already collected by Torbay Council, but which could be collated for the LTP2 over its five year term. There is also information on how adverse trends will be addressed and data that will contribute towards identifying cumulative effects.
- 1.1.8 Additionally the framework identifies those monitoring proposals for mitigation measures recommended for the LTP2 Exceptional and Major Schemes. It will be the responsibility of the Officer accountable for the SEA of the LTP2 to collate the information on a yearly basis, which will be analysed and published with the LTP Review Report.

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## 2 Introduction

### 2.1 The Strategic Environmental Assessment Statement

- 2.1.1 The Torbay LTP has been identified as a plan subject to the requirements of European Directive 2001/42/EC “on the effect of certain plans and programmes on the environment”. In terms of output the SEA process requires a Scoping Report, an Environmental Report and a Strategic Environmental Assessment Statement.
- 2.1.2 This Strategic Environmental Assessment Statement is the final major reporting mechanism of the SEA process for the Torbay Local Transport Plan 2 (LTP2) 2006-2011. The necessity for an Environmental Statement after consultation on the Environmental Report is documented below.
- 2.1.3 Article 9(1) of the SEA Directive 2001/42/EC states:
- 2.1.4 “When a plan or programme 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 or programme as adopted, (b) a statement summarising how environmental considerations have been integrated into the plan or programme...[including] the reasons for choosing the plan or programme as adopted, in light of other reasonable alternatives dealt with, and (c) the measures decided concerning monitoring” (Article 9 (1)).
- 2.1.5 The ODPM guidance (A Practical Guide to the SEA Directive September 2005) states:
- 2.1.6 “The Directive requires the information in the Environmental Report and the responses to consultation to be taken into account during the preparation of the plan or programme and before the final decision is taken to adopt it. Responsible authorities must produce a summary of how they have taken these findings into account, and how environmental considerations have been integrated in to the plan or programme, with enough information to make clear any changes made or alternatives rejected.”
- 2.1.7 “Information must also be available on how monitoring will be carried out during implementation. The Environmental Report will already have documented proposed monitoring measures, and they can now be confirmed or modified in the light of consultation responses.”

#### The SEA Process

- 2.1.8 By undertaking the SEA it is possible to look at the LTP2 during its development and examine how it will contribute to the aims of sustainable development. Opportunities to enhance the contribution of the LTP2 to sustainable development can be identified, for example by recognising aspects where the strategy may compromise sustainable development, and possible amendments to the strategy to resolve any problems.
- 2.1.9 The SEA is carried out in accordance with the SEA Directive (2001/42/EC). The process has five stages as identified in figure 1.

2.1.10 Initially the SEA was conducted with guidance from the ODPM: 'A Draft Practical Guide to the Strategic Environmental Assessment Directive' (2004). However in September 2005 'A practical Guide to the Strategic environmental Assessment Directive' (2005) was published and the methodology of the SEA was amended accordingly. Therefore Stages A to B reflect the 2004 guidance, whereas stages C to E reflect the 2005 guidance. This Statement is prepared in fulfilment of Stage D of the SEA process and in preparation for stage E (identified in bold italic below).

**Figure 1: Stages followed by this SEA**

SEA Stages and Tasks	Purpose
<b>Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope</b>	
Identifying other relevant plans and programmes	To document how the plan/programme is affected by outside factors. Help to identify SEA objective
Collecting baseline information	To provide an evidence base for environmental problems, effects prediction and monitoring. Help develop SEA objectives
Identifying Environmental Problems	To focus the SEA and streamline subsequent stages, setting SEA objectives, prediction of effects and monitoring
Developing SEA objectives	To provide a means to assess the environmental performance of the plan/programme
<b>Stage B: Deciding on the scope of the SEA and developing strategic alternatives</b>	
Testing the plan or programmes objectives against the SEA objectives	To ensure that the overall objectives of the plan/programme accord with SEA objectives and provide a framework for developing options
Appraising Strategic Alternatives	The development and refinement of the strategic alternative by identifying potential environmental impacts of alternatives for achieving the plan or programme objectives
Consulting on the scope of the SEA	To ensure the SEA covers key environmental issues
<b>Stage C: Preparing the Environmental Report</b>	
Preparing the Environmental Report	To present the predicted environmental effects of the plan/programme, including alternatives, in a form suitable for public consultation and use by decision-makers
<b>Stage D: Consulting on the draft plan or programme and the environmental Report</b>	
Consulting the public and Consultation bodies on the draft plan/ programme and the Environmental Report	To give the public and Consultation bodies the opportunity to express their opinions on the findings of the environmental Report. To gather more information through the opinions and concerns of the public.
Assessing significant changes	To ensure that the environmental implications of any significant changes to the draft plan/programme are assessed and taken into account
<b><i>Making decisions and providing information</i></b>	<b><i>To provide information on how the environmental Report and consultees opinions were taken into account in deciding the final form of the plan/programme to be adopted.</i></b>

SEA Stages and Tasks	Purpose
<b>Stage E: Monitoring the significant effects of implementing the plan or programme on the environment</b>	
<i>Developing aims and methods for monitoring</i>	<i>To track the environmental effects of the plan/programme to show whether they are as predicted; to help identify adverse effects.</i>
Responding to adverse effects	To prepare for appropriate responses where adverse effects are identified.

## 2.2 Timetables for the SEA and LTP2

2.2.1 The SEA and the LTP2 have been subject to the following timetable:

**Figure 2: SEA and LTP2 timetables**

		Timetable of SEA	Timetable of LTP2	
2004:	July		Formal preparations began	
	August			
	September			
	October			
	November			
	December			
2005:	January	Preparation of baseline survey and identification of key issues	<b>Public consultation on Draft LTP2</b>	
	February			
	March			
	April	Policies and Programmes Review	<b>Public consultation on revised Draft LTP2</b>	
	May			
	June			
	June	Development of options and alternatives		
	July	Prepare Scoping Report	Submit provisional LTP2	
	August		<b>Final public consultation on Provisional Plan</b>	
	September	<b>Submission of Scoping Report for consultation (including statutory consultees)</b>		
	October	review of scoping report consultation ----- appraisal of options, environmental effects and development of mitigation measures	Submit Accessibility Strategy	
November		Receipt of government comments and funding allocations		
December				
2006:	January	Produce Environmental Report	<b>End of final public consultation</b>	
	February		Editing consultation	
	March	<b>Public Consultation and amendments</b>		
			Submit SEA	Submit final LTP2

- 2.2.2 As can be seen in figure 2 above, the SEA began several months after the formal preparations for the LTP2. Consequently the SEA consultation process has not been able to accompany the LTP2 during its consultation phases as advised in the guidances, although both the Plan and the SEA have independently completed their obligatory consultation phases (consultation phases in bold italic, figure 2).
- 2.2.3 In light of this the SEA Scoping Report was made available for public consultation as well as to the Statutory Bodies, as the Scoping Report was available at the same time as the LTP2 Provisional Plan was available for its final public consultation.
- 2.2.4 The results of the consultation for both the Scoping Report and the Environmental Report have been taken into consideration in the final version of the LTP2, as documented in Chapter 3 of this document.
- 2.2.5 The Local Transport Plan, the SEA Scoping Report, Environmental Report and Environmental Statement can all be accessed via Torbay Council's website and by the following link:
- 2.2.6 <http://www.torbay.gov.uk/index/living/transport/transportpolicy/transportplan.htm>

## 2.3 Responsibility for the SEA

- 2.3.1 Preparation of the SEA is usually the responsibility of the authority producing the plan. The draft guidance<sup>1</sup> states that the SEA should be integrated into the plan process as benefits of local knowledge would be lost if carried out as a separate exercise independent of the plan-making team. In order to provide a balance of internal expertise, local knowledge and external subjectivity the SEA was conducted mostly 'in house' with the SEA team comprising of the following:
- Two Torbay Council Officers with environmental backgrounds and qualifications
  - Support from the Strategic Planning Group, Strategic Transport Team and Strategic Environmental Policy Group to provide detailed local understanding of key issues in Torbay
  - Consultation with other divisions of the Council and external organisations to provide specialist knowledge in key areas
  - C4S Consultants prepared the Plans, Policies and Programmes Review

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<sup>1</sup> A Draft Practical Guide to the Strategic Environmental Assessment Directive, ODPM (2004)

## **3 Consultation**

- 3.1.1 Consultation is regarded as essential to both the SEA and the LTP2 and is scheduled to take place throughout the SEA process. The SEA Directive requires authorities to identify the public affected by or likely to be affected by, or have an interest in, a plan including relevant non-governmental organisations.

### **3.2 The Screening Process**

- 3.2.1 It was not necessary to consult on whether the LTP2 required an SEA as this was made clear in the Guidance. The Local Transport Plans are included in the indicative list of plans and programmes subject to the SEA Directive in the 2004 Draft Guidance.

### **3.3 The Scoping Report**

- 3.3.1 A wide-ranging consultation exercise was conducted for the Scoping Report during September and October 2005. Copies were sent to English Heritage, English Nature, The Environment Agency and The Countryside Agency. The Scoping Report was also be sent to members of the Torbay Strategic Partnership, members of the Transport Stakeholders Group, relevant Council Directorates, Councillors, our neighbouring Local Authorities, Devon County Council and the South West Regional Assembly. Additionally an electronic version was available for the public to comment upon.
- 3.3.2 There were many constructive responses to the Scoping Report, in particular from English Heritage and Devon County Council, which added much value to the SEA process. However there were no responses from members of the public. The Results of the Scoping consultation are presented in Figure 3.

### **3.4 The Environmental Report**

- 3.4.1 The Environmental Report was sent to English Heritage, English Nature, The Environment Agency and The Countryside Agency. Copies were also sent to members of the Torbay Strategic Partnership, relevant Council Directorates, Councillors, our neighbouring Local Authorities, Devon County Council, the South West Regional Assembly and Government Office South West. Additionally an electronic version (see link below) was available for the public to comment upon and this was advertised.
- 3.4.2 This round of consultation was not responded to as well as for the Scoping Report. It is to be hoped that this is because the Scoping exercise was well received. It may, however, have been the result of over consultation particularly for the Torbay Strategic Partnership. Responses are currently being sought for several documents including: an SEA Scoping Report for the Waste Management Strategy; the Waste Management Strategy itself; the Local Development Framework SA Scoping Report; an additional separate

SA Scoping Report for the Greenspace Strategy; as well as the Greenspace Strategy itself). Once again there has been no response from the public although the document was advertised in the Local Press. The Results of the Consultation exercise for the Environmental Report are presented in figure 4

### **3.5 The Environmental Statement**

- 3.5.1 The 2005 Guidance from the ODPM states that this information is to be made available to public and consultation bodies. This document will therefore be sent to those consultees identified for the Scoping and Environmental Reports and will also be available on the internet

**Figure 3: Responses to the LTP2 SEA Scoping Report**

<b>Responses to Torbay Local Transport Plan 2006 – 2011 SEA Scoping Report Consultation, Circulated October / November 2005</b>			
<b>Body/ Organisation</b>	<b>Advice/ Comment</b>	<b>Report Section</b>	<b>Response / Action Taken</b>
<b>English Nature,</b>	Received but no comments	N/A	N/A
<b>Environment Agency,</b>	Received but no comments	N/A	N/A
<b>English Heritage, Regional Planner</b>	English Heritage provided a detailed response, including sign posting data sets such as the Historic Environment Records held by respective Councils and 'Heritage Counts': State of the Historic Environment 2005' and English Heritage's 'Save our Streets' campaign	Appendix 1, Baseline Survey, Section 5, Landscape and Heritage, also Appendix 2, PPP Review, under National	Changes included in the SEA Environmental Report
	English Heritage provided General guidelines on the Identification and Appraisal of Potential Impacts on the Historic Environment for Transport Schemes	Appendix 1, Baseline Survey, Section 5, Landscape and Heritage	Changes included in the SEA Environmental Report
	English Heritage asked Torbay to confirm the number of historic parks and gardens.	Appendix 1, Baseline Survey, Section 5, Landscape and Heritage	Confirmed as 6.
	Update the BAR Register and highlight that the Register does not monitor at a national level the condition of grade II listed buildings	Appendix 1, Baseline Survey, Section 5, Landscape and Heritage	Baseline updated. Information included in Environmental Report
	Underline in the general introduction that the historic environment includes both designated and undesignated assets	Appendix 1, Baseline Survey, Section 5, Landscape and Heritage	Baseline updated. Information included in Environmental Report
	One possible indicator could relate to conservation areas, focussing on the impact of change on the	Scoping Report Stage A, Page 36	Changes included in Environmental Report

<b>Responses to Torbay Local Transport Plan 2006 – 2011 SEA Scoping Report Consultation, Circulated October / November 2005</b>			
<b>Body/ Organisation</b>	<b>Advice/ Comment</b>	<b>Report Section</b>	<b>Response / Action Taken</b>
	character and appearance of the conservation area. e.g. 'number of schemes carried out in a conservation area'.		
	Highlight the cumulative effects of small scale changes to the historic environment and also possible beneficial effects	Appendix 1, Baseline Survey, Section 5, Landscape and Heritage	Changes included in Environmental Report
	Highlight the damaging effects of inappropriately located and designed transport infrastructure on the townscape, for example in relation to the historic core of Torquay or Brixham	Appendix 1, Baseline Survey, Section 5, Landscape and Heritage	Changes included in Environmental Report
<b>Countryside Agency, ,Transport and Planning Team, South West Region</b>	The Countryside Agency signposted a number of information sources which might assist the SEA, including National and Regional State of the Countryside Reports, the Countryside Quality Counts project and Character Area Profiles.	Appendix 1, Baseline Survey, Section 5, Landscape and Heritage	Additional information included in Environmental Report
<b>Policy Integration Officer, Devon County Council</b>	Climatic Factors: provide more quantitative prediction in relation to the impact of climate change	Appendix 1, Section 3, Climatic Factors	Current sea level rises and predictions for Torbay included in the Baseline Survey
	How will we prove cause and effect between SSSI indicators and transport related action	Scoping Report, Section A, Page 27	This is a valid criticism and more direct indicators need to be developed
	Soil – would the sub objective facilitating development in brownfield land be more appropriately placed in the economic topic under a	Scoping Report, Section A, Page 36	The sub objective is in the soil section as this logically follows the baseline topics and helps to preserve quality soils. However it is a valid comment that there could be

<b>Responses to Torbay Local Transport Plan 2006 – 2011 SEA Scoping Report Consultation, Circulated October / November 2005</b>			
<b>Body/ Organisation</b>	<b>Advice/ Comment</b>	<b>Report Section</b>	<b>Response / Action Taken</b>
	regeneration topic		a specific regeneration objective for Torbay. The objectives and sub – objectives will be re –examined
	Population and Human Health The sub – objectives are about accessibility and may be better placed in the Social Inclusiveness Topic	Scoping Report, Section A, Page 32	There is much overlap between Population and Human Health and Social Inclusiveness. The sub – objectives are placed in the section relating to the baseline topics. The Objectives and Sub objectives will be re- examined.
	It is useful to identify existing environmental problems and issues in the Torbay Area	Scoping Report, Section A, Chapter 4, Summary of Baseline Information	The existing problems are identified in Chapter 4, but not as explicitly as they could be. The issues will be pulled out and identified explicitly for the Environmental Report.
	It appears as though the SEA is only testing 2 options. Has the preferred option already been chosen prior to the SEA	Scoping Report Section B, Page 48	Further strategic options have been identified as the Local Transport Plan has developed. These will be presented in the Environmental Report for consultation. In hindsight the ‘Do Nothing’ option appears extreme and its appraisal may not be valid. Whereas an appraisal of potential traffic programmes may be more useful and help to prioritise action. Much of the LTP however has already been decided due to its legal requirements, financial constraints and adherence to the Government’s ‘Four Shared Priorities’.

<b>Responses to Torbay Local Transport Plan 2006 – 2011 SEA Scoping Report Consultation, Circulated October / November 2005</b>			
<b>Body/ Organisation</b>	<b>Advice/ Comment</b>	<b>Report Section</b>	<b>Response / Action Taken</b>
<b>Senior Urban Design &amp; Landscape Officer, Planning, Development &amp; Policy, Torbay Council</b>	PPP Review, Under National 'By Design' linked to PPG 3 should be included	Scoping Report, Section A, page 10, paragraph 3.1.2 and Appendix 2, PPP Review. National Section, Page 112	This is now included in the PPP Review
	Under Cultural Heritage, add 'Protection and Enhancement of the character of urban and rural areas' and 'Quality of the public realm'.	Scoping Report, Section A, Page 12, paragraph 3.2.1	This has been added
<b>Service Manager, Planning, Development &amp; Policy, Torbay Council</b>	Remove references to village design statements	Appendix 1, Baseline Survey, Section 5, Page 54, paragraph 5.2.7	Statements removed
	Include information on Torquay Harbour Preservation Area Character Assessment	Appendix 1, Baseline Survey, Section 5, Landscape and Heritage.	Information Included into Landscape and Heritage Section
	Include Heritage Strategy in PPP Review	Appendix 2, PPP Review, Local Section, page 142	Heritage Strategy included in PPP Review
	Use GIS to include: <ul style="list-style-type: none"> <li>• Listed Buildings,</li> <li>• Conservation Areas</li> <li>• Scheduled Monuments</li> </ul>	.Appendix 1, Baseline Survey, Section 5, Landscape and Heritage	GIS proposed to include: conservation areas, scheduled ancient monuments, listed buildings, and historic parks and gardens
	SEA needs to consider the impact of road improvements in conservation areas.	Include in the Baseline Survey and objectives/ sub- objectives	The Environmental Report will include these considerations and they will be available for consultation
<b>Director of Public Health, Torbay Primary Care Trust</b>	Identified various data sets that could be included in the SEA including 'Director of Public Health Annual Report for Torbay 2004-2005'	Appendix 2, PPP Review under National and Local	PPP Review Updated
<b>Transport Team, Torbay Council</b>	Reduce number of SEA objectives to facilitate SEA process and ensure relevance to LTP	Scoping Report Section A, Pages 32 to 41	To be included in Environmental Report for Consultation

**Figure 4: Responses to the LTP2 SEA Environmental Report**

<b>Responses to Torbay Local Transport Plan 2006 – 2011 SEA Environmental Report Consultation, Circulated February / March 2006</b>			
<b>Body / Organisation</b>	<b>Comment</b>	<b>SEA Response</b>	<b>LTP2 Response</b>
<b>The Environment Agency</b>	No formal comments.	N/A	N/A
<b>Regional Planner, English Heritage</b>	No formal comments in addition to those made for the Scoping Report.	N/A	N/A
<b>Assistant Countryside Adviser, The Countryside Agency</b>	No formal comments in addition to those made for the Scoping Report.	N/A	N/A
<b>Conservation Officer - Torridge and Torbay English Nature</b>	Having looked through the document English Nature consider that the establishment of accurate up to date data on the distribution and abundance of biodiversity in Torbay is addressed to correctly inform all the emerging SEA's. Whilst the Torbay BAP will provide some of this information the council should be aware of the need to commission a survey of the County Wildlife Sites. This will be particularly important in respect of proposals / location for transport infrastructure outlined in the SEA.	<p>Torbay Council recognises that there are gaps in available up to date information on Torbay's rich biodiversity.</p> <p>Currently the Council is involved with the Coast and Countryside Trust, and other partners such as English Nature, to help develop a new Torbay BAP which would help both the SEA and SA processes.</p> <p>This SEA has highlighted the need for more information in particular concerning the County Wildlife Site at Windy Corner.</p>	Annex M, section 5.2 states that, "due to the potential for loss of areas of Common Land, measures will need to be put in place to minimise this loss on the biodiversity, landscape and the fact that this junction is located in a County Wildlife Site (CWS). Professional advice will be sought, during the design and delivery stages, so as to establish the introduction of appropriate mitigation measures."
<b>Community Safety Manager Torbay Council</b>	The Council has a statutory obligation to take Community Safety and Crime Reduction into account in all policies, strategies. How is it proposed that this will be	The SEA Plans Policies and Programmes review has included the Community Safety Strategy for 2002 to 2005 (please see Environmental Report Appendix	The LTP2 has been developed in harmony with the Community Plan objectives. This involves full recognition of the crime related incidences in relation to transport

<b>Responses to Torbay Local Transport Plan 2006 – 2011 SEA Environmental Report Consultation, Circulated February / March 2006</b>			
<b>Body / Organisation</b>	<b>Comment</b>	<b>SEA Response</b>	<b>LTP2 Response</b>
	met and how will this work link in to the Community Safety Strategy 2005/08.	<p>2, Plans Policies and Programmes Review, page 64).</p> <p>Appendix 2 will be updated in the light of this comment to include the 2005 - 2008 Strategy and the Baseline Survey will also be updated if necessary (please see Environmental Report Appendix 1 Baseline Survey, pages 81 to 86).</p> <p>This information will therefore be included in any future SEA process of the LTP2.</p>	and in particular public transport.
<b>Strategic Monitoring and Appraisal Officer, Strategic Planning Torbay Council</b>	Further develop monitoring proposal to ensure it complies with the ODPM 2005 Guidance.	Monitoring proposal reviewed and amendments included in this Environmental Statement, Chapter 5.	N/A

## 4 Implementation

- 4.1.1 The Environmental Statement needs to demonstrate how the LTP2 has responded to the recommendations and comments within the SEA Environmental Report. For ease of comparison the SEA recommendations and LTP responses are presented below in a table format with the SEA recommendations and comments in the left hand column.
- 4.1.2 The SEA appraised the LTP2 Objectives and Vision: the Five year Plans for Improving Accessibility, Improving Air Quality, Reducing Congestion and Improving Road Safety; and the Exceptional and Major Schemes. It is logical, therefore, to examine how the LTP2 responded to the recommendations for each appraisal.

### 4.2 Vision and Objectives

- 4.2.1 Amendments to existing objectives and vision statements are written in *red italic* in the table below.

Objectives	
SEA Recommendation	LTP Response
The SEA has suggested minor modifications to the wording of the LTP2 objectives and these are indicated below	
Ensure good access to all key services <i>and facilities</i> from all parts of Torbay;	Agreed (Executive Summary)
Ensure that transport is not an impediment for <i>people with disabilities or other disadvantaged groups</i> ;	Agreed (Executive Summary)
Support economic and social development initiatives in Torbay through the provision of good access by all modes, <i>paying particular regard to 'green tourism' initiatives</i>	Disagree: LTP to focus on whole economy of Torbay rather than focus on one aspect
Minimise the environmental impact of transport in Torbay and support environmental improvements wherever possible <i>paying particular attention to Torbay's many quality landscapes and habitats</i> ;	Disagree: Subject covered within existing objective
<i>Maintain and enhance the quality of the urban environment and the public realm by minimising the impact of transport on Torbay's rich heritage</i> ;	Agreed: Objective adopted (Executive Summary)
<i>Ensure the protection of Torbay's transport system from the effects of climate change by minimising carbon</i>	Disagree: Topic covered in 30 year vision

Objectives	
SEA Recommendation	LTP Response
<i>emissions and protecting the transport network from potential increased frequency of flooding;</i>	
<i>Facilitate the creation of safer, healthier, more sustainable communities within Torbay.</i>	Disagree: covered in first Quality of Life Objective through reference to "Assisting in the aims of the Community Plan"

Vision	
SEA Recommendation	LTP Response
Personal security and the fear of crime will not be a discouragement to walking, <i>cycling or using public transport</i> anywhere in Torbay	Agreed (LTP2 Figure 2.7)
Access to transport will not be a hindrance in finding employment, entering education or accessing essential services, <i>in particular for more disadvantaged groups</i>	Disagree: Covered under LTP2 Accessibility objective "Ensure that transport is not an impediment for people with disabilities and other disadvantaged groups"
<i>The transport system will contribute to improving the quality of the wider environment, both urban and rural</i>	Disagree: Covered in LTP2 Quality of Life Objective "Minimise the environmental impact of transport and support environmental improvements wherever possible"

Uncertainties and Risks from Objectives and Vision	
SEA Recommendation	LTP Response
12.3.3. There is an issue in the Local Transport Plan objectives that some of the beneficial environmental implications are not made clear. This particularly affects <b>QL1. Assist in the achievement of the aims of the Torbay Community Plan and the delivery of its key initiatives.</b>  This policy is only clear to those who are familiar with the Community Plan. The Community Plan is a key document for integrating sustainable communities into strategic planning and contains aims and themes towards achieving sustainable development in Torbay.	Agreed: Chapter 2.7 'Corporate Policies' now contains information examining how the Community Plan objectives relate to LTP Actions
Similarly objective RS2 Ensure a high standard of management of Torbay's	Agreed: There is additional information on flooding available in sections 3.5.4

<b>Uncertainties and Risks from Objectives and Vision</b>	
<b>SEA Recommendation</b>	<b>LTP Response</b>
<p>transport assets, by implementing a Transport Asset Management Strategy, the Network Management Duty, and a Highway Maintenance Strategy. These include the flooding emergency procedures which were in use 16 times during 2004 and affect travel throughout the Bay during a flood event. However flooding is directly addressed in the Vision.</p>	<p>and 5.4.4.2.</p>
<p>There is also a risk that the protection of Torbay's heritage and the quality of the public realm, particularly important when there is congestion or air quality issues in conservation areas, may appear to be overlooked in both the Objectives and Vision, although this aim is integral to the plan.</p>	<p>Agreed. Additional objective included under Quality of Life and additional information included in section 2.6.11.</p>

## 4.3 The Five Year Plans

4.3.1 The LTP2 contains five year plans for Improving Accessibility, Improving Air Quality, Reducing Congestion and Improving Road Safety. The SEA for each of these plans and the LTP2 responses are presented below.

<b>Five Year Plan for Improving Accessibility</b>	
<b>SEA Recommendation</b>	<b>LTP Response</b>
10.1.5. All the schemes in the five year plan will contribute to improving accessibility. The plan also has a positive effect on congestion, air quality, greenhouse gas emissions, economic regeneration, health and help to support predicted population growth and demographic change.	Agreed and support welcomed
10.1.6. The Brixham Town Centre Scheme should take into consideration the heritage value of Brixham's historic core and be sensitive in its design. The accessibility schemes in general should also be aware of the effects of street clutter, particularly within conservation areas, when improving signage or road layout.	Agreed: General information on Torbay's Streetscape Guidelines (adopted March 2004) are now included in the LTP2 in section 2.6.11.  Additionally all new schemes will be consulted upon by Torbay's Senior Urban Design and Landscape Officer (Community Services) through partnership working.
10.1.7. The accessibility schemes may help to promote green tourism within the Bay by facilitating integration of transport modes. Information on supporting green tourism could be included in the information accompanying the accessibility schemes.	Disagree: Although Accessibility Plan does include ticketing initiatives such as multi-operator tickets, there is no mention of supporting green tourism initiatives within the LTP2. The LTP2 is designed to support all sectors of the economy including tourism.
10.1.7. This information could also include improving accessibility to brownfield sites to support economic regeneration.	Disagree: Support for brown field development is considered on a case by case basis. Although the planned schemes for Tweenaways Cross and Windy Corner will support brownfield development in Paignton.  Also there is a direct link between land use planning and transportation in which the LTP/LDF accord. The LTP2 supports the policies of the existing Local Plan and emerging Local Development Framework, which support brownfield development.

<b>Five Year Plan for Improving Accessibility</b>	
<b>SEA Recommendation</b>	<b>LTP Response</b>
10.1.9. The Accessibility Plan would be further supported by other public transport schemes in particular the Park and Ride for Brixham	Agreed: this scheme is under consideration for a variety of reasons including improving accessibility.
10.1.10. There needs to be more information within the LTP (or appendices) on the affect of its schemes on flooding, both their vulnerability and contribution. The LTP should also begin to develop long term strategies for the effects of climate change on the transport network, linking in with current emergency procedures	Agreed: Section 3.5.4 includes information on how accessibility is to be maintained during flood events.

<b>Five Year Plan for Improving Air Quality</b>	
<b>SEA Recommendation</b>	<b>LTP Response</b>
As well as improving air quality the plan may also have a strongly positive effect on congestion, economic regeneration, improving health and help to support predicted population growth and demographic change. It may also help to reduce greenhouse gas emissions, facilitate modal shift, maintain and protect Torbay's landscape and heritage and improve accessibility.	Agreed and support welcomed
10.2.7. The plan could be further supported by other public transport schemes; in particular a Park and Ride for Brixham would help to neutralise any potential increases in future traffic volumes easing congestion at Bolton Cross, Brixham.	Agreed: this scheme is under consideration for a variety of reasons including improving accessibility and air quality.
10.2.8. The schemes for the five year plan for Hele Village, Torquay, and Bolton Cross should take account of their potential impacts on the character of the urban environment, Torbay's heritage and street clutter, when improving signage or road layout. The Bolton Cross, Brixham, Scheme in particular should take into account the heritage value of Brixham's historic core and be sensitive in its design.	Agreed: General information on Torbay's Streetscape Guidelines (adopted March 2004) are now included in the LTP2 in section 2.6.11.  Additionally all new schemes will be consulted upon by Torbay's Senior Urban Design and Landscape Officer (Community Services) through partnership working.
10.2.9. A key outcome of the air quality schemes could be a general improvement in the quality of the urban environment.	Agreed: support welcomed
As part of this the air quality schemes could also include noise reduction within their designs where resurfacing is necessary	Agreed : Noise reducing surfaces (Stone Mastic Asphalt -SMA) are now laid as standard except in rural lanes due to their unsuitability for horses. Refer to LTP2 section 7.5.1

<b>Five Year Plan for Reducing Congestion</b>	
<b>SEA Recommendation</b>	<b>LTP Response</b>
10.3.5. This five year plan will contribute to reducing congestion. The plan may also have a strongly positive effect on air quality, greenhouse gas emissions, modal shift, economic regeneration, health and accessibility	Agreed and support welcomed
10.3.6. The plan would also positively influence Torbay's heritage, predicted population growth and demographic change.	Agreed and support welcomed
10.3.8. There needs to be more information within the LTP2 (or appendices) on the affect of its five year plan on flooding, both their vulnerability and contribution. The LTP2 should also begin to develop long term strategies for the effects of climate change on the transport network, linking in with current emergency procedures.	Agreed: Information relating to the effects of flooding on congestion and how this can be dealt with is now included under Section 5.4.4.2 and Annex F – the Network Management Duty, section 7.4.5
10.3.10. The Preston Congestion Relief scheme should take into account the heritage value of nearby monuments. The schemes in general should also consider the effects of street clutter, particularly within conservation areas, when improving signage or road layout.	Agreed: General information on Torbay's Streetscape Guidelines (adopted March 2004) are now included in the LTP2 in section 2.6.11.  Additionally all new schemes will be consulted upon by Torbay's Senior Urban Design and Landscape Officer (Community Services) through partnership working.
10.3.11. Design considerations should also include noise reduction	Agreed: Noise reducing surfaces (Stone Mastic Asphalt -SMA) are now installed as standard except in rural lanes due to their unsuitability for horses.
10.3.11. Design considerations should also include sustainable urban drainage systems.	Comment noted: SUDS used on a case by case basis, where flooding is a recognised problem or on the advice of the Environment Agency

<b>Five Year Plan for Improving Road Safety</b>	
<b>SEA Recommendation</b>	<b>LTP Response</b>
10.4.5. There would still be positive effects for road safety as this is already good in Torbay, but can be improved by the plan.	Agreed and support welcomed
10.4.6. The schemes in this plan for improving road safety will also provide a strongly positive contribution to improving health and reducing obesity, improving accessibility and reducing crime. There are also positive benefits for encouraging a modal shift and preserving the historic environment and heritage.	Agreed and support welcomed
10.4.7. The effects on congestion and air quality are uncertain as are the effects on greenhouse gas emissions, noise and flooding	Comments noted
10.4.8. The LTP2 could begin to examine methods of directing traffic away from flood prone areas in the longer term.	<p>Comments noted: There are measures within the LTP2 to strengthen existing emergency procedures during flooding, section 5.4.4.2. and in Annex F section 7.4.5</p> <p>However there is no long term plan to permanently divert routes away from the Sea front.</p> <p>Part of the 30 year Vision includes protecting the transport network from the long term effects of global warming.</p>
10.4.9. Road Safety schemes should compliment the historic environment and heritage assets of Torbay within their design, particularly in schemes within conservation areas. Efforts should also be made to reduce street clutter, for example when considering new signage.	<p>Agreed: General information on Torbay's Streetscape Guidelines (adopted March 2004) are now included in the LTP2 in section 2.6.11.</p> <p>Additionally all new schemes will be consulted upon by Torbay's Senior Urban Design and Landscape Officer (Community Services) through partnership working.</p>
10.4.11. Where resurfacing is necessary consideration could be given to the incorporation of sustainable urban drainage	Comment noted: SUDS used on a case by case basis, where flooding is a recognised problem or on the advice of the Environment Agency
and noise reducing surfaces	Agree: Noise reducing surfaces (Stone Mastic Asphalt -SMA) are now installed as standard except in rural lanes due to their unsuitability for horses

## Exceptional and Major Schemes

4.3.2 Each of the proposed exceptional and major schemes were appraised during the SEA process. The proposed schemes are: Windy Corner Junction Improvements; Tweenaways Cross Congestion Relief; Brixham Park and Ride; and Road Improvements for Torbay to Accommodate the SDLR. The SEA recommendations and comments are presented below with the LTP2 responses.

### Windy Corner Junction

4.3.3 The proposal for improving Windy Corner, a three-armed signal junction where the A3022 meets the A379, is a relatively small scheme by transport standards costing approximately £200,000 and is classed as an exceptional scheme. There have been several options consulted upon but members of the working party recommended increasing the length of the left-hand turn lane on the A3022 travelling towards Paignton. Detailed layouts have been produced for two alternative alignments, both of which increase the left-hand turn on the A3022. It is these two alternatives that are discussed in the appraisal, and compared to a 'no new scheme' option.

4.3.4 Alternative A extends the two lanes for the left hand turn from 80 metres to 200 metres in the direction of Paignton from Brixham along the Ring Road (taking 400 square meters of common land).

4.3.5 Alternative B consists of banning the existing right turn at the junction of the A379 and the Ring Road. Right hand turning traffic would need to use the Goodrington Road or the Totnes Road. Bascombe Road would be extended to form a link road for traffic headed towards Brixham (taking 250 square metres of common land).

4.3.6 Most of the information specifically concerning the two alternatives has been produced in reports for Torbay Council by Parsons Brinkerhoff. Currently the scheme is in an early stage of development and the available information and the appraisal

4.3.7 reflect this.

<b>Windy Corner Junction</b>	
<b>SEA Comments and Recommendations</b>	<b>LTP Response</b>
From the appraisal the existing junction without a new scheme will not support SEA objectives and will have negative effects on: congestion; greenhouse gas emissions; modal shift; Torbay's economy; accessibility; forecast population growth; and brownfield development.	The scheme has been submitted as part of an integrated package of measures aimed at relieving congestion and improving accessibility.
Alternative A has strongly positive effects on reducing congestion, and encouraging modal shift. It also has positive effects on: air quality; greenhouse gas emissions; Torbay's economy; supporting population growth; health; safety and	Agreed

<b>Windy Corner Junction</b>	
<b>SEA Comments and Recommendations</b>	<b>LTP Response</b>
accessibility	
Alternative A has strongly negative effects for biodiversity and landscape due to the amount of common land the scheme requires (400 square metres).	Agreed, however, if alternative A was selected as the chosen scheme, mitigation and compensation measures would be considered
Alternative B has strongly positive effects for: congestion; modal shift; Torbay's economy and supporting population growth. There are also positive effects for: air quality; greenhouse gas emissions; health; safety and accessibility.	Agreed
Alternative B has no strongly negative effects although there are negative effects for biodiversity and landscape due to the amount of common land the scheme requires (250 square metres).	Agreed, however if Alternative B was selected as the chosen scheme, this would produce the least environmental disruption, and mitigation and compensation measures would be considered
Alternative A would be less effective at reducing congestion, supporting Torbay's economy and populating growth. It also has more severe impacts on biodiversity, landscape and take of greenfield land.	Agreed, this is not currently the preferred option
The negative effects that both alternatives could have on flooding (and Windy Corner is subject to highways flooding) can be mitigated by sustainable urban drainage systems	Agreed: ".although the junction is vulnerable to periodic highways flooding , in view of the re-configuration of the junction and increasing potential for high runoff due to flash flooding, due consideration will be given to the introduction to a sustainable urban drainage system" (refer to LTP2 Annex M section 5.2)
Any negative impacts on noise could also be reduced by incorporating noise reducing surfacing in to the schemes	Agreed: Low noise surfacing to be considered in design (refer to LTP2 Annex M section 5.2)
More data is needed concerning air quality and noise levels. In particular more data is needed on the ecological value of the County Wildlife Site.	Agreed in part: Noise survey to be conducted (refer to LTP2 Annex M section 5.2)  Air pollution is not considered to be a problem at this location.  Professional advice to be sought in relation to the County Wildlife Site (refer to LTP2 annex M section 5.2)
Any archaeological finds uncovered during construction should be recorded.	Agreed
SEA objectives for reducing congestion and encouraging modal shift would be	To be investigated and established within the life of the LTP2

<b>Windy Corner Junction</b>	
<b>SEA Comments and Recommendations</b>	<b>LTP Response</b>
further supported by a park and ride facility between Windy Corner and Brixham.	
	More general information concerning the Windy Corner Scheme is now available in the LTP2 section 10.5 and Annex M

### **Tweenaways Cross Congestion Relief (Exceptional Scheme)**

- 4.3.8 As part of the LTP, Torbay Council has developed a Junction Improvement Scheme at Tweenaways Cross in Paignton. There have been several options under consideration all of which involve changes to the layout of the junction rather than large scale geographical changes.
- 4.3.9 The main differences between the scheme options in terms of SEA topics will not differ widely as the proposed changes are broadly similar in their environmental effects to an existing urban junction. It is therefore more relevant and useful to appraise this scheme in a 'preferred option' compared to a 'no new scheme' format, rather than appraise the several similar individual options. It is also important to note that the suggested option is the only one proposed in the LTP, which is the subject of the overall appraisal.
- 4.3.10 Tweenaways Cross is located where the A385 Totnes to Paignton Road meets the A380 Torbay Ring Road, to the west of Paignton, within the Torbay built-up area. The main evidence for the appraisal below is based on work done by Parsons Brinkerhoff in July 2004 but the preferred option has since been revised through widespread consultation. The predictions for junction capacity are based on forecasts up to 2011 and include allowances for future economic development along the Western Corridor to the south of Tweenaways Cross.

<b>Tweenaways Cross Congestion Relief Scheme</b>	
<b>SEA Comments and Recommendations</b>	<b>LTP Response</b>
The preferred option for improvements to Tweenaways Cross shows strong positive benefits for congestion, as would be expected. It also has strongly positive effects on improving air quality, facilitating modal shift, supporting Torbay's economy, improving safety and accessibility and facilitating brownfield development.	Agreed: this Exceptional Scheme is designed to relieve congestion
There are also positive effects for reducing greenhouse gases, improving the quality of the urban environment, supporting population growth, improving overall health and access to cultural facilities. The improvements in health, safety and accessibility will be particularly relevant to the pupils and staff of Paignton Community College.	Agreed: the LTP2 is also working with South Devon College on a Student Travel Plan
One adverse effect has been identified for noise, where levels for the preferred option could be expected to rise by 1 or 2 dB. <b>This, however, could be mitigated by introducing noise reducing road surfacing.</b>	Agreed: "The use of noise reducing road surfacing will be used as a measure to reduce the potential for the increase in traffic noise on the approach roads to the junction." (LTP2 Annex M, section 5.1)
<b>Any possible adverse effects for the AONB from increased traffic levels between Windy Corner and Brixham</b>	Agreed

<b>Tweenaways Cross Congestion Relief Scheme</b>	
<b>SEA Comments and Recommendations</b>	<b>LTP Response</b>
<b>could be mitigated by the provision of a Park and Ride site for Brixham located outside the AONB area</b>	
Even though the junction is not located in an area currently prone to flooding, good environmental practice indicates that where resurfacing is necessary consideration should be given to the use of sustainable urban drainage.	Drainage will be upgraded as part of the scheme. Although not in a flood prone area consideration will be given to the inclusion of SUDS, (refer to LTP2 Annex M section 5.1)
The quality of the urban environment could also be enhanced by the preferred option if landscaping is introduced to mitigate against visual intrusion.	Agreed: “..the introduction of appropriate landscaping measures will be considered in the design..” (refer to LTP2 Annex M section 5.1)
	More general information concerning the Tweenaways Cross Scheme is available in the LTP2 section 10.3 and LTP2 Annex M

### **Brixham Park and Ride (Exceptional Scheme).**

4.3.11 As part of the LTP2 Torbay Council has developed a bid for a new Park and Ride. This scheme is not sufficiently developed to have a chosen a probable site. However there are 3 favourable sites that this SEA will explore to inform the LTP. These are presented below as option 1 Strawberry Bends, Option 2 Monk's Bridge Higher, and option 3 Churston. There is no precise location chosen for each option but the names represent the general site areas being explored.

<b>Brixham Park and Ride</b>	
<b>SEA Comments and Recommendations</b>	<b>LTP Response</b>
The effects of each option are broadly similar and score highly positively in many areas, in particular in relieving congestion, improving air quality, encouraging modal shift, reducing carbon emissions, improving accessibility and other social factors.	Agreed
However there are negative impacts in terms of affecting biodiversity, landscape and loss of greenfield land.	Agreed
Option 3 would seem to cause the least environmental impact although further study would be needed to verify this and investigate possible methods for mitigation.	Agreed
In particular information is needed in terms of the following:	To be evaluated during development process. Refer to LTP2 Annex M, section 5.3.
1. vulnerability of the 3 options to flooding,	
2. the potential impact of option 1 on the nearby Local wildlife site,	To be evaluated
3. the potential impact of options 1 and 2 for the AONB,	To be evaluated
4. the overall effects of a park and ride scheme on local conservation areas, and	To be evaluated
5. the quality of the land at all 3 option sites.	To be evaluated
The possibility of sign-posted walks could also be explored for all three options	Agreed
The effectiveness of all of the options in terms of delivering SEA objectives is dependent upon the ability of the park and ride to be well served by public transport, particularly in the summer months during the tourist season.	Agreed

<b>Brixham Park and Ride</b>	
<b>SEA Comments and Recommendations</b>	<b>LTP Response</b>
Additional considerations include: 1. ensuring good access for people with disabilities,	Agreed
2. design measures to reduce traffic noise and	Agreed: Low noise surfacing to be considered Refer to LTP2 annex M, section 5.3
3. design measures to reduce vulnerability to flooding	Drainage will be enhanced for the chosen site and where appropriate SUDS considered. Refer to LTP2 Annex M, section 5.3.
	More general information concerning the Brixham Park and Ride Scheme is available in the LTP2 section 10.4 and LTP2 Annex M.

### **A380 Improvements in Torbay to support the South Devon Link Road (SDLR) (Major Scheme)**

- 4.3.12 The Environmental Statement produced by Parsons Brinkerhoff on behalf of Torbay Council in 2004 provided the main source of information on improvements being considered for the A380 in Torbay to support the SDLR
- 4.3.13 One major fact to note is that only a small proportion of the SDLR will actually be located within Torbay's administrative boundary. However some effects cannot be so clearly geographically defined and these were discussed more generally in the SEA Environmental Report.
- 4.3.14 Information specifically on Torbay is not always easy to identify as the Parsons Brinkerhoff Statement concentrates on the scheme as a whole. Additional information is from the Draft Local Transport Plan 2006 - 2011(2005) and from the SEA Baseline Survey (refer to the Environmental Report, Appendix 1).
- 4.3.15 The Parsons Brinkerhoff Statement provides traffic flow information that is important to note. In 2000 the most heavily trafficked section of the A380 (Penn Inn to Kerswell Gardens) had an annual average daily traffic of between 28,200 and 32,000 vehicles. Without the Scheme this area will continue to experience flows of 29,200 to 35,700.
- 4.3.16 Torbay is the only major population centre (131,300 in 2003) in Devon not connected to the national high quality route network by a dual carriageway.

<b>A380 Improvements in Torbay to Support the South Devon Link Road</b>	
<b>SEA Comments and Recommendations</b>	<b>LTP Response</b>
The environmental impacts of this scheme are severe, although much effort has been put into mitigation through design, especially for water and drainage and for the effects on landscape.	A full EIA has been conducted by Devon County Council
Some of Torbay's most endangered species, in particular the Horseshoe Bat, would be under increasing pressure. Mitigation measures are proposed for this but during and immediately after construction populations may decline.	Comments noted.
Also there will be a loss of quality agricultural land that cannot be mitigated against.	Comments noted

<b>A380 Improvements in Torbay to Support the South Devon Link Road</b>	
<b>SEA Comments and Recommendations</b>	<b>LTP Response</b>
<p>It must be stated that this is a Strategic Environmental Assessment not a Sustainability Appraisal and therefore the strength of the argument for the scheme in terms of social need may not be fully apparent. However this assessment does identify that the SDLR will bring many positive economic and social benefits, including:</p> <ol style="list-style-type: none"> <li>1. improving Torbay's economy,</li> <li>2. relieving the pockets of deprivation,</li> <li>3. giving Torbay a more sustainable population structure and</li> <li>4. helping to accommodate population growth</li> </ol>	<p>Noted and agreed</p>
<p>Improvements in accessibility will only be realised if there is integration the of public transport network in conjunction with the SDLR construction.</p>	<p>Agreed and considered essential</p>
<p>This is also necessary to avoid exacerbating congestion within Torbay's 3 towns and increasing Torbay's carbon emissions.</p>	<p>Agreed</p>
<p>For the LTP this appraisal suggests that there should be more information available on the potential impacts of the SDLR for Torbay. This could include:</p> <ol style="list-style-type: none"> <li>1. information on how Public transport will integrate with the SDLR traffic,</li> <li>2. the knock on traffic effects for Torquay, and</li> <li>3. the knock on traffic effects for the A380 Torbay Ring Road and the A3022 towards Brixham</li> </ol>	<p>During the development of the LTP2 research has been commissioned on behalf of Torbay Council, using the SATURN Model, and is now presented in Annex H.</p> <p>The model demonstrates that the effects of the SDLR on all junctions will differ according to their distance from the scheme.</p> <p>General information on the SDLR has also been improved and increased during the development of the LTP2 and is available within the LTP2 in section 10.1</p>

## 5 Monitoring

- 5.1.1 The requirement for a monitoring section in this Environmental Statement is demonstrated in the 2005 Guidance<sup>2</sup>, which states that “Information must also be available on how monitoring will be carried out during implementation. The environmental Report will already have documented proposed monitoring measures, and they can now be confirmed or modified in the light of consultation responses.”
- 5.1.2 The 2005 Guidance also states that, “Monitoring in accordance with the Directive can be incorporated into existing monitoring arrangements. However, if monitoring is not already established under arrangements for implementing a plan or programme, a new procedural step for carrying it out will be required.”
- 5.1.3 The Environmental Report already contains a monitoring proposal in chapter 14. This proposal mainly relies on the existing monitoring arrangements within the Council. However it is recognised that some areas of important information for the SEA are not currently available or monitored and this has been commented on during the consultation process.
- 5.1.4 This monitoring proposal will also help to redress the data gaps identified in chapter 8 of the Environmental Report. Additionally this section includes proposals to monitor the implementation of mitigation measures.
- 5.1.5 The SEA Guidance outlines a number of key questions which monitoring can help to address:
- Were the assessment’s prediction of environmental effects accurate?
  - Is the plan or programme contributing to the achievement of desired environmental objectives and targets?
  - Are mitigation measures performing as well as expected?
  - Are there adverse environmental effects? Are these within acceptable limits
- 5.1.6 It is important to recognise that whilst every effort is made to collect data there are restrictions on the amount of data that will be collected due to time and resource restrictions. Efforts will be concentrated on those indicators which are felt to be of greatest importance.
- 5.1.7 The Officer responsible for the SEA will collate the information required for monitoring on an annual basis. However this information will be analysed and published to coincide with the LTP Review Report.
- 5.1.8 For the most part, the data itself will be generated through established monitoring processes already performed within the Council, for example through the existing monitoring arrangements for the LTP and other Council Plans. These are presented in figure 5 below.

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<sup>2</sup> A Practical Guide to the SEA Directive, ODPM (September 2005)

**Figure 5 Existing Monitoring Data**

<b>Existing monitoring to be collated by SEA officer on annual basis and analysed for LTP review Report</b>						
<b>Higher objective</b>	<b>Indicator</b>	<b>Baseline data (year)</b>	<b>Target available? (year)</b>	<b>Source</b>	<b>How often monitored</b>	<b>comments</b>
Control air pollution to a level which does not cause damage to natural systems and human health	Journey time around the Bay	17.4 mph (mean) (2004/05)	25 mph (2010/11)	Council surveys	Annually	Data available from Strategic Transport Team
	Number of AQMAs	1 AQMA (2004/05)	0 AQMAs (2010/2011)	Mandatory Indicator Air Quality Monitoring data	Annually	Data available from Environmental Health
Reduce vulnerability to the effects of climate change	Total vehicle km per annum	649 million vehicle kms (2003/04)	696 million vehicle kms (2010/11)	DfT figure	Annually (in arrears)	Reduced from 1.5% to 1% increase annually
	Annualised index of cycling trips	91 annualised index value (2004/05)	180 annualised index value (2010/11)	Council Surveys	annually	Data available from Strategic Transport Team
	Number of bus passengers	6,452,000 passengers (2001/02)	8,035,000 passengers (2010/11)	Operator returns	As requested	Data available from Strategic Transport Team
To encourage sustained economic growth	% of households within 400m of an hourly or better bus service	60.4% (2004/05)	100% (2010/11)	Accession software	annually	No accurate transport indicator identified to link transport and economic growth

<b>Existing monitoring to be collated by SEA officer on annual basis and analysed for LTP review Report</b>						
<b>Higher objective</b>	<b>Indicator</b>	<b>Baseline data (year)</b>	<b>Target available? (year)</b>	<b>Source</b>	<b>How often monitored</b>	<b>comments</b>
To improve accessibility to essential services and facilities	% of households within 45 minutes of Torbay hospital by bus	49% (2004/05)	80% (2010/11)	Accession software	annually	Data available from Strategic Transport Team
	% of households within 30 minutes of a major centre by public transport	80.5% (2004/05)	100% (2010/11)	Accession Software	annually	Data available from Strategic Transport Team
To inspire and enable the development of sustainable communities in Torbay	Capacity of bus services	10% increase from 2000 to 2005	25% increase predicted from 2005 to 2010/11	Bus operator information	As requested  Will be collated as part of LTP Review (annually)	Service needs to support increasing population with growing proportion of elderly residents
Improve health and of the population overall	Number of patients classified as obese	20% (2003/04)	No	Health Survey for England	infrequent	Data available from Primary Care Trust
Protect and enhance human health	Total killed or seriously injured on the roads	32.5 (2001 to 2004)	27 2010/2011	Accident monitoring	annually	
Reduce crime and fear of crime	Recorded crime incidences per '000 residents	108.4% (2004/05)  (increased from 102.2 in 2003/04)	no	Consultation and Research Team	annually	Ideally for the SEA, transport related incidents would be useful

<b>Existing monitoring to be collated by SEA officer on annual basis and analysed for LTP review Report</b>						
<b>Higher objective</b>	<b>Indicator</b>	<b>Baseline data (year)</b>	<b>Target available? (year)</b>	<b>Source</b>	<b>How often monitored</b>	<b>comments</b>
Minimise impact of flooding on homes, businesses and infrastructure	Number of days buses diverted due to flooding	16 (2004)	no	Local operator information	Updated with LTP review	Data available from Strategic Transport Team

- 5.1.9 Not all the required data can be generated through existing monitoring arrangements. Annex M of the LTP2 Section 5.4 states, "It is essential that an Environmental Monitoring Framework is established as a measure to track the actual impact of these schemes upon the environment in terms of loss of habitat, open greenspace, etc. The LTP2 Delivery Reports will contain the ongoing results of the monitoring, co-ordinated against the delivery of the phased Torbay Integrated Transport Package Exceptional Scheme." An additional monitoring proposal to generate new data is therefore presented in figure 6.
- 5.1.10 It is proposed that the Transport Team collect the following data as scheme designs are developed:
- The amount of greenfield land taken for transport projects
- 5.1.11 The Transportation Team would also collect data for the following proposed mitigation measures:
- The number of SUDS schemes introduced;
  - The number of schemes which have incorporated noise reducing surfacing;
  - The number of schemes that have included landscaping.
- 5.1.12 The Transportation Team will collect the following data in consultation with Development and Conservation Planning:
- The number of schemes developed in Conservation Areas;
  - The amount of AGLV/AONB land lost to or affected by transport projects.
- 5.1.13 The following information is needed and could be developed with expert advice from consultants or bodies such as the Coast and Countryside Trust and would be collected by the Transportation Team:
- The amount of County Wildlife Site / Local wildlife Site lost to transport projects and the status of this land;
  - Wildlife corridors affected by transport projects;
  - Protected species that may be affected.

**Figure 6 Monitoring Proposal for data not readily available**

<b>Monitoring proposal for the SEA process of the LTP and subsequent Reviews. To be collected by Transport Team and reviewed and analysed by SEA officer for LTP Review Report</b>				
<b>Monitoring Activity</b>	<b>Frequency of data availability</b>	<b>How will information be generated?</b>	<b>How will adverse trends be addressed?</b>	<b>Comments/problems</b>
Greenfield land taken for transport schemes	Infrequent, as each scheme is developed	From detailed designs prepared before schemes implemented	<ul style="list-style-type: none"> <li>• Through consultation with Transport Team.</li> <li>• Scheme designs to be amended,</li> <li>• Mitigation/compensation measures to be proposed</li> <li>• Additional monitoring if necessary.</li> </ul>	Information can be gathered from design details
The number of SUDS schemes introduced through transport projects	Infrequent, as each scheme is developed	From detailed designs prepared before schemes implemented	<ul style="list-style-type: none"> <li>• Through consultation with Transport Team</li> <li>• Scheme designs to be amended</li> </ul>	Monitoring of mitigation measures suggested in Environmental Report
Number of transport schemes which have incorporated noise reducing surfacing	Yearly	From 5 year Highway Maintenance Programme	<ul style="list-style-type: none"> <li>• Through consultation with Transport Team</li> <li>• Scheme designs to be amended</li> </ul>	Monitoring of mitigation measures suggested in Environmental Report
Number of transport schemes that have included landscaping	Infrequent, as each scheme is developed	From detailed designs prepared before schemes implemented	<ul style="list-style-type: none"> <li>• Through consultation with Transport Team</li> <li>• Scheme designs to be amended</li> </ul>	Monitoring of mitigation measures suggested in Environmental Report
Number of transport schemes developed in conservation areas	Infrequent, as each scheme is developed	in consultation with Development and Conservation Planning as scheme design is	<ul style="list-style-type: none"> <li>• Through consultation with Transport Team and Development and Conservation Planning</li> </ul>	Monitoring of mitigation measures suggested in Environmental Report

<b>Monitoring proposal for the SEA process of the LTP and subsequent Reviews. To be collected by Transport Team and reviewed and analysed by SEA officer for LTP Review Report</b>				
<b>Monitoring Activity</b>	<b>Frequency of data availability</b>	<b>How will information be generated?</b>	<b>How will adverse trends be addressed?</b>	<b>Comments/problems</b>
		developed		Facilitate identification of cumulative effects on the urban environment.
Amount of AGLV/AONB land lost to or affected by transport schemes	Infrequent, as each scheme is developed	in consultation with Development and Conservation Planning as scheme design is developed	<ul style="list-style-type: none"> <li>• Through consultation with Transport Team and Development and Conservation Planning</li> </ul>	Facilitate identification of cumulative effects on designated landscapes
County Wildlife Sites / Local wildlife Sites lost to transport schemes and the status of this land.	Infrequent, as each scheme is developed	To be developed with expert advice from consultants or bodies such as the Coast and Countryside Trust	<ul style="list-style-type: none"> <li>• Through consultation with Transport Team.</li> <li>• Scheme designs to be amended,</li> <li>• Mitigation/compensation measures to be proposed</li> <li>• Additional monitoring if necessary.</li> <li>• Further expert advice to be sought</li> </ul>	Monitoring of mitigation measures suggested in Environmental Report  Facilitate identification of cumulative effects on biodiversity
Wildlife corridors affected by transport schemes	Infrequent, as each scheme is developed	To be developed with expert advice from consultants or bodies such as the Coast and Countryside Trust	<ul style="list-style-type: none"> <li>• Through consultation with Transport Team.</li> <li>• Scheme designs to be amended,</li> <li>• Mitigation/compensation measures to be proposed</li> <li>• Additional monitoring if</li> </ul>	Facilitate identification of cumulative effects on biodiversity

<b>Monitoring proposal for the SEA process of the LTP and subsequent Reviews. To be collected by Transport Team and reviewed and analysed by SEA officer for LTP Review Report</b>				
<b>Monitoring Activity</b>	<b>Frequency of data availability</b>	<b>How will information be generated?</b>	<b>How will adverse trends be addressed?</b>	<b>Comments/problems</b>
			necessary. • Further expert advice to be sought	
Protected species that may be affected by transport schemes	Infrequent, as each scheme is developed	To be developed with expert advice from consultants or bodies such as the Coast and Countryside Trust	• Through consultation with Transport Team. • Scheme designs to be amended, • Mitigation/compensation measures to be proposed • Additional monitoring if necessary. • Further expert advice to be sought	Facilitate identification of cumulative effects on biodiversity

## **5.2 Identifying unforeseen adverse effects**

- 5.2.1 For the data already monitored by Torbay Council (presented in figure 5 above) the response to adverse effects would be largely as follows:
- Review existing LTP schemes
  - Review scheme timetables
  - Are proposed schemes appropriate?
  - Investigate other options
- 5.2.2 For the new data to be collected the proposed monitoring framework in figure 6 contains a column on how adverse effects will be addressed. Initially this would be through consultation between the SEA Officer and the Transport Team to identify the nature of the problem.
- 5.2.3 The course of action taken obviously largely depends upon the nature of the problem. If an established environmental limit is exceeded, for example if the number of AQMA's has increased rather than reduced, then there are legally established courses of action that need to be taken.
- 5.2.4 If a problem can be identified at the design stage of a major or exceptional scheme then the design may need to be reconsidered or mitigation/compensation measures can be included.
- 5.2.5 Further expert advice may also be required and additional monitoring arrangements consulted upon and established.

## **5.3 Cumulative Effects**

- 5.3.1 The additional monitoring arrangements suggested in figure 6 can also help to assess whether the predictions of potential cumulative effects were correct. Monitoring proposals for landscape, greenfield land and biodiversity will enable a diagnosis of these effects.

## **5.4 Data Gaps**

- 5.4.1 Due to limited time and resources there are gaps in the data which would ideally be included in an SEA and which could help to inform the LTP2. The most obvious gap in the data is the amount of carbon dioxide released through transport emissions in the Bay. This information could be available by 2008 as part of a wider environmental agenda to develop a Carbon Strategy for Torbay.
- 5.4.2 It would also be useful to be able to monitor the number of elderly and disabled public transport users. The information on elderly transport users may become available as the LTP2 Smart Card scheme becomes established.