

Annex A - SEA Summary

The first SEA appraisal workshop, held in April 2005, considered the different aspects of the toolkits included in the consultation draft of the LTP and included a consideration of mitigation measures for aspects which might have adverse impacts. A comparison of SEA objectives with LTP objectives was undertaken to look at areas of likely compatibility and possible tensions between them. This was to identify where SEA analysis should focus and where mitigation options would be needed. Also, a number of additional issues were identified through the workshop that have been added to the SEA as a result. These included maintenance, the use of resources and noise, all of which have environmental consequences.

A lot of useful points were discussed at the workshops which were recorded in the tables, set out below, that are contained within the LTP pre-Scheme SEA Environmental Report. From the workshop the following 8 key points were identified that the Council should pay particular attention to when considering schemes in the future:

1. Good design of schemes including location and landscaping;
2. Good level of consultation;
3. Road Building should only be considered as a last resort and when it is the only option, it should be carefully designed;
4. Design new road infrastructure in a way that doesn't make routes more attractive, but does improve traffic flows.
5. Where alternative transport is being promoted, the accompanying infrastructure should be provided, such as cycle stands and bus lanes;
6. Rationalise the amount of street furniture and traffic management infrastructure;
7. Where possible, use locally sourced materials;
8. Promote alternative forms of transport to the private car.

A number of the above points came up in more than one of the tables which demonstrated how these issues are interrelated and that the solutions identified have many benefits.

The Environmental Report reports on the principles and the toolkits that are in the new LTP and has helped to determine the types of scheme considered in Chapter 3. This first Report is very much at the high level without reference to the Capital Programme. Once the Capital Programme is approved in July 2005, a second appraisal workshop will be held to examine the first two years' Capital Programme and the results of this will be included in a second Environmental Report. The appraisal will be looking at the impacts of the programme against the baseline and suggesting mitigation measures and contingency arrangements to counter these impacts.

A third and final appraisal workshop will be undertaken in early 2006 which will appraise the final five year Capital Programme that will be included in the Full LTP which will be submitted in March of 2006. The results of the third workshop will be included in the final Environmental Report which will form part of the Full LTP submission in March 2006.

With the Environmental report written, the Council should use it when selecting those schemes that are being considered for inclusion in the Council's Capital Programme. By adopting this methodology the Council should ensure a higher level of protection of the environment is achieved in Oxfordshire and this should ensure that a greater degree of integration of environmental considerations is made into the preparation and adoption of plans and so help in promoting sustainable development across the County.

Table A

Compatibility, Gaps and Tensions								
LTP priorities:	SEA objectives:							
	Health	Poverty/ Exclusion	Town Centres	Air quality/ climate change	Biodiversity/ Landscape/ heritage	Employment/ Economy	Noise	Use of Resources
Tackling Congestion	Overall + - reducing pollution, impact on respiratory health. But, tackling congestion may encourage driving.	Community severance (+) Indirectly Parking Congestion charging. (-)	Improving vitality + Risk adverse driving conditions. (-)	Improving air quality + Could increase CO ² emissions. Encourage more walking. (-)	Historic Landscapes (+) Tranquility Road Building Landscape/ Biodiversity.	Economic benefits + New roads can make it easier for people to leave an area. (-)	+	Building of new roads. - Reducing the need to travel. +
Accessibility	Encourage driving Access to health services improved + Easier for people to walk and cycle. +	+	+	Increasing accessibility could be by car, however there is a bias towards w/cy/pt. (+/-)		Getting people to jobs and town centres. + Earning and spending incomes.		-/+
Safer Roads	Reducing accidents. +	Need to address differential impact on poorer areas. +	Town centers tend to be where there is more traffic and therefore accidents. +	Urban areas – calming; rural areas – strengthening roads (+/-)	Potential loss of hedgerows, hedges etc (-)		Depends on measures used. (-/+)	-
Air Quality (in AQMAs) – impacts localised	+		AQMAs in town centres, environment improved. +		Healthier conditions for flora/fauna. (+)	Secondary impacts on town centres. (+)	Sustainable or less traffic. (+)	New buses but more efficient. +/-

					Cleaner historic buildings. +			
Public Spaces	More cycle friendly. Reduced stress. (+)	Improving poor environments where people live, reducing community severance. (+)	+	Benefit at local level. (+) Climate change. ?	If includes landscaping. +	Better environment could encourage investment. Could change the type of business in town centers (+/-)	Reducing noise is an objective. +	Where involves construction but can be mitigated. -
Maintenance	Good maintenance encourages walking and cycling. (+)	Well maintained street lighting reduces fear of crime. (+)	Standard of maintenance improves vitality. +	Positive local impact on air quality. + Better maintained roads encourages more driving. -	Depends on approach, benefits landscape/her itage and biodiversity. +/-	+	Reduce noise of traffic by type of surfacing used. +	Use of resources, could have negative impact, but can use secondary aggregates. (-)

Key:

(+) : LTP likely to have a positive impact on SEA objectives

+ : LTP likely to have a strong positive impact on SEA objectives

(-) : LTP likely to have a negative impact on SEA objectives

- : likely to have a strong negative impact on SEA objectives

Table B

Tackling Congestion			
Tool	Main Benefits	Main Adverse Impacts	Mitigation?
Infrastructure: Road Building Junctions	Economy, vitality of town centres, safety. Beneficial to local community – economy, relieving traffic by taking out heavy traffic, improved safety Greater results for less impact on the environment.	Resource use Landscape Biodiversity & habitats Climate change Potential change/ loss of habitat, including water habitats/ land. Increased CO2 emissions. Use of resources. Use of resources	Last resort Good Design Locating roads Offset planting to offset CO2 emissions Ensure schemes designed and built
Highway management: Routeing Use of IT Managing Speed	Air quality Climate / CO2 Reduced congestion leads to improved local air quality	Visual – signing I.T. Speed cameras Signing has impact upon the landscape. Visual impact of IT management / controls – speed cameras etc, variable speed limits on overhead gantries	Well located Reduce signing
Demand management	Town centre vitality/ streetscape. Reduces demand, congestion and the need to travel Improve air quality Climate / CO2 Health	Poverty and social exclusion Traffic circulation, seeking parking spaces. Economy Road charging has disproportionate effect on those on low income. Restraint/ charges can have a negative economic impact	Bus passes for affected groups Consider reduced free parking Cycle racks and other facilities Alternatives such as park and ride.
Public Transport (GTE / segregated network Rail)	Air quality benefits by reducing traffic. Benefits to the economy. Climate / CO2. Social inclusion benefits by providing more public transport Improved town center environments by having fewer cars. Long term benefits of reduce car use.	Potential negative impact of increased use of buses in town centers on local air quality. Potential impact of the construction of bus lanes and other infrastructure on biodiversity and the use of resources. Park and Ride likely to have greater impact. Visual impact of bus lanes.	Planning Ensure good design Choose appropriate type of bus
Soft Factors (smarter choices)	Benefits to health, poverty and social inclusion.	Access to work / social exclusion (e.g Travel plans ⇒ makes private car	Viable bus services

	Benefits to air quality / climate change Reduces level of noise Reduces the use of physical resources	access to work more difficult)	
+ Road user charging + Work place parking charges			Working with communities

Table C

Safer Roads			
Tool	Main Benefits	Main Adverse Impacts	Mitigation?
Road safety engineering	<p>Reduce accidents, poverty / social exclusion.</p> <p>Reducing the time people are not economically active – economic impact reduced.</p> <p>Increased vitality of town centers.</p>	<p>Visual impact of signage and lines.</p> <p>Light pollution</p> <p>Landscape</p> <p>Biodiversity</p> <p>Climate change</p> <p>Resource use</p>	<p>Good design (e.g. use of sympathetic colours)</p> <p>Try to keep to the minimum</p>
Road safety education	<p>Same as above.</p> <p>Affects more people in much more subtle way but over long term and so potentially could have big impact.</p>	Behavioral – no physical impacts	
Speed Management	<p>Air quality benefits</p> <p>Climate / CO₂</p> <p>Improvements to landscape and heritage by keeping traffic moving</p> <p>Reduce accidents</p> <p>Economically active people</p> <p>Town centers</p> <p>Poverty / social exclusion</p>	<p>Visual impact of signage and lining.</p> <p>Light pollution</p> <p>Landscape intrusion.</p> <p>Risk of rat-running to avoid speed limits.</p>	<p>Signing</p> <p>Well located</p> <p>Good design</p>
Reallocating space from vehicles to pedestrians.			
Demand Management.			

Table D

Better Air Quality			
Tool	Main Benefits	Main Adverse Impacts	Mitigation?
Restricting vehicle access	<p>Improved air quality and health.</p> <p>Less use of cars reduce CO₂ emissions</p> <p>Improved town centers, townscape, heritage and vitality.</p> <p>Economy</p>	<p>Particular businesses maybe adversely affected. Change in the type of businesses. Resource use Visual impact</p> <p>Risk of transferring reduced air quality to other areas.</p>	<p>Carry out consultation</p>
Improving traffic flow	<p>Improved air quality and health</p> <p>Improved town center vitality</p> <p>Economic benefits</p>	<p>May encourage more traffic and so contribute to climate change Visual impact</p>	<p>Regulate traffic</p> <p>Smarter choices measures.</p> <p>Design in a way that doesn't make routes more attractive, but does improve flow.</p> <p>Consider design issues better, including location and landscaping.</p>
Less polluting vehicles	<p><u>Could</u> improve air quality, reducing CO₂. Climate (possible) Improved health Improved town center vitality and townscape</p>	<p>May increase CO₂ elsewhere.</p> <p>Resources for new vehicles, e.g. distribution for fuel, recharging stations, new supporting infrastructure.</p>	<p>Consider encouraging the use of renewables.</p>
Walking/cycling/ public transport	<p>Reduce CO₂ and so improve air quality and reduce climate change effects.</p> <p>Improved health.</p> <p>Town centers, townscape</p>	<p>Accidents</p>	<p>Introduction safer routes</p> <p>Ensure schemes are well designed and implemented so cyclist and walkers are not put at more risk of accident.</p>
Alternative routes	<p>Improved health and air quality Improved Town centers, townscape and vitality.</p>	<p>Risk of reduced air quality/ health on alternative routes Increased climate change Resource use (bypass)</p>	<p>Ensure problems are not caused on alternative routes</p>

Table E

Better Streetscapes/ Public Spaces			
Tool	Main Benefits	Main Adverse Impacts	Mitigation?
Restricting Vehicle Access	<p>Improved air quality and health.</p> <p>Less use of cars reduce CO2 emissions</p> <p>Improved town centers, townscape, heritage and vitality.</p> <p>Economy</p>		
Reallocation of Space	<p>Benefits for people, their health, safety, social inclusion, noise levels, town centre vitality, heritage.</p> <p>Local economic benefits</p>	<p>Local economic disbenefits, change in the nature of local businesses</p>	
Maintenance Materials	<p>Visual improvements.</p>	<p>Increased use of resources.</p>	<p>Use locally sourced and recycled materials where possible.</p>
Parking Measures	<p>Economic benefits.</p>	<p>Could generate more traffic into an area and so cause increased pollution/ CO2.</p> <p>Expense and difficulty in parking could have social exclusion disbenefits.</p>	<p>Improve public transport services.</p> <p>Consider replacement parking.</p>
Highway Management	<p>Air quality benefits Climate / CO2.</p> <p>Improvements to landscape and heritage by keeping traffic moving.</p> <p>Reduce accidents.</p> <p>Economically active people.</p> <p>Town centers</p> <p>Poverty / social exclusion</p>	<p>Visual impact of signage and lining. Light pollution Landscape intrusion. Risk of rat-running to avoid speed limits.</p>	<p>Signing Well located Good design</p>
Speed Management	<p>Air quality benefits Climate / CO2.</p> <p>Improvements to landscape and heritage by keeping traffic moving.</p> <p>Reduce accidents.</p>	<p>Visual impact of signage and lining. Light pollution Landscape intrusion. Risk of rat-running to avoid speed limits.</p>	<p>Signing Well located Good design</p>

	Economically active people. Town centres Poverty / social exclusion		
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