

**West Sussex Transport Plan
Sustainability Appraisal
2011-2026**

February 2011

Executive Non-Technical Summary -With Conclusions of Full Sustainability Appraisal and Environmental Report

This executive report summarises the outcome of the SEA process and analysis as required by the 'SEA Directive' on the West Sussex Transport Plan 2011 –2026 (LTP3). This analysis also includes the outcomes of all the other statutory assessments required and forms an overall Sustainability Appraisal (SA - please refer to the main document introduction for further information).

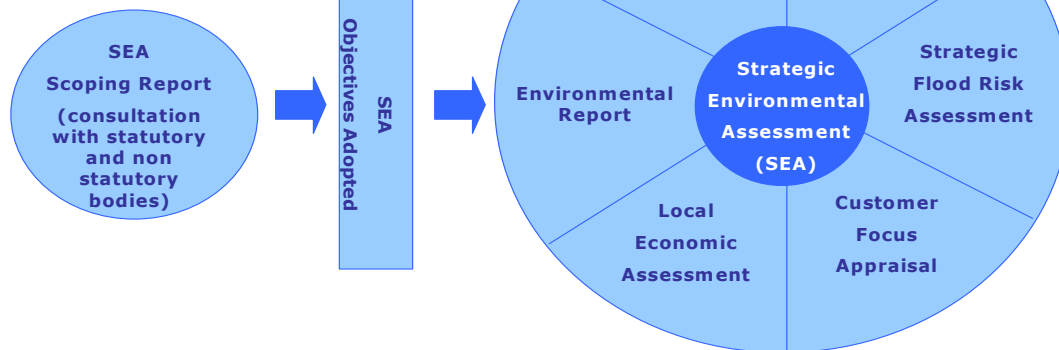
The SA/SEA process has influenced the development of the West Sussex Transport Plan 2011 – 2026 (LTP3) at all stages. Consequently, the impact of the document as a whole as well as the strategies outlined within it are positive, minimise as many negative impacts as possible, and also improve the current state of the County, as noted in the baseline. The SA/SEA process also allows an assessment of the final positive and negative impacts of LTP3 development. The final part of the "Environmental Assessment" (SEA) and of the other assessments forming the rest of the SA document indicate ways to reduce or overcome any unavoidable negative impacts of transport strategies and their indirect effects. A summary of these can be found below in tables 'A' and 'B' pages 5 – 13.

The impact of schemes undertaken to implement LTP3 strategies will need to be assessed by project managers as they come forward. These schemes will be assessed on both an individual and cumulative basis.

Sustainability Appraisal and SEA development process

Stage One – SEA Scoping

Stage one commences at the same time as the LTP3, and included assessing baselines, relevant policies and consulting with statutory bodies to establish the SEA objectives



The purpose of the Sustainability Appraisal is to assess the likely significant social, economic, and environmental effects of the policies contained within LTP3 and the extent to which its implementation will achieve key sustainability objectives.

In 2009, a range of stakeholders and the statutory organisations were consulted on a Provisional Draft LTP3 scoping report, even though only statutory consultees are usually consulted at the scoping stage. This was in order to get a robust steer on conducting the rest of the SA/SEA process. The overall SA, SEA and the then current draft version of the Provisional LTP3 documents were all amended as a direct result of the consultation responses received. The resulting Provisional LTP3 was published in July 2010, along with the amended SA/SEA. Both documents were subject to full

public consultation, which included both formal consultation responses and views given at public roadshow events arranged across West Sussex, including the major towns and more rural locations. A full report on the consultation process is available on the LTP3 web page at www.westsussex.gov.uk/ltp. A summary of this process and the amendments made to the LTP3 and SA/SEA as a result of it have also been included in the full SA/SEA under the SEA consultation section.

Following the full public consultation during 2010, a draft version of the final LTP3 was completed in November 2010. This draft was also assessed as part of the SA/SEA process, which found that many of the original issues identified as needing addressing in earlier assessments were now taken account of in the text of the Plan.

LTP3 has been developed using the SA/SEA process, which has directly influenced the strategies (policy) at all stages, in order to avoid unintentional negative impacts, and to strengthen the 'sustainability' of the Plan. There are still some possible risks and a few unavoidable impacts, but the LTP3 strategies have been developed in such a way that these have been significantly minimised. A table outlining the risks and/or unavoidable impacts is included in the SEA section of this summary report. That table formed the final part of the SEA assessment stage prior to highlighting final results and conclusions in this executive report and non-technical summary.

LTP3 contains a section on its sustainability appraisal, which covers the SEA (which includes environmental, economic and social elements for LTP3), as well as the habitats regulation assessment (HRA), strategic flood risk assessment (SFRA), equalities impact assessment (EqIA), health impact assessment (HIA) and local economic assessment (LEA). LTP3 also includes the main assessment matrix as well as commentary on how the main strategies performed in the SEA assessment process.

The SEA assessment is based on investigating likely impacts on 25 SEA objectives which were developed during the scoping stage, and then amended and refined in the light of subsequent draft SA/SEA and LTP3 consultations involving statutory consultees, other interested organisations and the wider public. The 25 SEA objectives are listed in the main document and in the assessment matrices and tables. The risks and negative impacts are covered in the impact and mitigation action plan sections of the full SA/SEA report, which documents the way in which LTP3 has evolved during the process, as well as the final SEA assessment outcomes.

LTP3 has four overarching strategies: (i) A high-quality transport system that supports a competitive and prosperous economy in all parts of the county; (ii) A resilient transport network that complements the built and natural environment; whilst reducing its carbon emissions over time; (iii) Access to services employment and housing; (iv) A transport network that feels, and is, safer and healthier to use. The strategies are all considered to be of equal importance.

These four strategies and the overall quality of life theme were developed and consulted on as alternative packages or priorities for implementing LTP3. Consultees were asked to choose their preferred option for LTP3, or to suggest a combination or alternatives. As a result of this consultation, the final version of LTP3 combines all four strategies. Each of the four strategies and the overall Plan were analysed and illustrated using the SEA objectives matrix method.

After assessing the LTP3 amended options, developed after consultation on the 'Provisional LTP3', it was felt that our approach to reflecting spatial variability of the impacts of the four LTP strategies of the three economic sub-areas of the County should also be assessed.

The various modes, (walking, cycling, bus, rail, powered two wheelers, equestrians and sections on related infrastructure) are the basic elements under the four

objectives and overall quality of life LTP3 objective. Each strategy uses each mode of transport to achieve its aims and the strategies complement each other. As such our approach to each mode of transport has not been assessed in isolation, but rather as part of each of the four LTP3 strategies. Comparing the impact of individual modes against the SEA objectives would not provide any further or different results.

In the same way the analysis of the LTP3 strategic aims for the three main parts of the County also cover the infrastructure plan impacts at the more detailed District and Borough level. (There are seven District/Borough Council areas in West Sussex). This was confirmed by an analysis of one District area – Adur District, which suggested that the same possible impacts are highlighted by analysis of geographically smaller areas as from the three larger economic divisions of the County, with minor variations.

The assessment matrices indicate positive benefits and possible negative impacts (as well as effects which could 'go either way' or are neutral), they do not give a strong idea of the degree of benefit or impact, but this has been taken account of in the detailed work where the scale of impact has also been considered. However, the actual impacts of individual measures designed to achieve LTP3 strategies/goals will need individual assessment and a check on combined effects.

A 'No-Plan' scenario was assessed as a counterpoint and alternative to the work on LTP3, to see if this would in fact produce a better outcome. A plan is a statutory requirement, but elements in it are for local authorities to decide on. The impact of 'No Plan' on the 25 SEA objectives was very largely negative and no positive benefits could be identified. See the SEA section (section 7) in the main document for more details.

The cumulative impact of the whole LTP on the SEA objectives was also assessed and can be compared with the 'No Plan' and other assessments in a matrix in the main SEA section.

The overall assessment of LTP3 prior to dealing with the remaining negative impacts, mitigation and action planning indicated that the areas where there was most need to avoid negative impacts or mitigate problems were in regard to:

- Managing coastal protection and flood risk (linked to the climate change objective)
- Risk of impact on climate change as a result of economic growth strategies
- Conserving and enhancing biodiversity, heritage and land/townscape character
- Green infrastructure (e.g. Continuity of wildlife habitats, risk to recreational/community spaces)
- Reducing poverty and social exclusion
- And reducing crime and fear of crime

Amendments to LTP3 were made to address these issues. The majority of remaining impacts after LTP3 plan amendment are indirect impacts.

This does not mean that the other objectives are not potentially impacted by LTP3.

Our approaches to the three economic sub-areas of the county (Coastal area, Gatwick Diamond and Rural area) have some slightly different impacts, but in general they are very similar to each other and those at District/Borough area geographic level (see the assessment matrices, tables 5 & 6, in the full SA). In general even strategies with strongly positive sustainability objective benefits may often introduce some small negative effects. Impacts on particular sustainability objectives for the economic sub-areas (in order of significance) were on:

- Reduce waste generation and disposal
- Maintain and improve water quality
- Managing coastal protection & flood risk (as above)
- Conserving & enhancing biodiversity
- Heritage & landscape
- Increasing vitality of town centres
- Reducing air pollution
- Creating & sustaining vibrant communities
- Mitigating and adapting to climate change and other climate change related sea objectives

All assessment outcomes are detailed in the full SA; table 7, the SEA problem and mitigation assessment table; table 8 the SEA objective mitigation action plan table; and table 9, action planning for remaining transport strategy issues. This concluding table is reproduced in this summary as table "B". It includes a more detailed assessment of the remaining risks and negative impacts and describes the way in which the remaining potential impacts will be resolved and improvements monitored.

The overall assessment of LTP3 and the four overarching strategies, with comments on the generalised results is set out in the matrix below. Other assessment matrices assessing our approach to the three economic sub-areas, an example District geographical area Implementation Plan and a 'No Plan' (no LTP3) scenario can be found in the main SEA section of the full document. This analysis incorporates assessment of each of the aims that contribute to these, as set out in the LTP3

The appraisal in the table below assesses the four overarching strategies against the 25 SEA objectives, with comments. It shows where the impact is positive, negative, neutral or dependant upon mitigating actions. ('Dependant' considers how schemes and measures are actually carried out when implementing strategies).

Table "A": Matrix of LTP impacts on SEA Objectives

+	=	±	-
Positive	Neutral	Dependant	Negative

SA/SEA Objectives	LTP Strategies					Mitigation Comments
	Overall Assessment	Economic Growth	Climate Change	Accessibility	Safety, Security & Health	
Social & Cultural infrastructure and engagement	±	±	+	±	+	All strategies potentially improve access to services. However, there is a chance that additional noise may be caused through the economic growth strategy. Maintaining access by public transport and community severance are also likely to have an impact. Mitigation will be applied when possible.
Improve efficiency in land use	±	+	+	±	±	The development of brownfield sites will worsen air quality problems. In order to lessen the impact of these developments, mitigation will include: preventing development from adding to existing problems; ensuring that priority is given to sustainable modes of transport; using green infrastructure.
Manage coastal protection and flood risk	-	-	=	=	=	All new development and infrastructure must take account of flood risks highlighted in the Strategic Flood Risk Assessment and any new risks that result from development, or accumulation of development, and use mitigation to avoid any negative impact.
Reduce air pollution	+	±	+	+	+	There are a number of air pollution hot spots or AQMAs across the County. New infrastructure and development plans could increase emissions unless designed carefully. Mitigation includes promoting and encouraging more sustainable travel choices, cleaner vehicles and reducing reliance on private cars. Air Quality Action Plans have already been prepared to mitigate problems at existing AQMAs.
Mitigate and adapt to climate change	+	-	+	+	+	All strategies have the potential of having a positive impact on climate change, both through mitigation and adaptation. However, there is the risk that the economic growth strategy will increase traffic levels - this will need to be mitigated by changes in travel behaviour and increasing the cleanliness of the vehicle fleet.
Protect & enhance heritage & landscape character	±	±	+	±	±	Mitigation includes sensitive choice of infrastructure materials, signing and other ancillary infrastructure in countryside or historic villages/towns, and partnership working with SDNPA. EIA and assessment of archaeological impact will be required in some cases. Potential visual and noise impacts should be mitigated through careful design.
Conserve and enhance biodiversity	±	±	+	±	+	Mitigation is required to avoid negative impacts on biodiversity. This will include using green infrastructure to improve the connectivity of hedge lines to reconnect habitats, for example a 'Notable Verge' strategy is already in place.
Develop Green Infrastructure	±	±	+	±	+	The impact of the LTP is dependent on taking opportunities to improve green infrastructure, particularly in new development, and in the SDNP where existing green infrastructure can be disjointed.
Improve efficiency of transport & communication infrastructure	+	+	+	+	±	It is unlikely that the LTP strategies will have any negative impact upon this objective. However, there may be a conflict between improving efficiency and road safety, which will require mitigation.
Support the provision of local goods, services	+	±	+	+	+	All LTP strategies are expected to make a positive contribution towards this SEA objective. Improvements that result in longer distance out-

and employment						commuting could have a negative impact - regeneration will help avoid this.
Reduce waste generation and disposal	±	±	=	±	=	It is not expected that any of the LTP strategies will have a direct negative impact upon this objective. However, mitigation is required to ensure that the removal of waste from new development is considered and accounted for. Also the increase in litter as a result of more visitors to the SDNP needs to be avoided.
Maintain & improve the water quality	±	±	+	=	=	There is potential for negative impacts as a result of the recharging of drains from new development, the run-off of polluted drainage water from carriageways and the impact of winter salting on adjacent crops and wild plants. Mitigation measures will include balancing ponds. SUDS and treating ice on the most used routes.
Increase energy efficiency	+	±	+	+	+	Nearly all LTP strategies are expected to make a positive contribution to this objective, as a result of; continuing to turn off some streetlights, promoting electric vehicles, car sharing and sustainable transport, and reduced congestion. Increased development will increase lighting needs and general energy demand.
Ensure the opportunity to live in sustainably constructed housing	±	±	=	±	=	When developing new housing it must be accessible and help promote sustainable transport modes.
Raise educational achievement levels	=	=	=	±	=	A neutral impact overall, although the accessibility strategy will have a positive effect. People travelling long distances to schools and colleges may negatively impact on other SEA objectives.
Create and sustain vibrant communities	+	+	+	+	±	All LTP strategies make a positive contribution towards this SEA objective. There is the risk that new development may not create community cohesion, but careful planning of infrastructure, jobs and amenities should avoid this. There is a personal security risk to mitigate.
Ensure high and stable levels of employment	+	+	+	±	=	There are no negative impacts upon levels of employment. Encouraging walking, cycling and public transport access to employment and for business trips is more likely to be neutral overall due to the greater risk of accidents. Access to work from rural areas for the young is an issue to deal with.
Sustain economic growth and competitiveness	+	+	+	+	+	All LTP strategies are expected to make a positive contribution towards this SEA objective
Increase the vitality of town centres	+	+	+	+	±	All LTP strategies are expected to make a positive contribution towards this SEA objective. Transport measures will be expected to benefit town centres and stimulate economic revival. However, there is the potential risk that this will create parking issues in fringe areas, which will require mitigation. Indirectly there could be more personal security problems at night.
Foster the development of higher value added economic activities	+	+	+	+	=	No negative impacts are expected.
Enhance the skills base of local people	+	+	+	±	+	Improved access will allow people to access training centres and provide trained people for employment. If this does not take place, increasing commuting may have a negative impact.
Improve health and reduce inequalities	+	±	+	+	+	Increases in noise and emissions as a result of the increase in traffic will require mitigation through careful design.
Reduce poverty and social exclusion	±	+	±	±	+	Where we are attempting to manage existing infrastructure this may not have the same benefit to this objective as providing new infrastructure. If bus services are cut or reduced there is a risk that those in rural locations may become more isolated.

Improve accessibility to all services and facilities	+	+	=	±	+	There is a risk that if focus is given to urban regeneration and development, rural accessibility may suffer over time. Mitigation will include partnership working with the bus and community transport operators to tackle specific issues and greater community involvement in access planning through SIDD.
To reduce crime and fear of crime	-	-	-	-	+	It is likely that the LTP strategies will have a negative impact on this objective. This is a result of public perception that travelling on public transport at night and walking or cycling in the dark is unsafe. Mitigation will minimise both actual and perceived risk, through measures such as: open space design; CCTV on public transport; street lighting improvements; partnership working with Sussex Police.

Assessment matrix - important note: The overall LTP assessment may not always match results for the four overarching strategies. This is because other aspects are included in the assessment, negative or positive impacts overall are smaller in scale and higher level strategy/policy always tends to be easier to design positively for sustainability compared to more detailed elements, such as particular aims or implementation of schemes. The scale of benefits or negative impacts varies considerably. Where there are many considerable benefits there may be some negative impacts even where a positive or 'green' result is indicated. All these are considered in the full Sustainability report and mentioned where significant and also covered where necessary in the mitigation and action planning sections.

Conclusions from the SEA process

Actions to deal with the remaining impacts on the SEA objectives are described in the table below. All other impacts have been avoided by modifying the LTP3 strategies or will be avoided by sustainability assessment and consequent modification of individual schemes and measures used to deliver LTP3 and included in the West Sussex Infrastructure Plan (this is actually a simple list of possible schemes or measures, not a plan in itself). This will be achieved as each scheme or measure is chosen by implementing the proposed first action in the table below, which is to monitor these schemes to not only make sure they achieve LTP objectives but also help towards the SEA objectives with no or minimal impacts on any of them.

Table B: SA/SEA conclusion – action planning for remaining transport strategy issues

Action	Organisation	Timescale/implementation
Overall need to assess individual measures used to implement LTP3. Cumulative impact of individual measures/schemes to be monitored and negative impact avoided. (Choice based on community proposals and community engagement – through County Local Committees (CLCs))	West Sussex CC.	2011 – 2026, throughout LTP3 period. A prioritised list of schemes will be produced at various times as agreed by CLCs. Initial selection of the first tranche of implementation measures will be near the beginning of the LTP3 plan period, in 2011. Assessment of any cumulative impact of the final combination of choices as well as individual assessment work will be needed to make sure implementation is sustainable, as well as the wider strategy/policy.
Noise and public transport accessibility in rural areas - assess degree of problem and consider	West Sussex CC.	2011 – 2026, throughout LTP3 period. Problems to be identified 2011-12.

Action	Organisation	Timescale/implementation
solutions.		
Impact of brownfield development on local air quality and development within/near AQMAs. Action: Avoid further development in hotspot areas unless fully mitigated.	District & Borough Councils & WSCC. Government & other agencies.	2011 – 2026. LDFs should take account of this in the early years of the plan.
Non-transport related measures to reduce air pollution	District & Borough Councils	2011 – 2026, throughout LTP3 period. LTP3 deals with transport pollution, but there are other sources of pollution and long distance movement of pollution within & beyond the UK. Air Quality Action Plans (non-transport elements).
Wide range of climate change and adaptation measures to be further developed and implemented where needed - where not part of proposed plans (LTP or non-LTP) Instigate carbon budgeting as part of further planning and implementation. Implementation of WSCC corporate CO ₂ reduction targets should continue.	West Sussex (independent) Environment & Climate Change Board. WSCC assessment of specific schemes.	2011 – 2026. Corporate carbon budgeting to continue 2011 onward. Other measures to be considered and developed throughout the LTP3 period – but in place early enough to allow benefits of mitigation prior to 2026.
Incoming development applications to be assessed effectively to obtain mitigation. Applications affecting sensitive areas, natural or built heritage, sensitive landscape (e.g. SDNP) or biodiversity will be assessed by relevant specialists and where required mitigation advice will be provided.	WSCC (non LTP policy), District & Borough Councils	Commencing 2011 and throughout the LTP3 period.
Monitor the impact of salt spray from roads (see action plan for possible	WSCC & organisations monitoring wildlife &	2011 – 2026, throughout LTP period. Highway winter maintenance to take account of

Action	Organisation	Timescale/implementation
methodologies) and mitigate where possible.	biodiversity, landowners & farmers. Possible organisations include NFU, Parish Councils, RSPB, Environment Agency, Natural England	issue. Monitor via biodiversity assessment and reported problems.
All engineering schemes to have individual environmental & sustainability assessments Monitor overall impact of measures as well as individual assessment outcomes.	WSCC.. District & Borough Council LDF processes.	2011 – 2026 - throughout LTP3 period. Assess during the scheme design and selection process. Consider impact of packages of measures that go forward. 2011 and throughout LTP3 period.
Where there is impact on green infrastructure and/or biodiversity rebuild habitats or provide alternative habitat.	WSCC, District & Borough Councils (LDFs) & developers (land use planning requirements).	Throughout the 2011-2026 LTP3 period as needed.
Undertake tranquillity studies in order to protect tranquillity and avoid or camouflage construction of jarring structures in sensitive areas.	WSCC, District & Borough Councils (LDFs). Parish Councils & residents or similar organisations	Suggested that studies should be every 5 years. Land use planning solutions will be key (a District/Borough Council function). Liaise with those that may wish to institute this in 2011/2012?
Suitable access to countryside (including SDNP)/improvements to PRowS	WSCC	2011 – 2026. Implementation via infrastructure plan
Minimise light pollution and energy use/Green House Gas (GHG) emissions (climate change). Street lighting options/solutions to consider	WSCC (Street Lighting Contract)	2011 – 2026. Continue with minimised hours of illumination and sustainable street lighting technology throughout LTP3 period. Reduce times or avoid lighting where practical.
Avoid and reduce highway related severance of communities & public rights of way (PRowS). Alternative route options via RoWIP for facilities in towns & villages avoiding busy roads.	WSCC, RoWIP, Parishes, communities	2011 – 2026. As part of highway & RoWIP (Rights of Way Implementation Plan) improvements
Honey pots – avoid damage caused by possible 'over-use' of parts of the countryside, the SDNP in particular and places of interest. (Develop suitable access	SDNP Authority & WSCC & Districts/Boroughs	2011 – 2026. Management/Planning in early years of the LTP3 & throughout. Liaise with SDNP and other stakeholders as soon as possible - 2011/12 proposed.

Action	Organisation	Timescale/implementation
arrangements).		
Prioritise work on sustainable modes, work from home, reducing need to travel, to overcome infrastructure shortcomings and avoid attracting longer distance traffic onto rural lanes/minor urban roads. Solutions via intelligent transport systems and traffic information control centre (TICC) development	WSCC, District/Borough LDFs	Start 2011 and continue to 2026. Largely already dealt with by LTP strategies. TICC is in place but will be able to do more in future.
Students & young people - need to improve access to training and employment, especially in rural areas.	Educational establishments & businesses plus WSCC, Districts/Boroughs	Possible start date not known - but before 2026. Scooter hire and/or other innovative schemes to be investigated
Deal with litter & Dog fouling problems associated with better access to attractive rural areas and South Downs National Park (SDNP).	SDNP Authority & Districts for dog fouling. WSCC on transport modes/facilities and parking.	2011 – 2026. Management/Planning in early years of the LTP & throughout. WSCC to work with the National Park authority on a management plan.
Manage/reduce household waste generation and long distance movement (of electrical) waste	District/Borough LDFs & WSCC	2011 – 2026. Management/planning in early years of the LTP & throughout.
Mitigation of over-abstraction of water. (Find suitable methods and then implement these).	District/Borough LDFs (WSCC role is in relation to transport schemes enabling development.)	2011 – 2026. Management/planning in early years of the LTP & throughout.
Protection of verge diversity. Continue with 'Notable Verge' work. Also compare areas with/without possible salt damage.	WSCC, District/Borough LDFs	2011–2026.
Sustainable housing needs to be linked to sustainable transport. Consultation responses to planning policy documents to reflect sustainable transport.	District/Borough LDFs, WSCC	2011–2013+. Planning in early years of the LTP & throughout. Infrastructure plan entries and implementation should also take account of this issue.
Promote cleaner vehicles (fuels/engines) as a means to reduce pollution,	WSCC, District/Borough LDFs	2011-2026. Already included in LTP3 but also needs to be a significant element

Action	Organisation	Timescale/implementation
CO ₂ /GHG emissions, noise		in land use planning.
Encourage school/college travel plans (already an LTP strategy)	Educational Establishments, WSCC support	2011–2013. Planning in early years of LTP3 & throughout.
Development planning to ensure that new local facilities and links to existing facilities are built in larger developments	WSCC, District/Borough LDFs	2011–2026. Continue with planning in early years of the LTP & throughout. (Part of LTP2 as well as LTP3 and Infrastructure Plan implementation.)
Account for out-commuting issue (inc. protecting community cohesion) while allowing for regeneration & good accessibility	WSCC, District/Borough LDFs	2011-2013. Planning in early years of the LTP & throughout.
Account for regeneration impacts on urban & rural heritage & environment	District/Borough LDFs, WSCC	2011-2013. Planning in early years of the LTP & throughout.
Improve road safety/travel awareness in deprived areas.	WSCC	2011-2013+. Take account of in early years of the LTP & throughout.
Work to overcome lack of compliance in regard to speeding, red lights and other restrictions designed to protect the public by car & lorry drivers and cyclists	Police, National Government/DfT, local communities. WSCC accident investigation.	Investigate ways to deal with this. Start date uncertain but should be asap.
Deal with the particularly serious problem for mobility and sight-impaired people in regard of above compliance problems.	Police, National Government/DfT, 4Sight and other Non-Governmental Organisations (NGOs) and local communities. WSCC accident investigation.	2011-2013. See other parts of this appraisal. Important that means to deal with this are found and developed/implemented early in the LTP period.
Provide or encourage better lighting at bus stops, rail station accesses, graffiti removal, replacement of underpasses. Improvement of public transport access and waiting environments and for walking at night	WSCC	2011 onward. Already being addressed in work undertaken as part of the previous LTP (LTP2). More action needed during the life of LTP3. LDFs need to consider mitigation also.
Liaise with bus companies on training drivers about passenger vulnerabilities (both about risks when waiting for services - especially if delayed and	WSCC/Bus Companies/Police	Start date to be determined. Action during the life of the plan should start as soon as possible - engage bus companies on this issue and influence bus company policy. Facilitate bus

Action	Organisation	Timescale/implementation
to better deal with issues on board, e.g. threats of violence to passengers) as well as training on minimising risks to drivers themselves.		company/police liaison.
Work with police/bus/rail operators to increase passenger security, e.g. security or police presence on buses as well as rail	Police, bus companies, bus co liaison with WSCC.	Work towards solutions from early years of the LTP and have something in place as soon as a solution is found & can be implemented. Start date to be determined.
Make town centres and other places more attractive to a range of social groups to help reduce anti-social behaviour	Local communities and all stakeholders including local authorities. District/Borough Councils through LDF policies	2011 –2026, throughout LTP3 period.

The main objective of the SA/SEA process is to make sure major policy documents are written with sustainability (environment, society and the economy – overall “wellbeing”) in mind. The SA/SEA document provides evidence of how this has been done.

The SEA process is also ongoing to make sure that not just policy but what actually happens still achieves the plan and the 25 SEA objectives.

The key outcomes from the SA/SEA process were a more sustainable transport plan and identification of mitigation measures where an unavoidable negative impact was found that could not be addressed during the SA/SEA planning process. Many of these issues would not have been identified if the Transport Plan had not been analysed and the SA/SEA process not undertaken.

The process is not complete because we now have to monitor our work and the implementation of strategies and policies, over the next few years and for the life of the Plan. Many schemes will also be assessed in regard to environmental and other impacts at a much more detailed level, which will influence design and the final completed scheme or operation of an initiative.

A system to monitor the mitigation measures and to report results during the life of LTP3 will be needed. It is intended that this will be part of the LTP monitoring process and carried out in parallel with this work.

Impacts identified during delivery of LTP3 will be more specific and local as action takes over from strategy. There is a risk that negative impacts may arise out of; how something is implemented; how something is built; what materials are used and not from the policy in the Plan itself. Not all of these issues can be identified at the overall policy document level.

In order for sustainable outcomes at a very local scale, information and awareness is needed by those directly responsible for implementing schemes arising from our policies. This is where the role of our County Council Sustainability and Equality systems is important, including our developing bespoke internal Environmental

Management System and the Sustainability Appraisal system. This will help to make sure individual project managers implement our policies in a way that is sustainable and, where construction is involved, that the “as built” structure still meets the sustainability and planning criteria originally envisioned for it.

The West Sussex County Council Chief Executive's Board has agreed that the Sustainability Appraisal must be applied to all projects. For Change Plan and Capital Works Projects the Sustainability Appraisal must be completed and submitted at the first stage.

The application of the Sustainability Appraisal can also be extended for use on the development of new strategies, policies and business plans and can be used as required on smaller projects.

We will continue with our internal sustainability working groups for managers, policy teams and engineers, and strengthen or adapt these in order to make sure our sustainable LTP policies and SEA objectives are still achieved at all levels. This will ensure that all activities will incrementally improve the baseline sustainability and environment of West Sussex as a whole. We already have a management structure that accords the same status to sustainability as to highways and transport.

The SA and SEA process is very complex and it has involved a great deal of work to produce what can be seen here, but hopefully this summary, the key outcomes described, and the explanations in the main text make it as clear as we can. For those requiring further detail the process is described in the various sections of this document, for example, see section 6 on the initial identification of sustainability issues and appendix 3 to find out more about the baseline for West Sussex, (i.e. the current state of the environment, economy and social wellbeing which should not be compromised by new policies and where possible enhanced without detriment to the aims of the transport plan).

Conclusions from the other assessments comprising the Sustainability Appraisal:

Habitats Regulation Assessment (HRA):

The assessment provides a summary of the international sites that could potentially be affected by LTP3 and ways in which they could be affected. Potential impacts from LTP3 have been identified to be:

- Air pollution effects, including dust
- Habitat loss, fragmentation and degradation
- Water quality and flows, including runoff
- Noise from either road construction or operational use
- Recreation effects

The initial stages of this HRA screening assessment were used to inform the policies in LTP3. The completion of the HRA screening assessment has concluded that LTP3 is unlikely to have any significant negative impacts on any European Sites. However, it is recognised that LTP3 is a high level strategy, and in some circumstances a lower tier assessment will be more appropriate in assessing the potential effects on European Sites

The general assessment of biodiversity, green infrastructure and landscape across West Sussex can be found in the SEA

Strategic Flood Risk Assessment (SFRA):

It would be expected that all programmes of work being carried out as a result of the LTP3 will take account of the potential impact on flooding. The SA/SEA also considered this issue, and LTP3 strategies/policies have taken account of flooding and potential risks in regard to LTP3 implementation. The SEA work concluded that indirect impacts as a result of development facilitated by transport improvements are the main issue. There will be new highway surface run off, but this direct impact will be small.

There is a West Sussex Strategic Flood Risk Management Group and highway drainage operational work is carried out through this. Highest risk and priority areas have been identified and action is being taken to reduce these risks. The Environment Agency, Southern Water and the seven District and Borough Councils are all involved. The regular programme of highway drainage works and funding for them has been refocused to achieve this.

Underway (completion June 2011) is a Preliminary Flood Risk Assessment as part of the EU 'Floods Directive'. This will highlight further, EU defined, high risk (significant) areas. The next steps will be the mapping of these areas (2013) and later Flood Risk Management Plans (2015), which will identify actions to reduce flood risk in the mapped areas.

Local work to deal with flood risk is underway in any case, looking at current problems, hot spots and solutions for these. Improvements are already carried out as part of planned replacement or repairs as part of a rolling programme. An indicative flood map is included in the SA as part of 'Identified Sustainability Issues', section 6, figure 1.

Equalities Impact Assessment (EqIA) - CFA:

All the mitigations proposed to deal with the impact of the new LTP on equalities are to be carried out as part of LTP implementation. There are no significant outstanding impacts where a measure to address them has not been proposed. This assumes that the mitigation listed in the assessment will be affordable and so funded. Inequalities, poverty and social exclusion were also included in the SEA objectives. In the main document see table 13, on the EqIA implications for LTP3 and tables 7, 8 and 9 for equalities issues highlighted by the SEA process. There are some issues raised by the SEA on increased risk to those with sight or mobility impairments in relation to problems with non-compliance of road users with red lights and speed limits for example. Also increased risk of violence waiting for or using bus or rail services at night or walking in some areas affects those without access to a car or unable to drive a vehicle disproportionately

Health Impact Assessment (HIA):

Overall the majority of LTP3 proposals were seen to have a beneficial impact on health. The SEA assessment supports this view.

Health inequalities impact will be dependant on the way policy is implemented; this issue will need to be addressed during the life of the LTP as part of LTP outcome monitoring and as suggested in the SA/SEA mitigation plan tables (e.g. accessibility in rural areas). The SA/SEA analysis gave an overall positive result on this issue.

Access to healthcare provision; as with health inequalities the LTP and it's SA/SEA process have taken account of this. Again, this issue will be addressed during the life of the LTP as part of LTP outcome monitoring and as suggested in the SA/SEA mitigation plan tables (e.g. accessibility in rural areas). The SA/SEA analysis gave an overall positive result on this issue.

Social inclusion: Affected by choice of transport available to different people, especially those with disabilities. Also to be dealt with as part of LTP implementation

and to be covered as part of the accessibility strategy. Issues and mitigation during the life of the LTP will be highlighted by LTP outcome monitoring as above.

Local Economic Assessment (LEA):

The main issue so far (as this assessment for West Sussex is only in the early stages) is that new development may not be sustainable, although this outcome is a result of having no LEA evidence base as yet.

General development facilitated by highway and transport schemes and initiatives/measures (engineering or soft measures) has been considered as something that might impact on a number of the 25 SEA objectives. Measures to make development sustainable not only economically but in regard to social and environmental needs is covered in some detail as part of the SEA work summarised earlier in this report.

Concluding Note:

The full Sustainability Assessment and Strategic Environmental Assessment document is a tool used to develop a plan to which it refers and is as much a process as a report and also still a 'living document'. In this case the plan is the new West Sussex Transport Plan (LTP3).

The sustainability appraisal has been particularly useful in identifying outcomes that were unexpected, bringing out aspects to take account of that would not have been thought of without going through the SA/SEA process.

The SA/SEA contains results from the earlier processes such as baseline investigation, scoping, international, national and other local policy alignment and strategy. This is largely still included in the full SA, but reflects the situation at that time, as early as the start of LTP development. The SA/SEA process is organic and develops along with the development of the Plan it is intended to appraise.

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Introduction

- 1.1 This document is the Sustainability Report for the third Local Transport Plan (LTP3) for West Sussex. This report describes the proposed approach being taken in the development LTP3 and will help to ensure that the plans and programmes it contains will be sustainable. In doing so, it will satisfy a number of European requirements for sustainability to be placed at the heart of the development of strategic plans.
- 1.2 The West Sussex Transport Plan 2011 – 2026 (LTP3) is a statutory plan and a major public policy document and therefore requires a Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA). More details are set out in section 2.
- 1.3 The aim is to show that the wider impact of strategies (policies) and the means to implement them has been understood and taken into account. In addition the current state of West Sussex needs to be assessed and a baseline produced. It is then possible to try to make sure that all strategies we develop improve the sustainability of West Sussex, or at least not make the situation worse.

Local Transport Plan 3 Document

- 1.4 All local transport authorities have a statutory duty to prepare a Transport Plan for their area. The LTP should as far as possible be a spatial plan, incorporating economic, social, and environmental issues as well as setting out a land-use planning approach to transport. LTP3 will cover the period 2011 to 2026. One of the key aims and challenges of the LTP3 is balancing the local, more regional and national need for transport and accessibility, with the environmental, economic and social costs to the County as a whole.
- 1.5 The development of LTP3 has been informed by the SA process, which has helped us to consider issues not previously thought of, as well as additional advantages in implementing policies, strategies and measures in the transport planning hierarchy.
- 1.6 The key outcomes from the SA process are a more sustainable transport plan and identification of mitigation measures where an unavoidable negative impact that could not be addressed during the SA/planning process were found. Many of these issues would not have been identified if the Transport Plan had not been analysed.

Accounting for Plans, Programmes, and West Sussex Overarching Sustainability Objectives

- 1.7 In order to document how the LTP3 is affected by outside factors and to suggest ideas as to how constraints can be addressed or mitigated, it is necessary to identify other plans, programmes, and ultimately County-wide sustainability objectives that are likely to be relevant to transport planning in West Sussex but not specific to it. For each, the document sets out the key objectives, relevant targets and indicators, and the key implications for the LTP and the SA.

Baseline Information

- 1.8 In preparing the SA it is necessary to provide an evidence base for sustainability issues, effects prediction, and monitoring. This is provided by the

baseline data. In addition, the current state of West Sussex also needs to be understood, so that a baseline can be produced, and a realistic vision for the future of the County can be developed. The baseline data sets out information on the current condition, past trends, likely future position and any issues identified for the LTP. The information must be relevant and appropriate to the spatial scale of the County. Where there are gaps further information should be gathered, when possible, for future use. It is then possible to try to make sure that all policies we include improve the sustainability of West Sussex, or at least do not make the situation worse. Such unwanted outcomes are possible when a project designed to solve one problem in isolation (quite successfully) makes other problems worse, when this would have been avoidable using a different approach.

Sustainability Issues

- 1.9 As the purpose of SA is to deal with the likely 'significant' effects of the LTP it is not appropriate to address every issue. Accordingly, the SA only deals with 'key' issues at the County level and does not attempt to address other, less important, issues. The reason for this is that the SA must deal with the LTP at a significant strategic level, leaving more detailed issues, and effects, to be addressed later.

Sustainability Appraisal Framework

- 1.10 Having considered the key sustainability issues, 25 key sustainability objectives have been identified, which form the framework against which the LTP3 strategies, policies, and allocations can be tested. There will be a need to assess the significance of the potential direct and indirect effects in the short, medium and long-term. There will also be a need to assess cumulative impacts, and the potential to mitigate harmful effects and deliver enhancements.
- 1.11 The plan identifies how the objectives will be used in decision-making and considers whether the objectives are consistent or inconsistent or whether there is no link between objectives. Where they are not consistent, it addresses how the conflicts can be resolved. A provisional list of indicators has also been developed, which will be used to monitor the effects of the LTP, and may be amended in future if necessary.

Developing Options and Appraising Effects

- 1.12 In order to test whether the LTP will contribute to 'sustainable development', it was necessary to assess whether each LTP objective is compatible with each sustainability objective. This has helped in refining the LTP objectives as well as identifying options. The LTP objectives also need to be consistent with each other.
- 1.13 The key issues for the LTP have been identified and they have been assessed against the 25 SA objectives. Now that this work has been completed the appraisal demonstrates that LTP3 will contribute positively towards delivery of 'sustainable development'. There are four LTP3 strategies:
- A high quality transport network that supports a competitive and prosperous economy in all parts of the County (economy)
 - A resilient transport network that complements the built and natural environment whilst reducing it's carbon emissions over time (Climate Change)
 - Access to services, employment & housing (Access)

- A transport network that feels, and is, safer and healthier to use (Safety, security & health)
- 1.14 How we overcome impacts: avoid, mitigate, compensate.
- Avoid – All strategies should be assessed to ensure that they have no negative (and preferably positive) impacts. This should be in terms of environmental, economic, and social concerns. This will apply to individual schemes used to implement strategies once they are chosen
 - Mitigation – Only when all possibilities to avoid implementing a scheme that has a negative impact have been looked at, should consideration be given to a scheme where mitigating an impact is required. When considering alternatives, the option with least impact should be considered first
 - Compensation – There may occasionally be a scheme that has an over-riding precedence and needs to be carried out despite a negative impact. Only when absolutely sure that no other solution is possible, should this route be followed
- 1.15 The final SA/SEA stage involved appraising likely effects and documenting the findings, to be followed by continual monitoring of the effects of the implementation.
- 1.16 SEA objective appraisal matrix tables (tables 7 to 9 in section 7) have been developed to help demonstrate how the transport plan options, strategies and more detailed aims for particular parts of the County have been investigated, how they achieved objectives and what should be included or altered in Plan. Also important is the proposed monitoring framework, which looks at what problems there may still be and how we may be able to put this right during the life of the transport plan.

The LTP and its overall assessment

- 1.17 The LTP is divided into two main sections, part 1 – Long Term Strategy, and part 2 Implementation Plan. The implementation plan itself relies on a long list of possible schemes to be investigated further in future that includes both transport and other infrastructure proposals, this is known as the West Sussex 'Infrastructure Plan'.
- 1.18 The Infrastructure Plan is a non-comprehensive list of all the measures so far investigated that could be taken to achieve the LTP objectives.
- 1.19 Any of these individual schemes can be chosen by Cabinet, County Council members and/or through the CLC process and implemented or prioritised. They may or may not all be implemented at some point during the life of the LTP. At present it is assumed that schemes listed will be implemented if selected.
- 1.20 Each scheme will need to be assessed individually by project managers as it is progressed from initial scoping through to detailed design. Project managers will be trained to make informed analysis of scheme negative impacts and positive benefits against each sustainability objective and modify plans/design schemes to avoid negative impacts, provide additional benefits that may not have been otherwise identified and mitigate any unavoidable negative impacts. Scheme costings/budgets must take account of any remaining unavoidable mitigation measures required as well as implementing the scheme in the manner identified through the scheme assessment process. This should actually be more cost effective, as few schemes will deal with only a single problem and good design will increase scheme benefits.

Sustainability Assessment – Analysis Documents and Consultation Included

- 2.1 This SA combines a number of assessments required in the development of the LTP3. It takes into account responses received from statutory and strategic consultees during the first scoping stage of the SEA, and the Provisional LTP3 consultation of October 2010. Responses and changes made as a result of these are included later in this report.

Strategic Environmental Assessment

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

Habitats Regulation Assessment

- 2.3 The Habitats Directive protects habitats and non-avian species of European importance and applies to Special Areas of Conservation (SACs). The European Directive (79/409/EEC) on the Conservation of Wild Birds (Birds Directive) protects bird species of European importance and applies to Special Protection Areas (SPAs). Together these are known as the network of Natura 2000 Sites. The UK Government Guidance on Habitat Regulations Assessment (HRA), states that areas designated as globally important wetlands under the Ramsar Convention (1971) should also be given the same level of protection as SAC and SPA designations in the HRA process. Given this, SACs, SPAs and Ramsar sites are collectively termed European Sites and are acknowledged as having the same level of protection.

Strategic Flood Risk Assessment

- 2.4 The principle component of a Strategic Flood Risk Assessment (SFRA) is to assess the potential flood risk and subsequently inform the report of any areas at risk. It can also assist in the application of the sequential test as outlined in Planning Policy Statement 25 'Development and Flood Risk' (PPS25, December 2006) when considering potential development sites, and required servicing infrastructure.

Equalities Impact Assessment

- 2.5 Local authorities have a duty under race, disability and gender legislation to carry out an Equality Impact Assessment (EqIA) of their LTP. An EqIA is undertaken in order to gain additional perspectives on the work that is being proposed and the services delivered. In doing so, an EqIA can help determine how the plan will affect different groups of people. DfT guidance on LTPs advises that an EqIA should encompass race, gender, disability, age, religion/belief and sexual orientation.

Health Impact Assessment

- 2.6 The HIA needs to assess LTP3 against the public health objectives relating to transport, particularly in relation to groups specifically identified as being at risk from transport related actions, including older people, children, those with mental health issues and those with medical conditions. It is important that the assessment of potential health impacts take into account, not just the direct determinants of health, but the wider determinants too. These include factors such as:

- Poverty, unemployment, poor housing, crime, low educational attainment, social exclusion
- Agricultural policies, and environmental issues, such as air pollution
- Sustainable development issues in terms of health

Local Economic Assessment

- 2.7 A new duty on county councils and unitary authorities to prepare an assessment of local economic conditions came into force on 1st April 2010. The role of a LEA is to provide a single evidence base that will give local authorities a common understanding of economic conditions, economic geographies and social and environmental factors that impact on economic growth and performance.

SEA Scoping Stage and Further Consultation Responses

- 2.8 This report includes the initial scoping report carried out for the SEA, amended to take account of the comments received on the initial consultation document drawn up in December 2009. This full SA report and the LTP has also been amended in the light of public consultation and roadshow responses carried out after publication of the provisional LTP3 documents in July 2010. A summary of these comments and how these have been dealt with in the LTP is included after the report on the scoping in the SEA chapter, section 7.
- 2.9 Each of the assessments (listed above) that make up the full SA is dealt with in detail in its own section, (SEA in section 7, others in sections 8 to 12) but as a significant amount of the baseline data is shared between them, this is combined in the baseline table in the appendix, and in the overall assessment work.

The Nature and Purpose of the West Sussex Transport Plan (A 15 year Plan)

- 2.10 LTP3 will cover all transport policy and implementation of transport schemes and initiatives within West Sussex between 2011 and 2026. The SA aims to ensure that this is carried out within the context of tightening environmental, social and economic constraints.
- 2.11 LTP3 is prepared in response to the Transport Act 2000 (amended by the Local Transport Act 2008) under which local transport authorities are required to produce a Local Transport Plan (LTP). West Sussex County Council has written two previous LTPs (covering the periods 2001 – 2006, and 2006 – 2011).
- 2.12 Unlike previous LTPs, the Local Transport Act 2008 has provided local transport authorities with greater flexibility. For instance, LTPs are no longer required to be replaced every five years. Transport authorities may now replace them as they see fit, the only stipulation being that the new plan is in place by 31st March 2011, when the current LTP expires. The Local Transport Act 2008 also removes the requirement for a separate bus strategy to be developed, allowing bus measures to be more integrated with core policies.
- 2.13 It is open to authorities to decide whether the implementation and long term strategy should be dealt with in one document, or as two separate documents. For West Sussex LTP3 is being developed as a single document, divided into two sections;
- A long-term strategy (2011 – 2026)
 - A local transport implementation Plan

- 2.14 However, in addition to this a 'West Sussex Infrastructure Plan', which will list transport infrastructure proposals along with a wide range of other infrastructure is being developed. It will be completed and published at a later date, sometime after LTP3 publication. It will include some of the individual schemes that will be used to implement LTP3 objectives and indeed SA/SEA objectives. The list will be added to during the life of LTP3, and means to deal with sustainability impacts of individual schemes are covered later in the report and in the Executive Summary and non-technical report.
- 2.15 Developing the strategy element of LTP3 to cover the period 2011 to 2026, will allow transport policy to align with other West Sussex and surrounding local authority development plan documents and the West Sussex Sustainable Community Strategy, therefore reducing any potential future discrepancies.
- 2.16 The Implementation Plan will include a set of issues and aims for each District and Borough area. It will be informed by deliverability, but also by available funding. The Implementation Plan will be achieved through the measures listed in the detailed list of infrastructure requirements mentioned above (both transport and non-transport related).
- 2.17 The 'Infrastructure Plan' list of measures (plus any measures or schemes added to it later) will be prioritised by West Sussex County Local Committees (CLCs). This includes all highway works programmes and asset management/maintenance of transport infrastructure. This ongoing work will inform the preparation of Local Development Frameworks.
- 2.18 As part of LTP and SA action planning the individual measures chosen, plus their cumulative ability to achieve the LTP and SA/SEA objectives and strategies will be monitored and negative impacts avoided or minimised as envisioned.
- 2.19 The Plan will be periodically reviewed and where necessary both elements of the plan will be amended to reflect changes in national and local policy as well as progress towards achieving goals, objectives and targets.

Purpose of the New Transport Plan

- 2.20 After producing two very successful LTPs, West Sussex has a sound foundation on which to develop and build the next LTP. LTP3 will provide a vital tool in helping to deliver a place-shaping agenda. It will provide a clear strategy to enable continuing improvement in accessibility to services for customers, with plans such as 'Community Action Planning' (the Service Innovation Design & Development (SIDD) initiative), being developed within the Plan period.
- 2.21 LTP3 will look to achieve the four overarching LTP strategies and improve quality of life for all.
- 2.22 These are (i) A high-quality transport system that supports a competitive and prosperous economy in all parts of the county. (ii) A resilient transport network that complements the built and natural environment, whilst reducing its carbon emissions over time. (iii) Access to services employment and housing. (iv) A transport network that feels, and is, safer and healthier to use.
- 2.23 Through developing LTP3 under the above headings, it is intended that the recommendations of the Stern Review on the Economics of Climate Change, the Eddington Transport Study and the King Review of Low Carbon Cars will be delivered. A good transport system is an imperative in building and developing sustainable communities, if developed correctly it will contribute and aid in many other ways; such as helping to provide safer and stronger communities, a healthier population, better equality and social inclusion, as well as helping to

achieve environmental targets and economic prosperity. However, transport is not an end to itself; LTP3 will need to be integrated with many other policies, including statutory development plans. It will be formulated accordingly:

- Set transport in its wider context reflecting other priorities
- Set a framework for monitoring, delivering and managing transport infrastructure

Plan Objectives

2.24 The implementation and development of a sustainable transport system will help bring about opportunities to enhance the county. Consideration must be given throughout the development of LTP3 to the following overarching themes in order to achieve this:

- Use of resources (air, water and land)
- Carbon reduction
- Effective enhancement and protection of the natural, historic and social environments
- Involvement and engagement of local communities in decisions about the future of transport in their neighbourhood
- Efficient maintenance of the existing transport network and all related infrastructure
- Continuing delivery of a prosperous economy

2.25 In addition, local outcomes to achieve include:

- Continuing to increase the number of children cycling, walking or using public transport to get to school
- Ensuring that the travelling public are well informed about their travel choices and have up to date traffic information
- Significantly increasing the number and coverage of travel plans
- Increasing bus passenger satisfaction levels
- Increasing public transport patronage
- Reducing emissions
- Increasing accessibility to food shops, education, health facilities and employment
- Contributing towards development and regeneration targets
- Reducing the number of car trips in and to urban areas
- Reducing delays on key congested routes

2.26 Transport Plan wider outcomes also include:

- Improved safety and speed management
- Improved transport infrastructure
- Increased partnership working

2.27 To see all the LTP outcomes refer to the main LTP3 document.

2.28 Additional issues incorporated into the plan as a result of consultation include:

- Dealing with congestion

- Developing and promoting schemes through Community Access planning, the Service Innovation Design & Development (SIDD) initiative), including “bold” projects that have widespread support
- Accessibility issues to be at the forefront of our thinking
- Use of Intelligent Transport Systems (new technology)

Plan Structure

- 2.29 This SA will assess the full West Sussex Transport Plan for 15 years (until 2026). For the purpose of the assessment of the main plan, any daughter documents, developing statutory planning policies and any document emerging from LTP3 (in conformity with its policies and objectives) should be taken account of in the overall Environmental Report and executive summary . Subsidiary plans should also be taken account of in the same way as any resulting measures or schemes, although separate environmental and other sustainability assessments may also be needed but at a less strategic level. Schemes that will implement the LTP objectives have been included in a long list of infrastructure improvements, known as the Infrastructure Plan, that may be required in future. This list includes more than just transport infrastructure and will be prioritised by elected members and via CLCs. These individual measures will need to be assessed as they come forward and cumulative impacts monitored. This will be part of the LTP and LTP Sustainability Assessment mitigation work.
- 2.30 Embedded within the whole document is a need to address three main areas or strands of work, each of which is required in order to deliver LTP3.
- Place shaping
 - Asset Management
 - Community Access Planning, known as SIDD
- 2.31 The Plan structure is heavily influenced by the developing place shaping agenda. West Sussex historically, has been divided into the three areas which dominate the County; Coastal West Sussex, the Gatwick Diamond and Rural West Sussex. Although these areas have their own strategies and aims in the plan, the plan is also concerned with aligning policy and strategy to the various development planning documents; therefore, ‘place-shaping’ will be a key element. The identified strategic places are:
- Bognor Regis
 - Burgess Hill
 - Chichester
 - Crawley
 - East Grinstead
 - Haywards Heath
 - Horsham
 - Littlehampton
 - Shoreham
 - Worthing
- 2.32 West Sussex is a predominantly rural county located in the South East region of England covering an area of 199,000 hectares and has a population of around

770,000 (2008 estimates). West Sussex is bounded by the neighbouring counties of East Sussex, Surrey and Hampshire, as well as the City of Brighton and Hove.

Coastal West Sussex

- 2.33 Within coastal West Sussex, are the 'Strategic Places' of; Bognor Regis, Chichester, Littlehampton, Shoreham and Worthing. Although each has its own individual characteristics and drivers for change, there are some dominant features which appear throughout and include:
- The need for economic regeneration
 - Pockets of deprivation
 - A higher than average population of elderly residents
 - Congestion and a lack of high quality employment sites
- 2.34 Chichester is somewhat different in terms of its shopping and employment role but suffers from congestion associated with access to the City and along the A27 trunk road.
- 2.35 The A27 throughout the coastal area acts as a barrier to non motorised traffic seeking to access the South Downs for recreational and other purposes, and vice versa. Several studies have identified Chichester, Worthing and Arundel as having particular trunk road problems requiring local action plans. A plan for Chichester has been developed with the Highways Agency. The Implementation Plan for Chichester includes issues and aims which will need to be implemented alongside major investment in the trunk road.

The Gatwick Diamond

- 2.36 The Gatwick Diamond is a high performing sub regional economy; overall being one of the top performing 'Diamonds' in the South East. It is a key regional centre for major professional services companies. The Gatwick Diamond includes the 'Strategic Places' of Burgess Hill, Crawley, East Grinstead, Haywards Heath and Horsham. The Crawley/Gatwick economy continues to grow with a low rate of unemployment.
- 2.37 Gatwick Airport is a major attractor to the north of the County and therefore has a large influence on the economy and environment of the area. The 2008 legal agreement between West Sussex County Council, Crawley Borough Council and Gatwick Airport Ltd contains specific obligations relating to surface access matters. This is further supported by a memorandum of understanding between the Gatwick authorities in relationship to surface access, and the Gatwick Airport Surface Access Strategy, and the imminent Gatwick Airport Surface Access Action Plan.
- 2.38 Development within the Gatwick Diamond will provide opportunities to improve infrastructure and integration between different modes of transport in this area.

Rural West Sussex

- 2.39 Although no strategic towns are included within this area there are some key County towns, which have their own unique characteristics, cultures and problems. The main rural towns are; Arundel, Midhurst, Petworth, Pulborough and Selsey. There are a large number of smaller towns and villages, which are key to the local rural economy.
- 2.40 The most important factor affecting this area of West Sussex is that much of it has recently been included in the new South Downs National Park. As National

Park status has only recently been adopted (Park from April 2010, but shadow authority until April 2011) and the National Park Authority is still developing a management structure and system close monitoring of how it develops and implements its role and makes decisions will be required. However, it is hoped that with Natural England and the newly appointed Chief Planner for the South Downs National Park both being statutory consultees, the SA,SEA and LTP3 work and future National Park strategies and policies will be complementary.

Dealing with Cross-Boundary Effects

- 2.41 The implementation of LTP3 and its resulting effects will not solely be confined to the internal boundary of West Sussex, but will spill over the boundaries into the neighbouring authorities; Hampshire CC, East Sussex CC, Brighton & Hove City Council and Surrey CC. This is not restricted to issues to do with the National Park. For example, a reduction of CO₂ emissions in West Sussex will have cross-boundary effects. Further likely areas of cross-boundary effects from the new LTP3, will include strategic development of housing, the transportation of materials and any developing freight policy. Cross-boundary issues will as far as possible be highlighted in the SA.
- 2.42 There are a number of cross boundary issues which should be taken into consideration when appraising LTP3 for its impact on sustainability and equalities. These include:
- Air pollution and the impact on Air Quality Management Areas
 - Climate change and the release of CO₂
 - Congestion
 - Noise
 - Flood risk and flood risk management
 - Green corridors and green infrastructure
 - Equality of access to key services and facilities

The LTP in Combination with Other Plans

- 2.43 Cumulative effects may also occur as a result of activities and measures in other (existing and future) policies, plans, programmes and schemes. Those measures and schemes that are likely to have direct (positive and negative) effects on some of the areas being addressed in the LTP3 will be identified where possible.

The Sustainability Baseline

- 3.1 The SEA Directive requires an examination of the current state of the environment and the likely evolution of the environment without the implementation of the Plan, and the environmental characteristics of areas likely to be significantly affected.
- 3.2 This section identifies the baseline information that is relevant to the preparation of the LTP. The purpose is to provide an evidence base for sustainability issues, effects prediction, and monitoring. The information must be relevant and appropriate to the spatial scale of the County.
- 3.3 Existing environmental and sustainability data was collected from a wide range of sources, including national government/agency websites, the 2001 Census, previous transport plans and associated Annual Progress Reports, other SEAs carried out by the County Council for other plans and strategies including the Sustainable Community Strategy and emerging Minerals and Waste Development Framework, and the saved policies of the West Sussex Structure Plan (2001-2016). The West Sussex Sustainability Indicators and the West Sussex County Profile in particular already provide a comprehensive baseline for the county. Together, these documents describe the information required by the SEA Directive.
- 3.4 The identification of the baseline data helps to identify the key issues to be addressed, which has led, together with the review of plans, programmes, and external sustainability objectives to the development of the sustainability objectives.
- 3.5 A full breakdown of Baseline data collected can be found below, but contains the following broad elements:
 - Water
 - Soil
 - Minerals and waste
 - Biodiversity, flora and fauna
 - Air quality
 - Climate
 - Noise
 - Landscape & townscape culture & heritage
 - Landscape character
 - Green infrastructure
 - Health
 - Safety and crime
 - Economy
 - Accessibility
 - Sustainable development
 - Transport
 - Spatial planning
 - Population

Plans, Programmes, and External Sustainability Objectives

- 4.1 The SEA Directive requires an analysis of the LTP3s relationship with other relevant plans, policies and programmes and of the environmental protection objectives, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.
- 4.2 In undertaking this work, the key points outlined below have been identified, and as a consequence LTP3 should seek to:
- Reduce the need to travel and reduce road traffic in the long term
 - Encourage less polluting forms of transport, particularly walking and cycling
 - Integrate different transport modes, including for freight transport
 - Improve the vitality of, and access to, existing centres and regeneration areas
 - Reduce isolation and social exclusion, especially for those without a car
 - Respond to and influence the focus areas for development outlined in development planning documents
 - Use of a range of measures to tackle emissions and pollution
 - Include a climate change strategy
 - Set targets
 - Provide policies on education for road safety and to reduce transport demand
- 4.3 In order to fulfil this requirement, this section identifies plans, programmes, and external sustainability objectives (such as those arising from policies or legislation) that are relevant to transport planning in West Sussex. The purpose is to document how LTP3 is affected by outside factors and suggest ideas for how constraints can be addressed.
- 4.4 LTP3 will be affected by, and will affect, a wide range of other relevant plans, programmes and environmental objectives both within and outside the County Council's jurisdiction. Identifying these other plans and programmes allows for LTP3 to take advantage of potential synergies and to deal with inconsistencies and constraints.
- 4.5 A large number of international, national, regional and local level policies, plans, programmes, and environmental objectives relevant to LTP3, were reviewed in the SEA scoping and Provisional Transport Plan stages. Regional spatial strategies are not part of the current Government thinking and planning policy is to be condensed into fewer policy documents. More of the planning and promotion of schemes to improve transport and other key objectives will now occur at a more local level. Table 1 shows the key policies, plans, programmes and environmental objectives that were analysed at the scoping and initial assessment stages.

Table 1 - Policies, Plans and Programmes

	Document	
National Level	1	The Stern Review on the Economics of Climate Change
	2	The Eddington Transport Study
	3	Delivering a Sustainable Transport System
	4	AONB Management Plans
	5	Guidance on the Development of LTP3
	6	Climate Change – UK programme
	7	PPG7 – Sustainable Development in rural areas
	8	PPG 13 – Transport
	9	PPS 11 – Regional Spatial Strategies
Regional Level	10	Regional Sustainability Framework
	11	South East Plan
	12	Regional Economic Strategy (RES)
	13	South East Green Infrastructure Framework
County Level	14	Sustainable Community Strategy (SCS)
	15	Time for Action – A Strategy for a Sustainable West Sussex
	16	Local Area Agreement
	17	WSCC Landscape Strategy & Land Management Guidelines
	18	WSCC ROWIP (Rights of Way Improvement Plan)
Local Level	19	Individual Core Strategies
	20	Individual Community Strategies

4.6 The findings of the review provided an important starting point for the preparation of LTP3. It has also been used to inform the identification of the baseline data and helped to identify the key issues to be addressed, which has led to the development of the sustainability objectives. In this report only the most relevant have been cited and analysed with regards to:

- The SEA topic
- Other relevant plans, programmes and environmental protection objectives identified
- How these objectives will be taken into account in LTP3
- Corresponding SEA objective

4.7 As per the guidance for SEA, a 'scoping report', which summarises the assessment of the likely environmental impacts of LTP3, was sent out to the following statutory consultees on November 2009:

- Natural England
- English Heritage
- Environment Agency

4.8 To increase the level of involvement of a wider audience at an early stage the scoping report was also sent out to the following organisations:

- Adur District Council
- Arun District Council
- Chichester District Council
- Crawley Borough Council
- Horsham District Council

- Mid Sussex District Council
- Worthing Borough Council
- South Downs National Park
- West Sussex Strategic Partnership
- Adur in Partnership
- Arun LSP
- Chichester in Partnership
- Crawley Together
- Horsham Community Partnership
- Mid Sussex Local Strategic Partnership
- Worthing Together

4.9 Three organisations responded by the deadline – their responses, and how we intend to deal with the points raised can be found later in the SEA section.

Sustainability Objectives

- 5.1 The SEA Directive does not specifically require the use of objectives or indicators in SEA, but they are a recognised way in which effects can be described, analysed and compared. The Sustainability objectives state what is needed, whilst indicators will measure LTP3 performance against the objectives.
- 5.2 The objectives are meant to be separate from the evolving LTP3 objectives, though the two influence each other and may overlap. DfT guidance recommends the use of NATA national objectives as well as local objectives. In order that they fulfil the requirement of the various directives they must also cover biodiversity, population, human health, flora & fauna, soil, water, climatic factors, material assets, cultural heritage, landscape and interrelationships between them.
- 5.3 The objectives, which can be seen listed in Table 2, have been developed after taking into account relevant environmental topics, laws plans and policies, including:
- NATA objectives
 - The overarching strategies for transport
 - Environmental topics listed in the SEA Directive
 - The West Sussex Sustainable Community Strategy
 - The objectives of the West Sussex Sustainability Forum
 - The emerging West Sussex County Council Minerals and Waste Development Framework
 - Environmental problems identified through collation of the baseline data
- 5.4 The SEA objectives also integrate economic, social and environmental considerations.
- 5.5 The objectives were reviewed throughout the SA and LTP3 process, as feedback from consultation was received, and as baseline data continues to be collected and greater understanding is gained of key environmental problems, issues and opportunities.

Table 2 - Sustainability Objectives (with amendments highlighted in red)

Sustainability Objectives for LTP3	
1	To sustain and develop the County's social and cultural infrastructure and encourage increased engagement across all sections of the community, ensuring West Sussex is valued and understood
2	To improve efficiency in land use through the re-use of previously developed land and existing buildings, including re-use of materials from buildings, and encourage urban renaissance
3	To manage the challenges of coastal protection and flood risk, and the resulting detriment to public well-being, the economy and the environment
4	To reduce air pollution and ensure air quality continues to improve
5	To mitigate the causes of climate change through the reduction of greenhouse gas emissions and ensure that West Sussex is able to adapt to its impacts
6	To conserve and enhance the County's biodiversity particularly within designated sites, ensuring West Sussex is clean, healthy and biologically diverse
7	To protect and enhance the quality, character, heritage, archaeology and diversity of the landscape and built environment of West Sussex, paying attention to the requirements of the South Downs National Park

8	To maintain existing, and maximise opportunities for the provision of new green infrastructure networks and biodiversity opportunity areas that provide for climate change adaptation, green transport, biodiversity, sustainable communities and healthy ecosystem services
9	To improve access and the efficiency of transport and communication infrastructure, including the enhancement of travel by sustainable modes
10	To increase the level of resource efficiency within the County by supporting the provision of local goods, services and employment and championing resource efficient development
11	To reduce waste generation and disposal, and achieve the sustainable management of waste
12	To maintain and improve the water quality of the County's rivers, groundwater and coast, and achieve sustainable integrated water resource management
13	To increase energy efficiency, and explore opportunities to increase the proportion of energy generated from renewable sources in the county
14	To ensure that every one has the opportunity to live in decent, sustainably constructed housing (this includes a measure of affordable housing)
15	To raise educational achievement levels across the county and develop the opportunities for everyone to acquire the skills needed to find and remain in work
16	To create, serve and sustain vibrant communities which recognise the needs and contributions of all individuals
17	To support high and stable levels of employment so everyone can benefit from the economic growth of the county
18	To sustain economic growth and competitiveness across the County by matching the growth in population and businesses with the necessary services
19	To increase the vitality of town centres and stimulate economic revival in regeneration areas to ensure West Sussex in an excellent business location
20	To foster the development of higher value added economic activities, a dynamic, diverse and knowledge-based economy that excels in innovation
21	To enhance the skills base of local people and maintain a skilled workforce in order to support long term competitiveness of the County
22	To improve the health and well-being of the population and reduce inequalities in health and to put people in control of their health by helping them make healthier lifestyle choices
23	To reduce poverty and social exclusion and close the gaps between the most deprived areas in West Sussex and the rest of the County
24	To improve accessibility to all services and facilities and connectivity to rural areas (including countryside and the historic environment, healthcare, suitable accommodation, and social, cultural and leisure opportunities)
25	To reduce crime and fear of crime

5.6 The proposed indicators, data sources and targets for the above objectives can be viewed in Appendix 2 and 3, on targets and baseline data.

5.7 It is good practice to test the internal compatibility of the sustainability objectives so that any conflict between them can be noted, subsequent decisions made soundly and mitigating measures decided. The results of this work were updated during the LTP/Sea development process. The results can be seen in Table 3. In developing the matrix the following three options were considered from the start:

- **Compatible;** Objectives are compatible with each other another i.e. they have similar aims/outcomes
- **Incompatible;** Objectives are incompatible with each other, i.e. there are inconsistencies between objectives aims/outcomes. In cases where objectives are incompatible, possible mitigating solutions have been considered.
- **No link;** Objectives have no link and do not overlap with other objectives.

- 5.8 Where objectives present the possibility of conflict the following mitigating solutions are suggested:
- A. Any development or activities to reduce crime and social exclusion should make efficient use of land, resources etc
 - B. Revitalisation of town centres should protect existing biodiversity and habitat quality in the town centres, and improve it (landscape and townscape character should also be maintained)
 - C. Enjoyment of the countryside depends on good access to it; however this access should not be at the expense of countryside character and quality
 - D. Any development or activities to support employment and the economy should make efficient use of land and resources; support biodiversity and clean air and water; ensure that the countryside is not adversely affected; and preserve listed buildings and conservation areas
 - E. Means to revitalise town centres should not have a negative impact on air quality
 - F. Avoid release of methane / landfill gases to atmosphere
 - G. Sustainable energy – need to mitigate impact of wind turbines on landscape
 - H. Landscaping of former waste sites
 - I. Public transport measures need to minimise fear of crime

Strategic Objective																					
To sustain and develop the county's social and cultural infrastructure and encourage increased engagement across all sections of the community, ensuring West Sussex is valued and understood	1	1																			
To improve efficiency in land use through the re-use of previously developed land and existing buildings, including re-use of materials from buildings, and encourage urban renaissance	2		2																		
To manage the challenges of coastal protection and flood risk, and the resulting detriment to public well-being, the economy and the environment	3			✓		3															
To reduce air pollution and ensure air quality continues to improve	4			✓	✓		4														
To mitigate the causes of climate change through the reduction of greenhouse gas emissions and ensure that West Sussex is able to adapt to its impacts	5	✓	✓	✓	✓		5														
To conserve and enhance the county's biodiversity particularly within designated sites, ensuring West Sussex is clean, healthy and biologically diverse	6		✓	✓	✓			6													
To protect and enhance the quality, character, heritage and diversity of the landscape of West Sussex, paying attention to the requirements of the South Downs National Park	7	✓	✓	✓	✓	✓	✓		7												
To maintain existing, and maximise opportunities for the provision of new green infrastructure networks that provide for climate change adaptation, green transport, biodiversity, sustainable communities and healthy ecosystem services	8		✓	✓	✓	✓	✓	✓		8											
To improve the efficiency of transport and communication infrastructure, including the enhancement of travel by sustainable modes	9		✓	✓	✓	✓		D	C	✓		9									
To increase the level of resource efficiency within the county by supporting the provision of local goods, services and employment and championing resource efficient development	10		✓	✓	✓	✓			✓				10								
To reduce waste generation and disposal, and achieve the sustainable management of waste	11		✓		✓		F	D	H		✓	?		11							
To maintain and improve the water quality of the county's rivers, groundwater and coasts, and achieve sustainable integrated water resource management	12		✓	✓	✓	✓	✓	✓	✓		✓		H		12						
To increase energy efficiency, and explore opportunities to increase the proportion of energy generated from renewable sources in the county	13								G	✓		✓	✓	✓		13					
To ensure that every one has the opportunity to live in decent, sustainably constructed housing (this includes a measure of affordable housing)	14		D	D	✓	D	D	D	D		✓	✓	✓	D	✓		14				
To raise educational achievement levels across the county and develop the opportunities for everyone to acquire the skills needed to find and remain in work	15	✓															15				
To create, serve and sustain vibrant communities which recognise the needs and contributions of all individuals	16	✓							✓	✓	✓	✓		?	?	?	✓		16		
To support high and stable levels of employment so everyone can benefit from the economic growth of the county	17					D				✓						?	✓	✓		17	
To sustain economic growth and competitiveness across the county by matching the growth in population and businesses with the necessary services	18		D	✓	D	B/D	B/D	C/D		✓		✓	B/D		✓	✓		?		18	
To increase the vitality of town centres and stimulate economic revival in regeneration areas to ensure West Sussex in an excellent business location	19		✓		E	B	B		C	B		F			✓		✓	✓	?		19
To foster the development of higher value added economic activities, a dynamic, diverse and knowledge-based economy that excels in innovation	20	✓								✓	✓			✓		✓		?	?	✓	20
To enhance the skills base of local people and maintain a skilled workforce in order to support long term competitiveness of the county	21	✓												✓	✓	✓	✓	✓	✓		21
To improve the health and well-being of the population and reduce inequalities in health and to put people in control of their health by helping them make healthier lifestyle choices	22	✓	E	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		B	✓	✓		✓	22
To reduce poverty and social exclusion and close the gaps between the most deprived areas in West Sussex and the rest of the county	23	✓	A	✓	✓						✓			✓	✓	✓	✓	✓	?	✓	23
To improve accessibility to all services and facilities and connectivity to rural areas (including countryside and the historic environment, healthcare, suitable accommodation, and social, cultural and leisure opportunities)	24	✓	✓		✓				✓	✓	✓	✓		D	?	✓	✓	✓	✓	?	24
To reduce crime and fear of crime	25	✓	A	?						I					✓	✓	✓	✓	✓	✓	25

Legend

✓

Compatible

A – I

Incompatible without mitigation measure

Blank

No Linkage

?

Possible Linkage – needs to be considered further

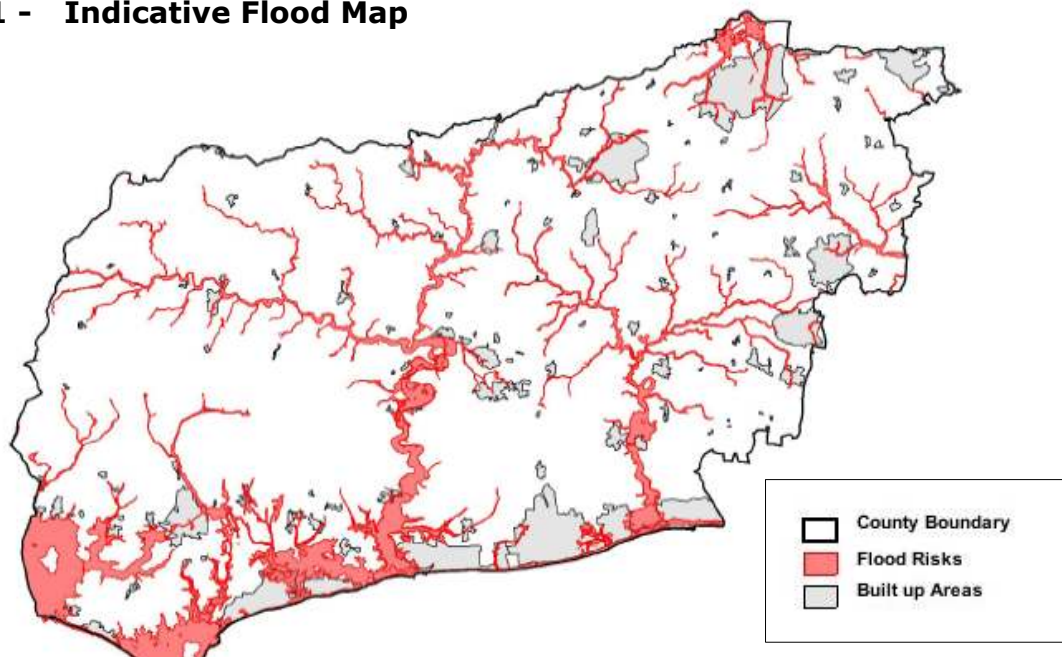
Table 3 - Strategic Objective Compatibility Matrix

Sustainability Issues Identified at the Scoping Stage

Water

- 6.1 The key messages from the reviewed documents stress the importance of taking account of flood risk, coastal change, water quality and water consumption. Flood risk is one of the key issues to be considered in the existing and future location of development and LTP3 should be informed from an early stage by the SFRA and Shoreline Management Plans, taking account of the impact of climate change. The development of LTP3 should also recognise the new planning.
- 6.2 Potentially, the main link between water and transport is flooding. The issue of drainage and water management should be paramount in the development of transport systems. LTP3 should draw links between maintenance of highways and Sustainable Urban Drainage Systems (SUDS). The impact of diffuse pollution (the result of the accumulation of scattered, discrete or dispensed contaminants or minor discharges which can have a significant effect in combination) and cumulative effects from transport should be kept to a minimum to aid the achievement of 'good ecological status' for inland waters. Localised flooding has in the recent past caused several minor roads or road banks to collapse in ecologically sensitive narrow river valley locations. These secondary environmental impacts of flooding were also be considered during the development of LTP3.
- 6.3 Figure 1 shows an indicative flood map for the county, to be used to inform the SA. The Strategic Flood Risk Assessment, detailed later, in section 9, contains more information.

Figure 1 - Indicative Flood Map



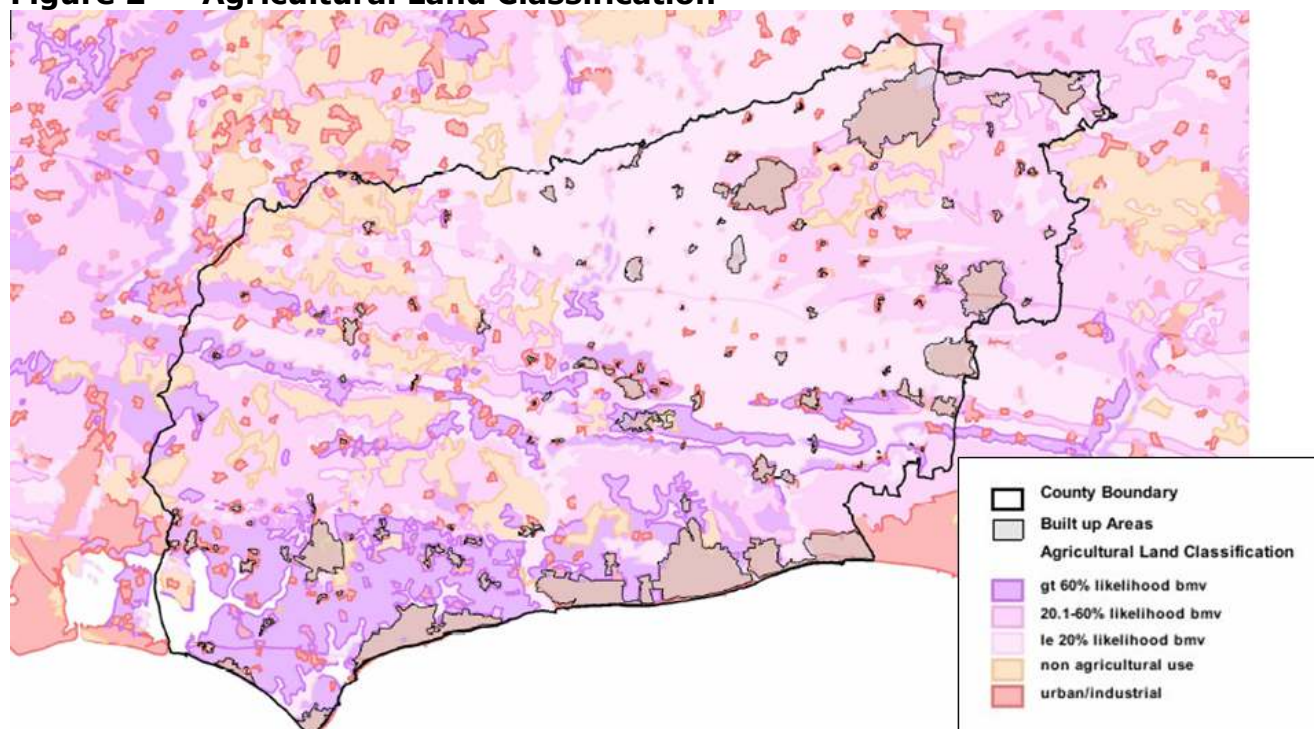
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(Source: Environment Agency)

Soil

- 6.4 The key messages from the reviewed documents signify the importance of soil as a natural resource for food and farming, biodiversity, archaeological and geological purposes. Recognition of soil compaction and the resulting erosion and cumulative pollution is a key message. Although not fully understood it is recognised that soil plays a dual role in both storing and releasing carbon which will have an impact on climate change. There is a need to promote sustainable land management as well as supporting and promoting a diverse agricultural sector.
- 6.5 LTP3 should promote the planning of sustainable transport networks and recognise the role of soil with regard to land structures and management to minimise soil compaction and the resultant erosion. The use of geotextiling and SUDS will aid in the minimisation of erosion. Mitigating the pollution effects of transport which could lead to diffuse pollution will be crucial. Figure 2 shows the agricultural land classification of the County, which has been taken into consideration.

Figure 2 - Agricultural Land Classification



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Material Assets: Minerals and Waste

- 6.6 Much of the guidance reviewed highlights the need to safeguard mineral resources for future use, whilst ensuring efficient and balanced uses with the necessary protection of the environment and amenity. Sustainable waste management should be delivered through applying the waste hierarchy; ensuring new development incorporates measures such as recycling areas; addressing waste as a resource; and looking to disposal to land-fill as the last option. The emerging West Sussex Minerals and Waste Development Framework is the delivery vehicle for the identification of new sites and policies, and manages the development of waste management facilities required in helping to support more recycling and reuse of waste, and reduce waste going to landfill.

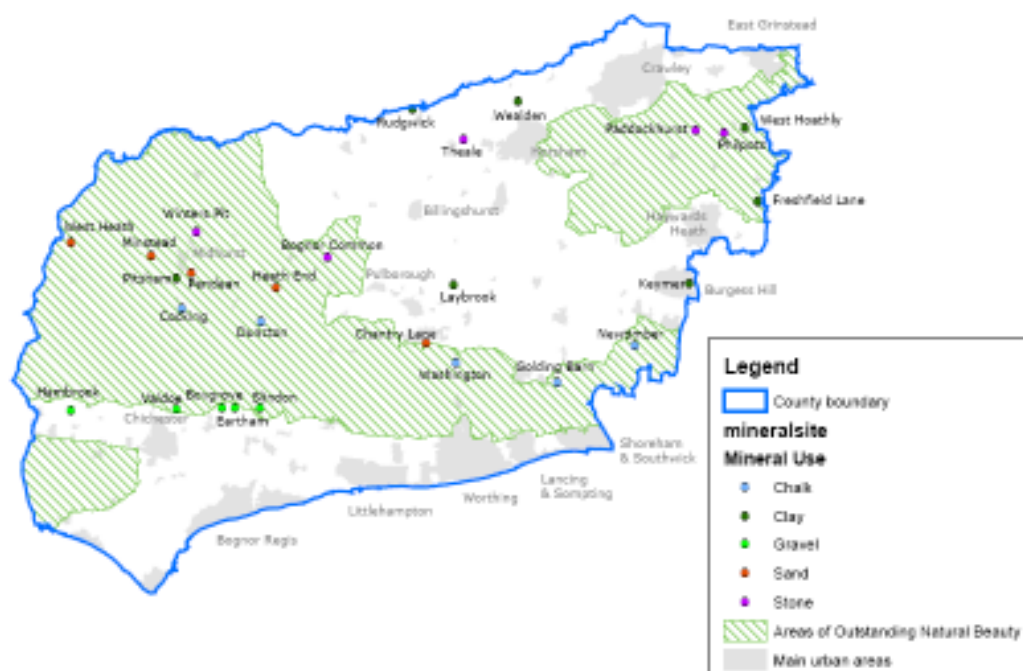
Minerals

- 6.7 There are three elements of significance to transport:
- Transportation of minerals
 - Use of minerals in transport infrastructure
 - Safeguarding mineral sites
- 6.8 Sustainable practices for transportation are favoured and needed if climate change targets and environmental needs are to be achieved. Recycled aggregates should be used for transport infrastructure where possible. New developments should also safeguard minerals recognising their importance as a natural resource. Figure 3 shows the location of existing mineral extraction sites in the County, that should be taken into consideration. Some of these are in the new National Park, see figure 6.

Waste

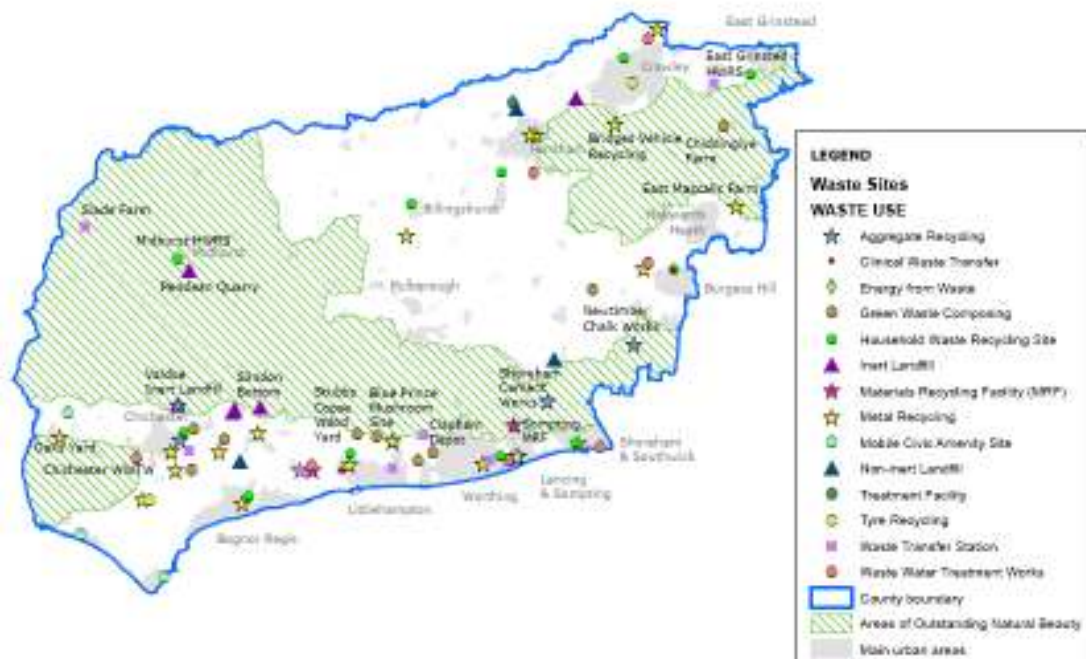
- 6.9 There are two elements regarding the transportation of waste and waste created by transport:
- Impact of transporting waste should be kept to a minimum
 - Transporting waste should be as sustainable as possible
- 6.10 Odour, air pollution (i.e. small particulates), noise and congestion are all also impacts which are associated with the transportation of waste and need to be mitigated where possible in LTP3. Figure 4 shows the location of facilities for the management of waste in the County to be taken into consideration in the SA. Some of these are in the new National Park, see figure 6.

Figure 3 - Minerals Extraction Sites in West Sussex



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Figure 4 - Waste Sites in West Sussex

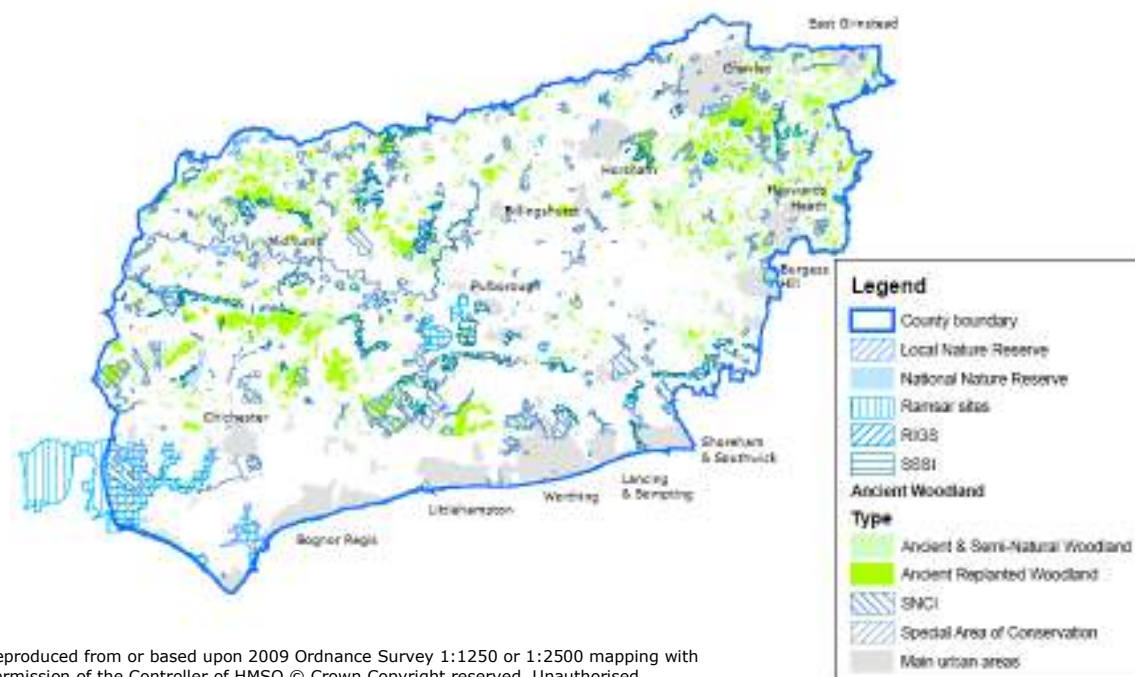


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Biodiversity, Flora and Fauna

- 6.11 The key messages from the documents reviewed signify the importance of the need to conserve, restore and enhance biodiversity in the County. Connectivity between habitats and space is needed to allow species to migrate between areas and adapt to climate change. The value of biodiversity should be considered and recognised. This should be a key factor influencing the location and nature of new development, including transport networks. In particular, there has been a review of the EU Habitats Directive and the EU Birds Directives.
- 6.12 It is crucial for the LTP to recognise the Habitat Regulation Assessment Directives 79/409/EEC and 92/43/EEC as well as nationally recognised designations such as SSSI and SNCI. The development of the LTP should be within the environmental limits of the area and in many instances there is the potential to increase biodiversity through habitat corridors and verge management. Currently the West Sussex Notable Road Verge initiative identifies verges which support notable flora and fauna to ensure they are managed sympathetically.
- 6.13 The potential of the road and Public Rights of Way network to deliver connectivity through 'green infrastructure' planning needs to be considered; this could include ensuring opportunities are taken for "wildlife underpasses", such as otter passes in river valleys. Measures to protect badgers, frogs and squirrels have been provided in the past.
- 6.14 Figure 5 highlights the current environmental designations within the County taken into consideration in the SA. Figure 6 shows the boundary of the newly established South Downs National Park, which has also been considered in the preparation of the LTP3 and the SA.

Figure 5 - Environmental Designations



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Figure 6 - South Downs National Park



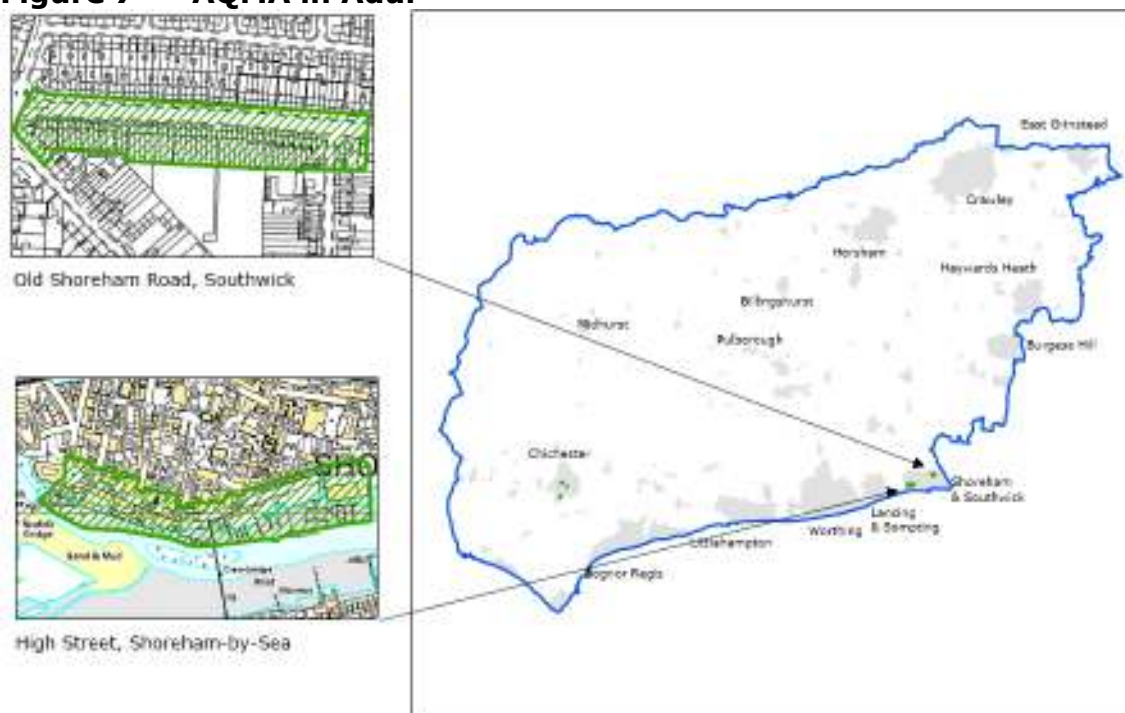
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Air Quality

- 6.15 All the documents reviewed have identified the need to minimise the impact of pollution sources that lead to poor indoor and outdoor air quality. Development should not contribute to increasing poor air quality, particularly in identified pollution “hot spots”, and should be designed to minimise existing air quality problems, including reducing the exposure of vulnerable people to poor air quality. Impacts upon health and biodiversity have also been documented.
- 6.16 As a result of sustainability issues flagged up in the scoping process LTP3 should include strategies which aim to monitor and improve the air quality of the County as a whole and particularly measures to reduce pollution in Air Quality Management Areas (AQMA). The current AQMAs in West Sussex are identified below in figures 7 and 8. All AQMAs in West Sussex have been declared as a result of nitrogen dioxide levels, due largely to traffic. The County Council works closely with, and assists District and Borough Council Environmental Health Departments, in scoping for air quality “hot spots” and identifying the need for AQMAs as part of a three-year cycle of air quality review and assessment. Additional AQMAs will be declared when exceedences are identified and dictate the need for additional mitigating work. There is now an additional AQMA in High Street and West Street Storrington, and two likely hotspots in the centre of Cowfold and at Stonepound Crossroads, Hassocks.
- 6.17 Transport measures such as modal shift to less polluting forms of transport and reducing the need to travel could contribute to achieving higher standards of air quality. The synergies and links between air quality management, climate change and human health should also be recognised.

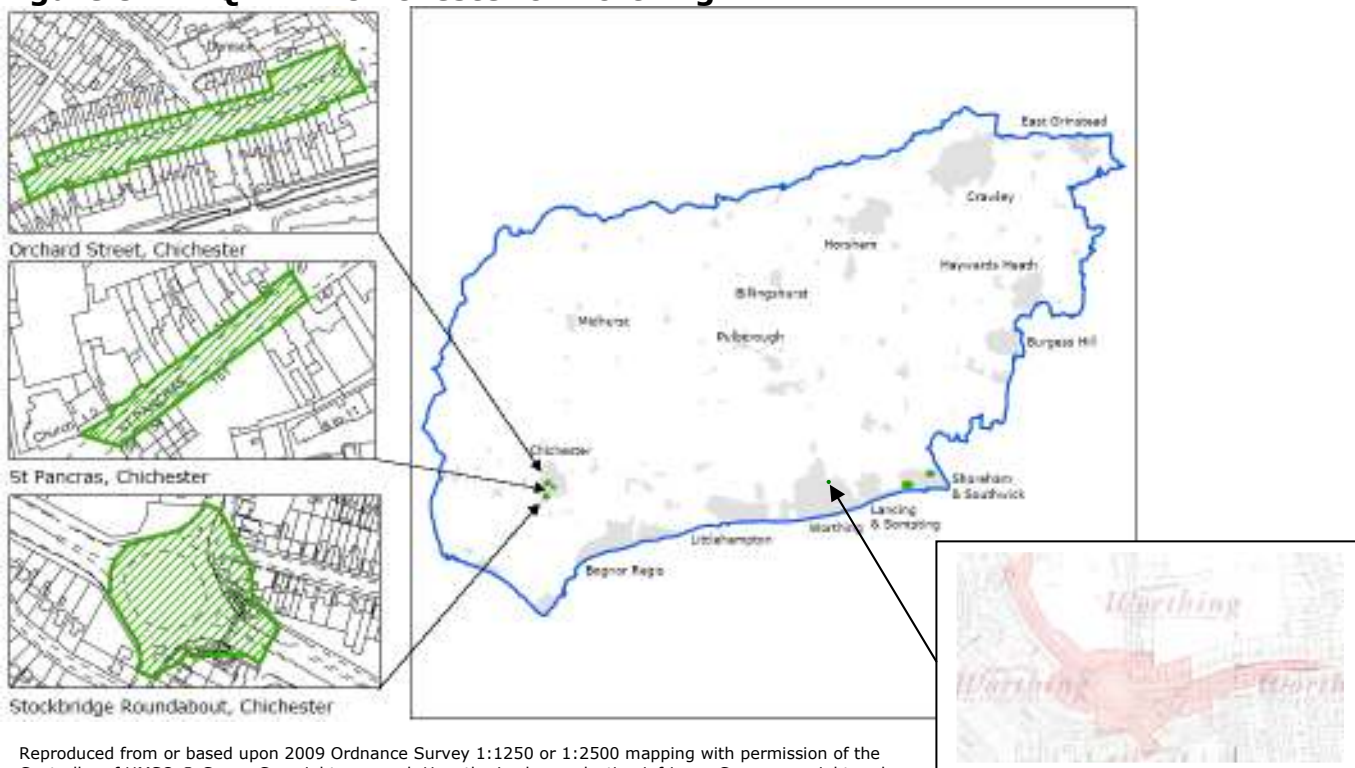
6.18 In West Sussex, the main pollutants of concern are Nitrogen Dioxide (NO₂) and fine particulates (PM₁₀).

Figure 7 - AQMA in Adur



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Figure 8 - AQMA in Chichester & Worthing

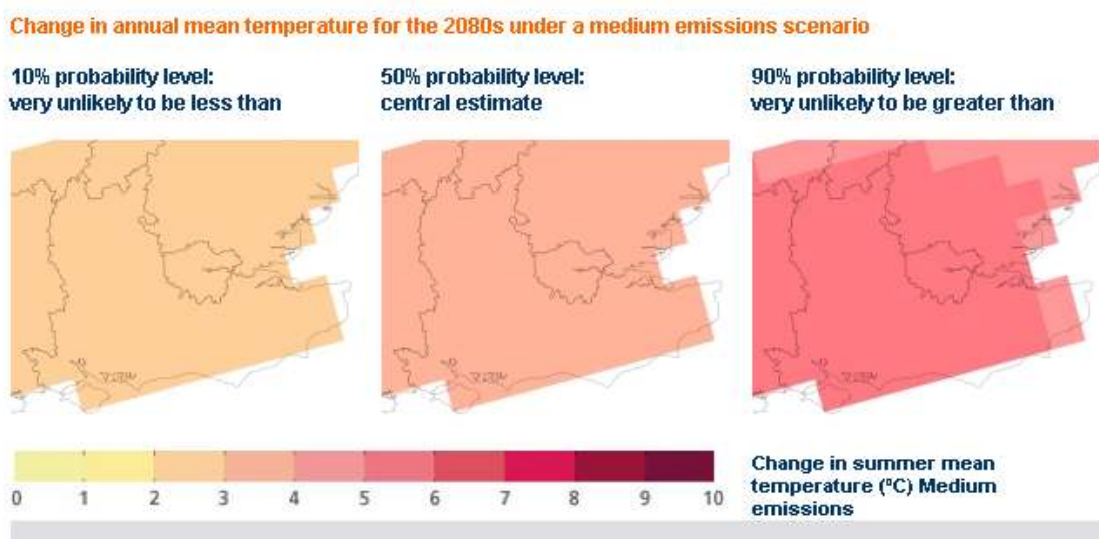


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Climatic Factors

- 6.19 Climate change will impact upon all social, economic and environmental factors. Transport has an important role in tackling climate change in terms of both mitigation and adaptation. LTP3 should seek to limit carbon dioxide and other greenhouse gas emissions and minimise future vulnerability in a changing climate.
- 6.20 There are two themes for consideration both of which have a synergy with air quality objectives. Firstly, how LTP3 will mitigate greenhouse gas emissions through reducing the need to travel, modal shift, and where possible maximise benefits of new vehicular advancements and secondly, the adaptation of transport infrastructure through engineering with regard to the effects of climate change should be considered. Tackling climate change is one of the LTP3 objectives and a strategy is included in the final Plan.
- 6.21 Figure 9 illustrates potential climate change impacts across South East England, which will need to be considered as we deliver LTP3.

Figure 9 - Climate Change impacts in South East England



(Source: UK Climate Impact Programme)

Noise

- 6.22 The Government's Draft Noise Action Plan has been developed as a means to implement the Environmental Noise Directive (2002/49/EC), and the Environmental Noise Regulations (2006). The associated legislation and requirements for noise maps and action plans for "major roads and railways" and "agglomerations" require DEFRA, DfT, the Highways Agency and the local highways authority to work with local agencies (including District and Borough Councils, airport and rail operators) to develop measures to reduce the noise impacts of sections of highway, or due to rail or airport noise.

- 6.23 As a result of this issue being identified LTP3 has been developed in line with these noise policies. Any structural developments should have consideration for noise creation. Any planned development of Gatwick Airport will have to attempt to minimise aircraft noise and its effects on human health, quality of life and biodiversity.
- 6.24 The national mapping of noise “hot spots” for the Brighton Agglomeration, which includes the coastal towns of West Sussex from Littlehampton to Southwick is illustrated below in figure 10. These noise maps and the issues they represent have been taken into consideration in preparing LTP3.

Figure 10 - Noise Action Areas in West Sussex



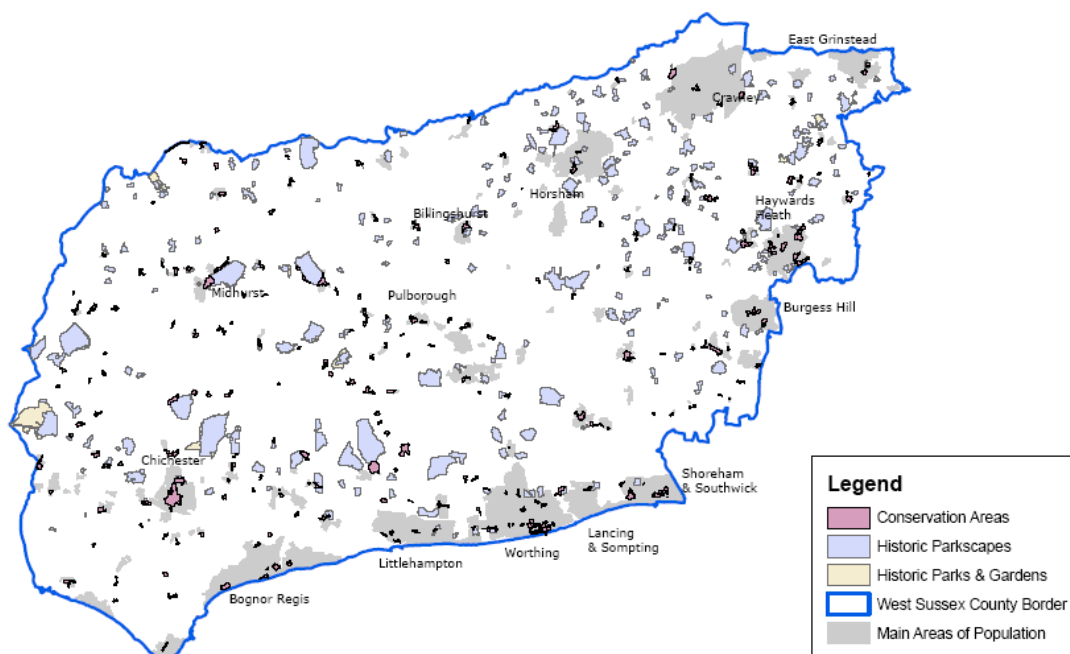
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Landscape & Townscape and Culture & Heritage

- 6.25 A variety of legislation and guidance, from the international to local, provides policy for its protection and enhancement, which enables change to be managed through planning and other mechanisms. A further key message is that heritage-led regeneration has a key role to play in economic development that reinforces the character and quality of life.
- 6.26 LTP3 should ensure that it contributes to maintaining the cultural and heritage identity of West Sussex; figure 11 highlights the historic landscape designations in West Sussex. This may be in the form of creating accessibility to such areas or creating complementary transport systems. Street furniture and signs could potentially alter the ambience of historic environments and this will be considered as part of LTP3 strategy delivery and scheme implementation. LTP3 also recognises the economic contribution of the historic and natural environment and aims to protect

and promote its viability through accessible and sustainable transport systems.

Figure 11 - Historic Landscape Designations in West Sussex



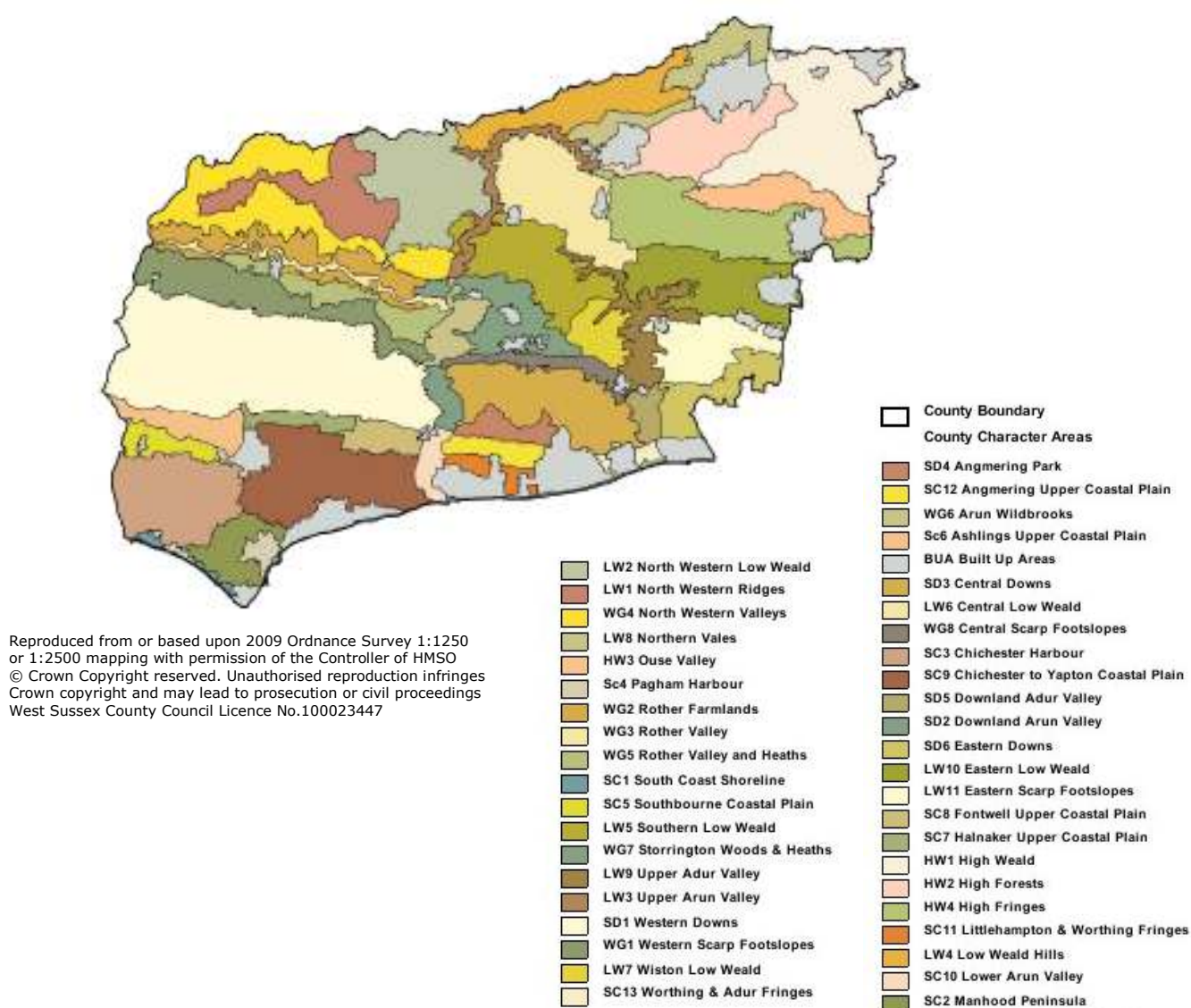
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Landscape Character

- 6.27 Landscape characterisation is established as the tool to provide a greater understanding of this resource. There is the need to accommodate the development pressures of the community within a landscape/seascape framework that will ensure special qualities and distinctiveness is maintained.
- 6.28 Landscape character is defined as; 'a distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse'. Put simply, landscape character is 'that which makes an area unique'. The West Sussex Character Assessment identifies 42 separate and distinct areas throughout the County; these can be viewed in Figure 12.
- 6.29 Conserving the character of West Sussex, its countryside and landscapes is a primary concern for the County Council, due to both self imposed targets and those of national government policy, at a time when the County is subject to enormous pressure for development. The LTP should have a high regard to these policies and ensure that the design of transport infrastructure reflects and responds to local character and distinctiveness wherever this is an important consideration. The assessment of this need would involve working with the designers, developers and County Council departments to ensure that these opportunities are not missed. Transport infrastructure has the unintentional capacity to erode and destroy local character and

distinctiveness. In many cases it is possible to avoid this situation through bespoke and sympathetic designs, and careful selection of locally appropriate materials. The SA/SEA mitigation plan and corporate sustainability assessment processes will expect project design to allow for ways these potential effects can be anticipated, assessed and mitigated.

Figure 12 – Landscape Character Areas



Green Infrastructure

6.30 'Green infrastructure' is an integral and essential component of sustainable communities. It is identified as a priority in the Sustainable Community Strategy, defined as a multi-functional, connected network of green space, there are many aspects of green infrastructure planning, not all of which are relevant to LTP3, however maintenance and improvement of existing significant green infrastructure is achievable as part of LP3 strategies and implementation in certain areas. The main opportunities are:

- Climate Change Adaptation - Sustainable drainage schemes (SUDS), which provide for ground water replenishment, have potential for increased biodiversity and a reduction in run-off based flooding. Transport corridor planting schemes which are designed to enhance biodiversity; the connectivity of habitats; to aid in combating urban heat island effects and to provide ecosystem services.
- Green Transport – Alternative transport corridors which not only include the above, but also offer new connections to green space destinations for people and wildlife.
- Increased Biodiversity - Transport routes for people may also be corridors used by wildlife. Hedges, tree planting and screen planting all offer potential for ecological networks if this is considered at the outset. LTP3 should seek to promote planting schemes which linking existing habitats with existing green networks to ensure that wildlife can move around and adapt to a changing climate. In addition, the use of locally native species will provide increased biodiversity, better establishment of the planting and will contribute to local distinctiveness.

6.31 The early identification of green infrastructure opportunities in Rights of Way and transport infrastructure schemes will aid the design process and ensure that the potential is not lost, nor is it included as an afterthought. Access issues can be readily identified and included within the Rights of Way Improvement Plan (RoWIP), which is integrated within the LTP3 Implementation Plan.

Human Health

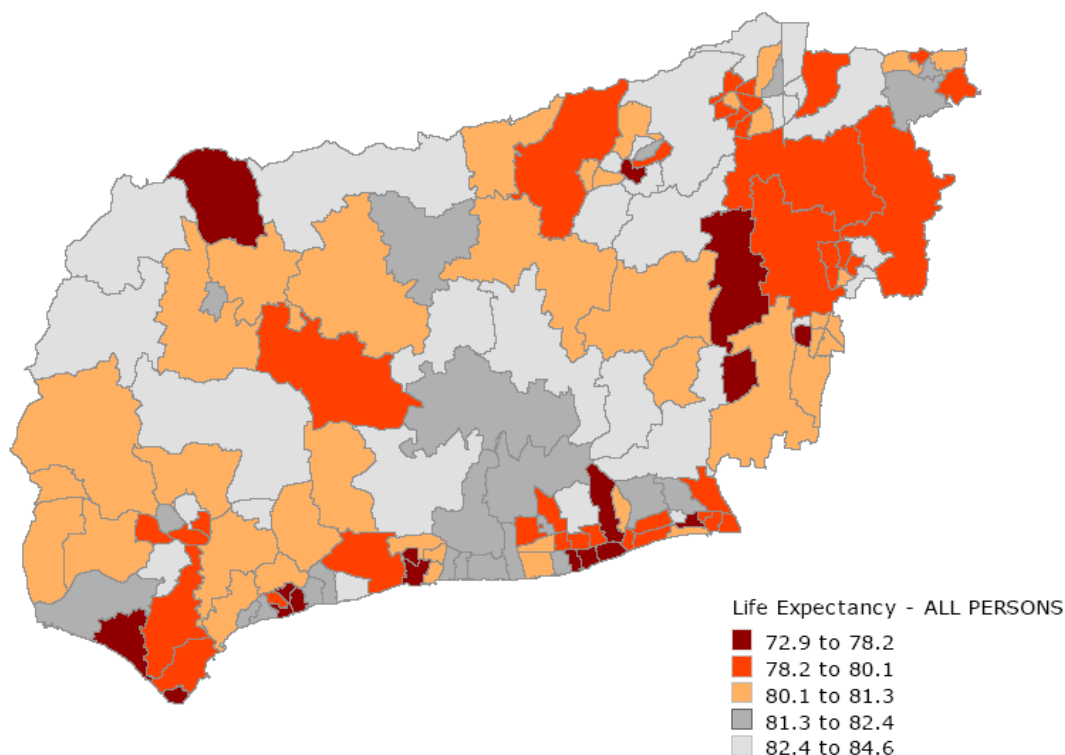
6.32 The documents reviewed emphasise the need to improve quality of and access to health care, sports and recreation facilities. Well designed places and buildings foster well being and enable a better quality of life. The health benefits of modal shift are documented with regards to air quality and active lifestyles.

6.33 LTP3 will have a high regard for human health as:

- Congestion relates to stress
- Modal shift relates to healthier lifestyles
- Air quality relates to respiratory health
- Road traffic accidents relate to injuries/death

- 6.34 Figure 13 maps the current life expectancy of residents within West Sussex which needs to be taken into consideration alongside information about the incidence of illnesses and other matters affecting health of residents of West Sussex.

Figure 13 – Life Expectancy in West Sussex



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(Source: West Sussex Joint Strategic Needs Assessment – May 2009)

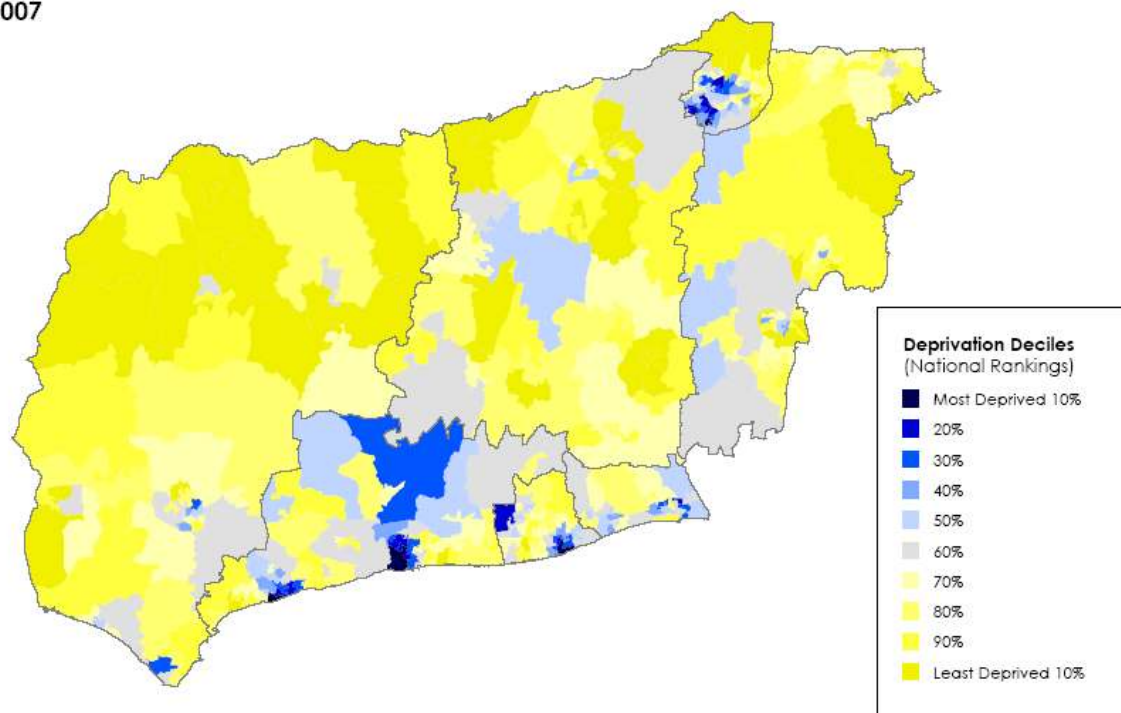
Safety and Crime

- 6.35 The legislation and guidance refers to the need to ensure management measures are in place to reduce accidents, to encourage safer driver behaviour and to support the choice for safer vehicles. Education is essential to ensure legal and safe driving practices. The key message is that new development and regeneration initiatives should ensure that every opportunity is taken to 'design out crime'. Providing routes which will benefit from passing surveillance and link public areas will help address crime and the fear of crime. Having a good understanding of the needs of the local community is crucial to ensure that opportunities for criminal/anti-social behaviour are minimised.
- 6.36 LTP3 will continue to have aligning strategies in relation to the reduction in the number of people killed or seriously injured (KSIs) in West Sussex. Measures relating to crime will include improving provisions at bus stops and improving street lighting. Reducing speeding which relates to both safety and crime will be approached through education, engineering and enforcement.

6.37 Crime, and the fear if crime, is a more significant problem in some areas than others, so the information shown in Figure 14 will be taken into consideration when preparing LTP3 plans and programmes.

Figure 14 - Crime and Disorder

2007



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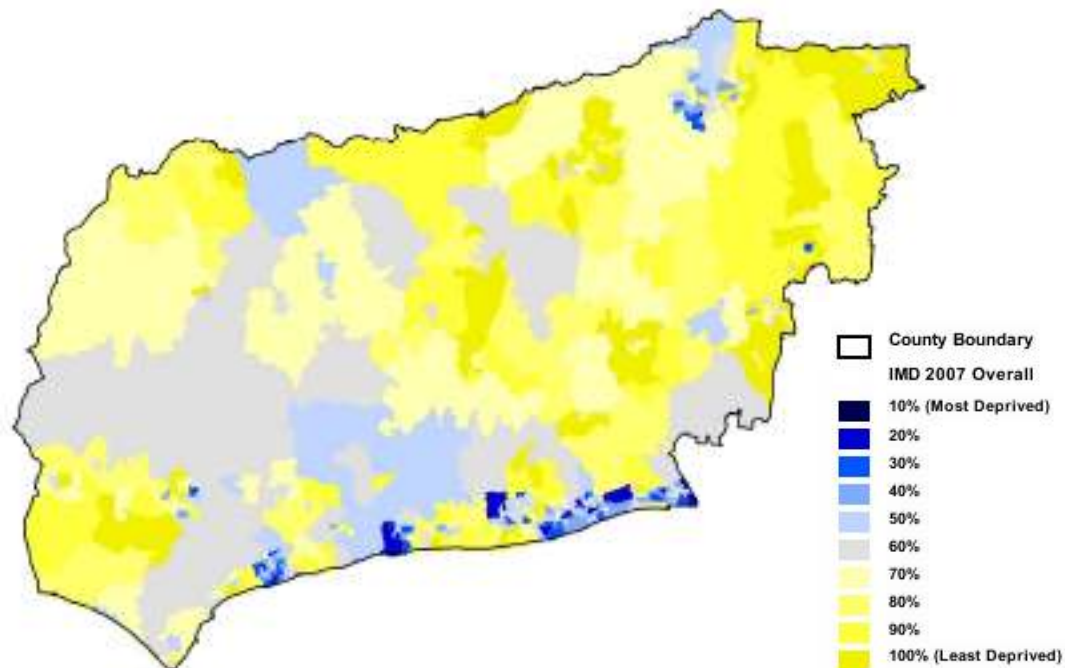
(Source: DCLG 2007)

Economy

6.38 There is a common theme across many of the policies and strategies reviewed that is the need to realise economic development in its widest sense but to also link it to themes of accessibility and support for the social functioning of communities. The aim is to address barriers to growth; enable greater access to well paid and satisfying employment within a flexible labour market; characterised by diversity in activity and transferable and complementary knowledge solutions. Supporting sustainable economic development which mitigates or combats the effects of climate change is a key issue. The current areas of deprivation within the County are mapped out in figure 15.

6.39 Transport has a key role in addressing economic growth as highlighted in 'The Eddington Transport Study'. Addressing barriers to growth, accessibility to services and employment, and tourism will be key in the delivery of the Plan, and as a result of the issue being understood early on, throughout the development of LTP3. Moving forward in a sustainable manner will be an important factor for the transport sector. Promoting economic growth is one objective of LTP3, and a strategy for this is included in the final plan.

Figure 15 - Areas of Deprivation



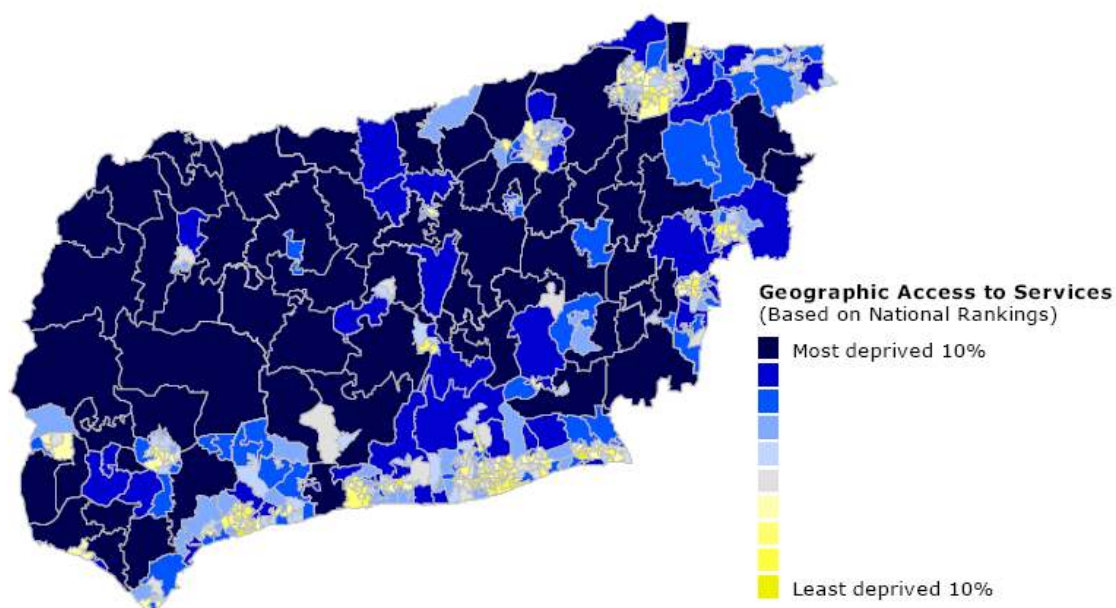
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(Source: DCLG 2007)

Accessibility

- 6.40 The key messages for accessibility relate to improving access to a wide range of services and community facilities including employment, education, healthcare, shopping and leisure. New approaches to spatial and transport planning are welcomed as they have potential to improve social inclusion.
- 6.41 The County Council will use a range of tools to carry out strategic level assessment of accessibility and where possible to enhance an understanding of access issues.
- 6.42 Whilst there are challenges relating to accessibility in West Sussex in terms of declining rural services, dispersed and ageing population, Gross Value Added (GVA) and topography; there is still an opportunity to address access to services. Equality of opportunity will remain an important feature of the LTP (see also the SA equalities assessment, section 10).
- 6.43 Figure 16 highlights the current barriers to services, which will be one of the sources of information taken in to consideration.

Figure 16 - Access to Services 2007



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(Source: DCLG 2007)

Sustainable Development

- 6.44 Living within environmental limits is a key message from all sustainability documents. Sustainability in the following areas is crucial:
- Consumption and production
 - Climate change and energy
 - Natural resource protection
 - Environmental enhancement and communities
- 6.45 Having regard for environmental, economic and social sustainability will be vital in ensuring the longevity of LTP3 objectives, which in turn will involve having a measured approach to all aspects of the SA.
- 6.46 Transport has an important role to play in delivering sustainable development by enabling sustainable transport patterns and influencing the location and type of development that takes place. LTP3 will take sustainable development into account by being closely integrated with the Local Development Frameworks through infrastructure plans. As well as highways and transport infrastructure these include a wide range of County Council infrastructure including that needed for adult services, IT/broadband, climate change adaptation and mitigation, culture, sport, economic development, education at all ages, access and use of heritage and the countryside, fire and rescue, flooding and water management, gypsies and travellers, libraries, household waste and recycling, waste, mineral extraction and transport, Police, and youth services.

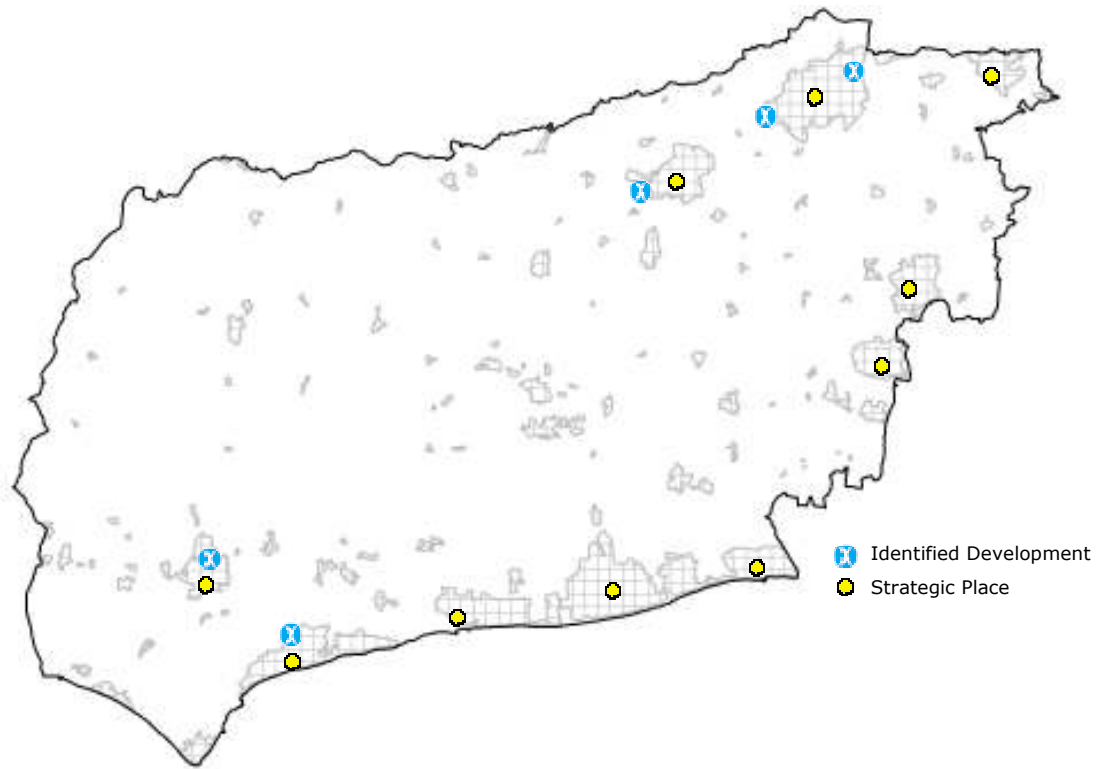


Figure 17 - Development Areas in West Sussex

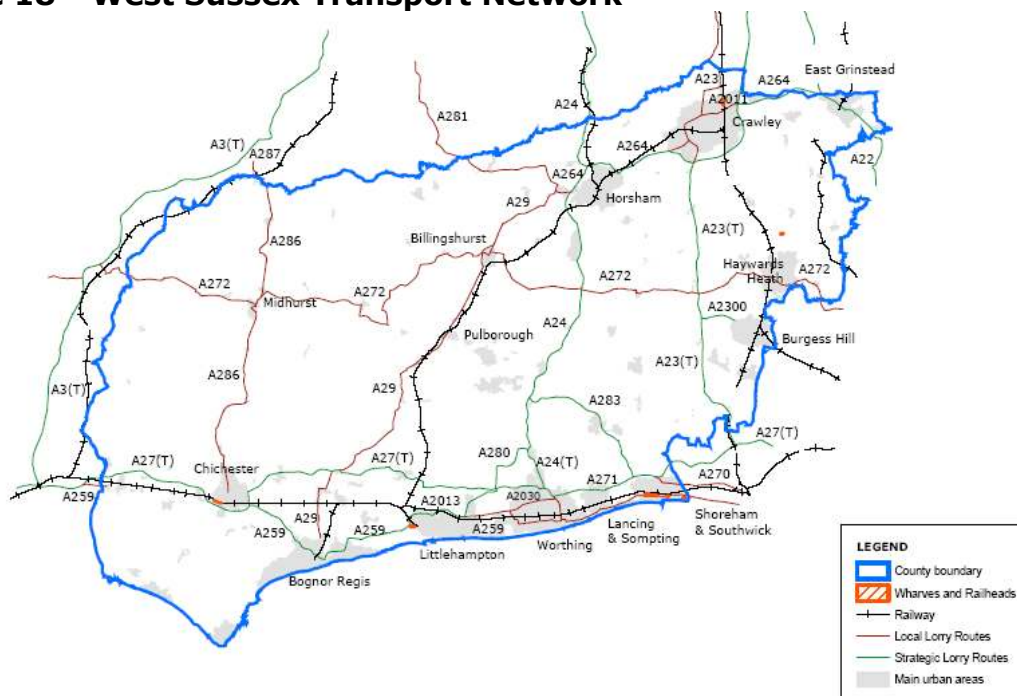
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Transport

6.47 The key messages arising from the review are:

- Promote sustainable transport choices and ensure greater accessibility by public transport, walking and cycling
- Provide additional information to ensure that alternative modes of transport can be considered
- Reduce the need to travel, through the appropriate location and design of new development
- Ensure retention of local services and facilities
- Acknowledge the importance of an effective transport network in facilitating economic development
- Reduce the negative impacts of transport on the environment including climate change
- Ensure that the provision of sustainable transport infrastructure is an integral part of any new development

6.48 Information about existing travel patterns and issues with the transport network will be used to determine an LTP that aligns with the key messages identified in the review. Figure 18 shows the strategic road and rail network.



Spatial Planning

6.50 Local authorities should work with designers, developers and others to produce detailed design briefs to guide the development of key sites. Aligning with current and future spatial planning strategies will be fundamental to ensuring an effective and integrated transport system.

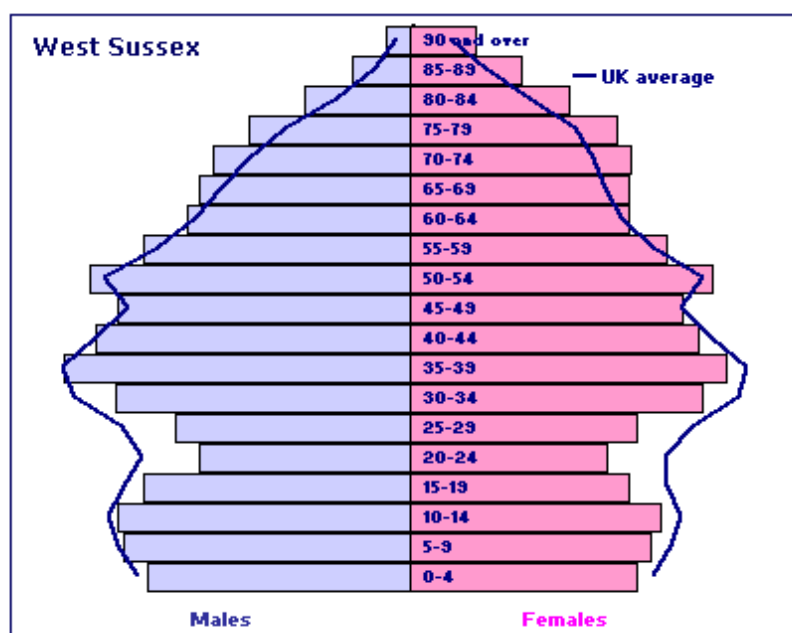
6.51 Three factors influence changes in population size; the number of births, the number of deaths and migration in and out of the area. In West Sussex in the year 2001, the number of deaths exceeded the number of births by around 1,500.

increase of only 1%. Horsham's population grew by over 10%, while Crawley had the largest population growth with an increase of 14%.

Age Structure

- 6.53 Overall, West Sussex has an older population than the national average. Within West Sussex 20% of people are aged 65 and over (compared to 16% for England and Wales). Crawley is the only area within West Sussex with proportion of 65s and over (15%) below the average. In England and Wales, 64% of the population are aged 16-64 years, compared to 61% for West Sussex.

<u>Age Range</u>	<u>Males</u>	<u>Females</u>	<u>Total</u>
0 - 4	21,625	20,743	42,368
05-09	23,657	22,109	45,766
10-14	24,207	22,981	47,188
15 - 19	21,981	20,043	42,024
20 - 24	17,454	18,003	35,457
25 - 29	19,408	20,699	40,107
30 - 34	24,426	26,639	51,065
35 - 39	28,559	28,916	57,475
40 - 44	25,953	26,423	52,376
45 - 49	24,192	24,842	49,034
50 - 54	26,463	27,560	54,023
55 - 59	21,983	23,391	45,374
60 - 64	18,474	20,079	38,553
65 - 69	17,494	20,107	37,601
70 - 74	16,176	20,240	36,416
75 - 79	13,322	18,971	32,293
80 - 84	8,661	14,695	23,356
85 - 89	4,707	10,289	14,996
90 and over	1,884	6,256	8,140
Total	360,626	392,986	753,612



The length of the bars in the pyramid represent the proportion of "all males" (to the left) and the proportion of "all females" (to the right) that are in that age group

Migration

6.54 In the 12 months preceding the 2001 Census 39,888 people, moved into the area, whilst 33,545 people moved from the county in the same period, resulting in net inward migration of 6,343 people (1%). These rates varied little across the County. There was total inward migration of 2,951 people in ethnic groups other than white and outward migration of 1,578 people, giving net inward migration of 1,013 people (4%) over the period. Recent inward migration from eastern European countries is not really represented in the 2001 census but will be in 2011.

Economic Baseline information

6.55 The 2001 Census gives details of the economic activity of residents aged 16-74 years. The economic activity rate for the County is slightly below that for the region, but higher than the England and Wales average. All the coastal districts have an economically active rate below the County average, and Arun's rate is lower than the England and Wales average. This can be attributed to the older age of the population in Arun, which has higher levels of retired people. Economic activity rates and employment rates for Crawley, Horsham and Mid Sussex are above the County and regional averages.

Employment status and gender

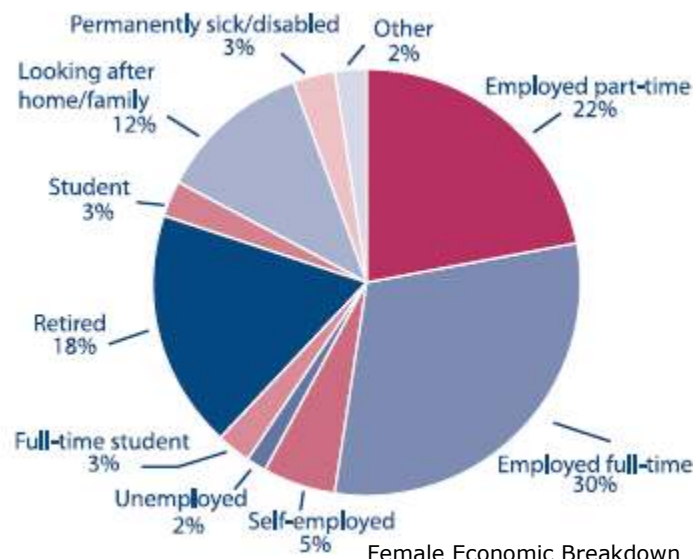
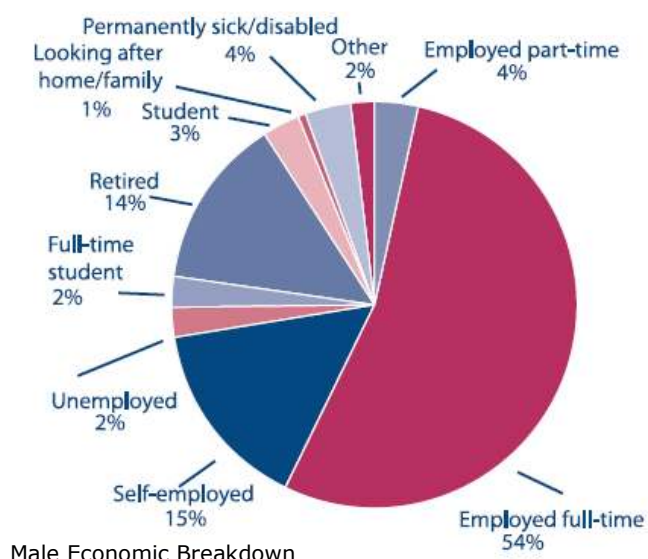
- 6.56 There is a significant difference in the economic activity for males and females. The majority of men in West Sussex (54%) are employed full-time compared with only 30% of females.
- 6.57 Self-employment is the second largest group in the male breakdown of employment status, accounting for 15% of males in West Sussex. Self-employment is much less common in women, with just 5% of West Sussex women being in this category.
- 6.58 Only a small proportion of men (4%) are employed on a part time basis compared to 22% of females. The proportion of retired in West Sussex is greater than for E&W reflecting the older age structure. A further

significant group for females are those who are economically inactive because they look after home/family; this accounts for 12% of females aged 16-74 years in West Sussex compared to less than 1% of males.

Employment by industry

6.59 The breakdown of employment by industry is similar in West Sussex to that of England and Wales as a whole. The public sector includes administration and defence, education and health and social work. This sector makes up the largest group in West Sussex, comprising 22% of all employed individuals. Finance and real estate make up 20% of employment, manufacturing and construction 19%, wholesale and retail trade is also a significant industry at 16%.

6.60 Within Crawley, transport comprises 21% of employment, compared to 10% across West Sussex. This is mainly due to employment at, and around, Gatwick Airport which also impacts upon transport employment in Mid Sussex and Horsham and the slightly higher proportion of people employed in hotels and catering in Crawley.



Strategic Environmental Assessment

- 7.1 European Directive 2001/42/EC (EC, 2001) requires SEA of a wide range of plans and programmes, including LTPs. The objective of the 'SEA Directive' is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans with a view to promoting sustainable development.
- 7.2 The SEA comprises preparing an Environmental Report on the likely significant effects of the draft plan:
- Consulting on the draft plan and the accompanying Environmental Report
 - Taking into account the Environmental Report and the results of consultation in decision making
 - Providing information when the plan is adopted and showing how the results of the environmental assessment have been taken into account
- 7.3 The information to be included in the final Environmental Report includes:
- A description of the baseline environment
 - Links between the plan and other relevant policies, plans, programmes and environmental objectives
 - Identification of existing environmental problems affecting the plan
 - The plan's likely significant effects on the environment, including issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage, landscape, and the interrelationship between these factors
 - The mitigation measures envisaged
 - An outline of the reasons for selecting the alternatives dealt with
 - Monitoring measures envisaged
 - A non-technical summary
- 7.4 Guidance suggests that the SEA process should ideally start at the same time as the preparation of the LTP. The Environmental Report should be made available alongside a draft provisional LTP, as an integral part of the consultation. Early in the SEA process, a "scoping report" should be prepared that covers the points above, and that forms a basis for discussions with consultees and possibly the public. This guidance has been followed in developing LTP3.

SEA Development

- 7.5 The DfT (2009) guidance recommends that the early SEA stages – devising SEA objectives and indicators, describing the baseline, identifying environmental problems and analysing links to other policies should be carried out concurrently, and that they should inform each other.
- 7.6 The SEA of LTP3 has been carried out by the Infrastructure Policy Team. Table 4 summarises the work which has been carried out to date and any problems encountered in this work.

Table 4 - How the Environmental Report has been produced

Stage		Why	When	Any problems encountered
A1	Devise SEA objectives and indicators	To provide a means by which the sustainability of the plan can be appraised	Oct 2009	None
A2	Identify links to other relevant policies, plans, programmes and objectives	To document how the plan is affected by outside factors and suggest ideas to address constraints	Oct 2009	None
A3	Collect environmental/ sustainability baseline data	To provide an evidence base to identify environmental/ sustainability problems and to provide a basis for predicting and monitoring effects	Oct 2009	Some data unavailable.
A4	Identify environmental/ sustainability problems	To help focus the development of the SEA framework on the important issues	Oct 2009	Some data required to substantiate the identified problems was unavailable
B	Consult with statutory consultees (plus selected others (including District and Borough Councils) at scoping stage and full public consultation at Provisional LTP stage	To ensure that the SEA tackles concerns raised by consultees. Amend Provisional and then Final LTP in the light of replies.	Jan 2010, Oct 2010	Only 2 organisations responded on Scoping but better response from consultees on later SEA and sustainability of Provisional LTP.
C	Identify and appraise strategic options	To ensure that strategic options	Jan 2010,	No problems, outcomes useful in

Stage		Why	When	Any problems encountered
		fit with strategic objectives.	Nov 2010	modifying/appraising LTP
D	Assess environmental / sustainability impacts of possible and then final LTP strategies	To assess strategies against strategic objectives	April 2010. Nov - Dec 2010	Outcomes useful in modifying/appraising LTP. All but a few impacts dealt with by revising LTP.
E	Propose monitoring measures	Enabled modifications to LTP3 to be made in earlier stages, up to publication, and to deal with remaining problems that require mitigation during the life of the LTP.	April 2010, Jan 2011	None as based on SEA results (monitoring noted) and use of in house sustainability assessment process. Monitoring to be done as part of LTP3 implementation and SEA mitigation plan. Some difficulty in choosing measureable indicators, but largely addressed.
F	Amend in the light of further stakeholder and public consultation	Full public and stakeholder consultation with provisional transport plan.	Nov 2010 - Jan 2011	No problems. SEA and LTP amended after LTP rewrite.
G	Publish Provisional LTP and SA/SEA followed by public consultation on both documents. Revised SEA published with revised Final LTP3.	Enables further modifications to LTP & SEA, views of consultees taken account of	April 2010. Final pub. April 2011.	Provisional LTP and SA/SEA revised. No problematic issues.
H	Final LTP and SEA Environmental Report	WSCC updates published Monitoring of LTP impacts to continue for life of plan	Jan 2011	Final Stage. SEA remains a live document. SEA mitigation action plan to be implemented 2011-2026.

Consultation on the Scoping Report

7.7 A 'Scoping Report', was sent out to the following list of consultees on November 2009:

- Environment Agency
- Natural England
- English Heritage
- Adur District Council
- Arun District Council
- Chichester District Council
- Crawley Borough Council
- Horsham District Council
- Mid Sussex District Council
- Worthing Borough Council
- South Downs National Park Authority
- West Sussex Strategic Partnership
- Adur in Partnership
- Arun Local Strategic Partnership
- Chichester in Partnership
- Crawley Together
- Horsham Community Partnership
- Mid Sussex Local Strategic Partnership
- Worthing Together

7.8 The organisations highlighted red above chose to respond. The following table outlines the comments made by each responding organisation and how their comments were dealt with.

	Consultee	Comments	How the comments were dealt with
General Comments	Environment Agency	Have not made an official response due to heavy workload, however do recommend that if we have not already done so, reference should be made to 'The South East River Basin Management Plan', the plan sets out the actions that are required to meet the objectives of the Water Framework Directive in the South East	

	Natural England	<p>Satisfied with overall content of the report, however, concern over the fact that there is no mention of Biodiversity Opportunity Areas (BOAs) and whilst landscape is mentioned, it does not seem to run through the document as one of the key issues.</p> <p>The 'indicator and relevant data set will need to be updated to reflect the current designated status of the National Park</p>	Will consider how best to incorporate BOA
	Horsham District Council	<ul style="list-style-type: none"> • Satisfied with overall content of the report • Support the combined approach of the SA however feel that greater clarity should be provided for each of the three processes and how they are linked. • There appears to be a slight confusion over how the objectives should be used. • It is felt that SEA process would be clearer if the purpose of the objectives was included under the heading 'Sustainability Appraisal Framework' • Move paragraph 4 on page 3 to fall under 'Developing Options and Appraising Effects'. 	Each element of the SA has its own chapter. The SA now also contains a number of other assessments.

	Mid Sussex District Council	<p>Figure 6 – Environmental Designations</p> <ul style="list-style-type: none"> This figure and associated paragraphs should make reference to the Ashdown Forest (designation SAC and SPA). Mid Sussex District Council have commissioned an Appropriate Assessment (in line with Habitat Regulations) in order to assess the impact of development at East Grinstead on this European Designation. West Sussex County Council will be aware of the limitations this has on imposed development at East Grinstead. <p>Figure 18 – Development Areas in West Sussex</p> <p>This figure includes Strategic Gaps – reference to strategic gaps has been deleted in the South East Plan. They have therefore been de-designated/not saved in Local Development Documents/saved Local Plan policies and should be removed from Figure 18.</p> <p>We also question the origin of the 'Identified Development' markers – they are presumably based on previous consultations on Core Strategy documents. The draft Core Strategy pro-submission document does not include an allocation at Crabbett Park on Mid Sussex/Crawley border to which this figure refers and will therefore require revising.</p> <p>Baseline Data Sources</p> <p>A useful source of data will be the Local Authorities' Annual Monitoring Reports (AMR) which are due to be published by 31st December 2009 for the period 1st April 2008 – 31st March 2009. This includes up-to-date information such as number/area of Ancient Woodland/SNCIs/SSSI, housing completions and trajectory etc which may be of use.</p>	<p>Agreed – this will be in line with HRA guidance.</p> <p>Agreed – map altered to reflect latest DPD information.</p> <p>Agreed, updated information will be incorporated where possible. Will continue to update as LTP3 develops.</p>
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1. Is the proposed spatial and temporal scope for the SEA appropriate for the West Sussex LTP3?	Horsham District Council	Agreed	Noted
	Mid Sussex District Council	Pleased to see that the Gatwick Diamond, is highlighted and the transport infrastructure needs recognised.	Noted
2. What are the key cross-boundary issues?	Horsham District Council	<p>There are a number of cross boundary issues which should be taken into consideration when appraising LTP3 for its impact on sustainability and equalities. These include;</p> <ul style="list-style-type: none"> • Air pollution and the impact on AQMAs; • Climate Change and the release of CO₂; • Congestion; • Flood risk and flood risk management ; • Green corridors and green infrastructure; and • Access and equalities to key services and facilities. 	These are already taken in to account in the sustainability issues sections.
	Mid Sussex District Council	<p>Para 1.26: East Grinstead and Haywards Heath are cited as locations where development will take place at 'border towns'. The Mid Sussex Core Strategy will allocate a number of Broad Locations and Strategic Sites in order to meet our housing requirement, set out in the South East Plan. Through the Core Strategy, it is likely that development will occur at Burgess Hill in particular to the north and east of the town, The east of Burgess Hill is contiguous with the County boundary, so development could have an impact on East Sussex.</p> <p>The Mid Sussex Core Strategy will be presented to full council on 20th January 2010.</p>	Only agreed strategic developments are now to be included within the SA. All future developments will have to be considered in their own right. Maps have therefore been altered to reflect this approach

3. Could any of the proposed SEA objectives be removed without causing any significant issues to be overlooked?	Natural England	<ul style="list-style-type: none"> Particularly supports objectives 4 to 13 and objective 24. although objective 24 does cover Access, Natural England would like to see the inclusion of a specific objective regarding Access and Rights of Way, cycling and walking Further detail outlined against objectives 	Access is a theme that runs through the majority of objectives and it is therefore not seen as appropriate to add another objective
	Horsham District Council	Many of the objectives could be reworded in order to demonstrate their relationship to transport issues – please see end for detailed comments	The Transport Plan needs to consider wider impacts and therefore we feel it is important to include all of the strategic objectives (which are primarily based on the SCS)
	Mid Sussex District Council	No strong feelings; request that it is noted that the objectives should be manageable and that the baseline/indicator data should be easily updateable in order to monitor progress on the objectives. It is therefore essential that data sourced for the indicators used can be sourced easily and regularly, rather than providing a snapshot in time	Agreed. Indicators should be closely linked to the LAA or other measures that are already collected.
4. Are there any other potential conflicts between the proposed SEA objectives that have been identified in the compatibility assessment? If so, how can these be addressed?	Horsham District Council	No Comment	
	Mid Sussex District Council	No Comment	

<p>5. Are there any policies, plans or programmes that contain environmental protection objectives or identify relevant issues that are not covered by this list?</p>	Horsham District Council	<p>National:</p> <ul style="list-style-type: none"> DfT (2007) 'Towards a Sustainable Transport System; supporting economic growth in a low carbon world. <p>Regional;</p> <ul style="list-style-type: none"> SEERA (2009) Mapping Regions Transport Challenges. <p>Local;</p> <ul style="list-style-type: none"> Network Rail (2006) Sussex Route Utilisation for Draft Consultation Gatwick Diamond Economic Strategy, 2006 Local Development Control DPD Local Transport Assessments 	<p>DaSTS is further development of TaSTS, and is therefore more relevant. DaSTS also cover the Mapping the Regional Transport Challenges work.</p> <p>RUS work will inform the development of LTP3, but are not a major contributing element.</p> <p>Gatwick Diamond issues are being considered under the DaSTS work currently being carried out.</p> <p>LTA are not strategic documents, but will be considered in the development of LTP3 schemes</p>
	Mid Sussex District Council	No Comment	

<p>6. Is any further baseline data required to enable the assessment of LTP3 and should be included in this scoping report?</p>	<p>Natural England</p>	<ul style="list-style-type: none"> • Compatibility of objectives: in response to 5.10 we recommend that the revitalisation of town centres also take into account landscape and townscape character/ • Biodiversity, flora & fauna: welcomes section 3.11 – 3.14, particularly the recognition of the importance of connectivity between habitats and the need for habitats to be adaptable to climate change. • Green infrastructure: welcome the content, but recommend an additional paragraph to include access and rights of way issues. • Appendix 2: Recommends that the measure/indicator for sub objective 'biodiversity' under the environment objective should include the requirement for transport proposals to be designed on a landscape scale basis 	<p>Agreed – added</p> <p>Agreed – added</p> <p>Agreed – added</p> <p>Agreed – added</p>
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	Horsham District Council	<p>Found this section a thorough and useful source of information, however recommend that the following data be added;</p> <ul style="list-style-type: none"> • Water – run-off from road surfaces generally contains pollutants which could impact the quality of receiving waters and environmentally sensitive locations. This should therefore be identified as a potential issue • Waste – odour, noise and congestion are all also impacts which are associated with the transportation of waste. • Air Quality – The HDC Local Air Quality Management Progress Report, 2008, identified two exceedances of the UK Air Quality Objectives (AQO) in the Horsham District in 2007. These were for Nitrogen Dioxide Levels in Cowfold and Storrington. Both locations exceed the UK AQO of 40µg/m3 (annual mean). It is therefore likely that Air Quality Management Areas (AQMA) will be declared in Horsham District Council in the near future. • Climatic factors – Transport infrastructure should be able to respond to the impacts of climate change i.e. road surfaces which are suitable for wetter winters and hotter, drier summers. • Green Infrastructure – shade is another way in which the provision of green infrastructure helps combat the urban heat island effect. The promotion of green forms of transport such as walking and cycling also encourages more active and healthier lifestyles, the use of locally native species will not provide increased biodiversity but will contribute to local 	<p>Already noted in Water section: The impact of diffuse pollution (the result of the accumulation of scattered, discrete or dispensed contaminants or minor discharges which can have a significant effect in combination) and cumulative effects from transport should be kept to a minimum to aid the achievement of 'good ecological status' for inland waters.</p> <p>Agreed – added</p> <p>Added note to say additional AQMA will be declared as appropriate.</p> <p>Already noted</p> <p>Already noted the role of planting schemes in combating heat-island effects. Health benefits of green transport noted elsewhere Locally native species DOES increase biodiversity.</p>
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	Mid Sussex District Council	No Comment	
7. How should the LTP address each of the Environmental issues that have been identified?	Horsham District Council	Comments included under Q6.	
	Mid Sussex District Council	No Comment	
8. Are there any other environmental issues that might be important for West Sussex that are not covered by the above list?	Horsham District Council	Comments included under Q6.	
	Mid Sussex District Council	No Comment	
9. Is the proposed structure of the Environmental Report for the SEA of the LTP3 appropriate or should anything be added or removed?	Horsham District Council	<ul style="list-style-type: none"> • Non technical summary and 'Non technical summary of SEA process' should be merged; • 'The difference the process made' section should be moved to the end of the document following the results of the appraisal; • Section should be added on the purpose and structure of the report; • No need to repeat SEA Objectives with targets and indicators – SA framework should include all this information and be reported with the baseline and context (i.e. a summary of SA Scoping Report) • Report requires a 'Recommendations' section; and • Detail should be provided on the Habitats Regulation Assessment and SFRA 	<p>Structure of ER is now likely to change as it is to evolve into a broader Sustainability audit. (Done Jan 2011) Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Details of HRA and SFRA to be included in SA</p>
	Mid Sussex District Council	No Comment	

7.9 Specific comments on proposed LTP3 objectives

Proposed Objectives for LTP3		Comment		How comments dealt with
		Consultee		
		Horsham District Council	Natural England	
1	To sustain and develop the county's social and cultural infrastructure and encourage increased engagement across all sections of the community, ensuring West Sussex is valued and understood	Suggest this could be reworded to make clearer how transport could support community development, e.g. 'To sustain and develop the county's social and cultural infrastructure and encourage increased engagement across all sections of the community, through the provision of affordable and accessible transport infrastructure		The future of service provision may need to assess how services are provided to the community; this may not just include transport links. The LTP needs to be able to reflect changes in demand.
2	To improve efficiency in land use through the re-use of previously developed land and existing buildings, including re-use of materials from buildings, and encourage urban renaissance	Suggest this could be reworded to demonstrate links to transport e.g. to improve efficiency in land use through the re-use of previously developed land buildings for transport infrastructure		Transport provision is more a means to many ends, and it is therefore vital that LTP3 looks beyond just the provision of traditional transport infrastructure. Significant links to new development.
3	To manage challenges of coastal protection and flood risk, and the resulting detriment to public well-being, the economy and the environment.	Suggest this could be removed as it is unclear how a transport plan could directly influence coastal protection (flood risk dealt with as separate issue). Or re-word as transport could 'respond' to coastal erosion and flood risk by providing alternative routes and modes of transport.		Flood risk and damage to transport infrastructure is very real, and picked up within SFRA. LTP3 also needs to include reference to the RoWIP, in which case coastal erosion becomes more of an issue.
4	To reduce air pollution and ensure air quality continues to improve	Suggest this could be reworded as air quality will not improve as development continues. Suggest re-wording 'To reduce air pollution and minimise air quality impacts of providing new transport infrastructure'.		Disagree; there is evidence from other areas that air quality can improve. Again LTP3 priorities are not reliant on new transport infrastructure, but also on improving how the existing infrastructure is utilised.

5	To mitigate the causes of climate change through the reduction of greenhouse gas emissions and ensure that West Sussex is able to adapt to its impacts	<p>Suggest that this could be separated into two objectives:</p> <ul style="list-style-type: none"> • To mitigate the causes of climate change through the reduction of greenhouse gas emissions; and • To ensure that West Sussex is able to adapt to the impacts of climate change 		Adaptation and mitigation should always be considered together, but will consider options further
6	To conserve and enhance the county's biodiversity, ensuring West Sussex is clean, healthy and biologically diverse	No comment	Expanded to refer to designated sites such as SSSI/SPA/SAC and ideally BAP habitats and BOAs	Agreed
7	To protect and enhance the quality, character and diversity of the landscape of West Sussex	No comment	Expand to take into account the recent National Park and any heritage landscapes	Agreed
8	To develop an approach to strategic Green Infrastructure Planning relevant to the LTP which maximises the opportunities for creating multi functional networks which provide for climate change adaptation methods, green transport, biodiversity, sustainable communities and healthy ecosystem services	Suggest this could be reworded as it appears to be overlong and complicated. Recommend objective specific to the provision of green infrastructure e.g. 'To maintain existing and maximise opportunities for the provision of new green infrastructure networks'		Altered wording in consultation with the County's GIP team
9	To improve the efficiency of transport and communication of infrastructure, including the enhancement of travel by sustainable modes	No comments		
10	To increase the level of resource efficiency within the county by supporting the provision of local goods, services and employment and championing resource efficient development	No comment		
11	To reduce waste generation and disposal, and achieve the sustainable	Suggest this could be reworded; 'To demonstrate links to transport e.g. to		Not all about waste production, but also

	management of waste	minimise construction waste and encourage the use of recycled materials		includes sustainable management/transport of waste
12	To maintain and improve the water quality of the county's rivers, groundwater and coasts, and achieve sustainable integrated water resource management	No comment		
13	To increase energy efficiency, and explore opportunities to increase the proportion of energy generated from renewable sources in the county	Suggest this could be removed as it is not relevant to transport planning		There are a number of options (electric charging points) that could fill this objective. Sustainable housing should always consider transport elements. Transport is also required to enable access to educational establishments.
14	To ensure that everyone has the opportunity to live in decent, sustainably constructed housing (this includes a measure of affordable housing)	Suggest this could be removed as it is not relevant to transport planning		Sustainable housing should always consider transport elements. Transport is also required to enable access to educational establishments.
15	To raise educational achievement levels across the county and develop the opportunities for everyone to acquire the skills needed to find and remain in work.	Suggest this could be removed as it is not relevant to transport planning		Sustainable housing should always consider transport elements. Transport is also required to enable access to educational establishments
16	To create and sustain vibrant communities which recognise the needs and contributions of all individuals	Suggest this could be reworded; 'To <u>help</u> serve and sustain vibrant communities through the provision of a range of accessible and sustainable forms of transport'.		Change made to objective
17	To ensure high and stable levels of	Suggest this could be reworded; To		Change made to objective,

	employment so everyone can benefit from the economic growth of the county.	<u>support</u> high and stable levels of employment through the provision of transport infrastructure which improves travel choices and accessibility		but LTP needs to consider other infrastructure
18	To sustain economic growth and competitiveness across the county by matching the growth in population and business with the necessary services	No comment		
19	To increase the vitality of town centres and stimulate economic revival in regeneration areas to ensure West Sussex is an excellent business location	Would benefit from reference to improved transport links		There are a large number of options under this heading. Reducing the need to travel rather than improving links is more likely to relieve congestion and lead to increased vitality.
20	To foster the development of higher value added economic activities, a dynamic, diverse and knowledge-based economy that excels in innovation	Suggest this could be removed as it is not relevant to transport planning		Access is needed to enable objective
21	To enhance the skills base of local people and maintain a skilled workforce in order to support long term competitiveness of the county	Suggest this could be removed as it is not relevant to transport planning		Access is needed to enable objective
22	To improve the health and well-being of the population and reduce inequalities in health and to put people in control of their health by helping them make healthier lifestyle choices	Suggest this could be reworded to demonstrate links to transport i.e. To improve the health and well-being of the population by promoting healthy travel choices such as walking and cycling,		Implied and restricting to walking and cycling limits the objective. There is a need to reflect KSI and air quality issues.
23	To reduce poverty and social exclusion and close gaps between the most deprived areas in West Sussex and the rest of the county	No comment		
24	To improve accessibility to all services and facilities (including countryside and the historic environment, healthcare, suitable accommodation,	And improve connectivity to rural areas		Agreed

	and social, cultural and leisure opportunities)			
25	To reduce crime and fear of crime	Suggest this could be reworded to demonstrate links to transport e.g. 'To reduce all transport related crime and fear of crime'		LTP needs to consider wider crime and fear of crime objectives.
26	New – suggested by HDC	Noise; promote the use of surface materials which minimise noise impact particularly in sensitive locations.		This is more of a specific measure that will be addressed as part of implementation of LTP3.. Already in LTP2 and will continue to use in sensitive locations.

Summary of comments after full public consultation

Draft Sustainability Appraisal Report and Provisional LTP3 of July 2010

- 7.10 The table considers responses to Question 6 of the Draft (Provisional) LTP3 consultation, which referred to the accompanying Sustainability Appraisal Report and to any other sustainability issues consultee felt the LTP might raise. The table is largely based on the main survey responses to this specific question, but also includes analysis of specific comments about the Sustainability Appraisal provided in the separate emails and letter consultation responses.
- 7.11 Response comments were grouped under the 25 sustainability objectives but are reported here under the core environmental, social and economic sub-themes of the sustainability assessment.
- 7.12 As well as specific replies to the LTP consultation question on the SA/SEA a number of other common themes concerning the environment were raised by consultation respondents (via email, letter and at stakeholder events across West Sussex). These are all included in the analysis. Individual comments are available on request but are too numerous to include here. Statutory consultee comments and comments from the Highways Agency are listed individually in the second table below.

Summary of respondent comments	How the comments were dealt with
Environment related - in order of how frequently the issues were raised	
Frequent comments (the most common under this theme) about the need to tackle problems associated with peak oil being reached, resultant rising fuel prices and the need to provide alternative forms of transport and access.	The LTP deals with means to improve services for public transport users, pedestrians, cyclists and also equestrians. It also contains policy on increased use of alternatively fuelled vehicles and particularly on recharging facility provision for electric vehicles. (N.B. Nearly all rail services in West Sussex are electric)
Second most common comment expressing the view that the LTP overlooks the potential catastrophic implications of climate change and the need to reduce transport emissions.	The LTP strategies and objectives have been designed to help reduce both greenhouse gas emissions and other traffic related pollution. See also the revised LTP Sustainability assessment and impact matrices to be published with the LTP.
A number of other comments mentioning the need to provide highway infrastructure resilient to the impacts of flooding.	The LTP discusses highway maintenance issues, but not this aspect in detail. Nonetheless detailed work on this problem has been carried out by this authority and has been recognised as best

	practice by others. Works have been carried out in the past. In future these will be listed in the Infrastructure Plan which will be the basis for LTP policy implementation.
Some comments about air quality issues caused by traffic volumes and need for measures to address these issues	Air quality management is an important part of LTP policy, both within Air Quality Management Areas (AQMAs) and outside them. Air quality action plans are required for all AQMAs. WSCC will propose and implement suitable mitigation measures intended to help reduce pollution levels to below the health related objective concentrations.
Some comments about the need to reduce street clutter and the visual impacts of signs and highway infrastructure on the landscape	There is a general policy to actively reduce street clutter and also to remove unauthorised signs.
Some comments generally in support of better provision for electric vehicles, such as more charging points, in order to reduce transport emissions.	It is helpful to know that there is already an interest in owning and using such vehicles. Policy on encouraging purchase and use, such as providing and encouraging further public recharging facilities is included in the LTP.
A small number of comments stating that the transport implications of the new South Downs National Park have not been fully considered within the plan.	The South Downs National Park is now referred to in several sections of the LTP. The need for sustainable transport to improve access to the Park while minimizing impact on it is recognised.
A few comments about the critical importance of protecting the environment and biodiversity.	It is accepted that this is an extremely important issue. The policies and objectives of the plan are intended to help contribute to such protection and the SA/SEA process has also already flagged up issues that have been taken account of.
Social theme objectives- in order of how frequently the issues were raised	
Frequent comments about the need to improve accessibility to all services, through making significant improvements in cycling infrastructure provision, ensuring that the needs of mobility impaired groups including disabled and elderly people are fully recognised,	All of these issues have been taken account of in terms of policy, although this authority has no direct control over commercial public transport charges, relying on partnership working with operators. The LTP implementation plans and specific schemes and measures will

addressing rural access concerns and recognising the importance of bus accessibility, and addressing concerns about the cost of public transport fares.	be bought forward by prioritisation and funding of items in the detailed list of infrastructure plan schemes. CLCs will oversee this process. See the LTP infrastructure plan section, covering various major towns or areas in the County.
Frequent comments about the need to review traffic speeds, particularly the impacts of traffic on rural areas, and introduce 20mph speed limits in residential areas to improve safety and encourage increased walking and cycling.	LTP text says speed limits can be reviewed in rural villages and roads, residential areas to deal with local problems. CLCs will decide if they want to prioritise this. See also the proposed SA/SEA monitoring framework.
Some comments about the need to improve safety outside of schools by reducing traffic speeds and improving pedestrian and cycling links.	The LTP has policy on this, particularly in relation to "Safer Routes to School" and School Safety Zones.
Some comments about the need to recognise and reduce the impact of traffic on local communities to make quality of life improvements.	This has been a policy of this authority for many years. Improving quality of life is the overarching LTP objective. Such measures will be bought forward via the infrastructure planning process.
A small number of comments about the need to recognise the role of promoting walking and cycling in encouraging more active lifestyles and improving health	The LTP recognises the major role walking and cycling can have on individual health, as well as a way to minimize pollution (as an alternative to short more polluting car trips) and so providing health benefits for others.
Economic theme objectives- in order of how frequently the issues were raised	
Frequent comments focused around making improvements to the efficiency of the transport system, particularly with regard to congestion issues including a desire to resist further development that adds to traffic congestion; the need to reduce level crossing delays; the need to provide better parking provision; the need to make Strategic Road Network improvements, in particular for the A27, and contrasting views about the need to provide sustainable transport alternatives to reduce road congestion.	<p>These are all important aspects to address in the LTP and all have been considered in the sustainability assessment work and taken account of in LTP development.</p> <p>The particular need for A27 improvements and sustainable transport alternatives is addressed prominently in the LTP.</p>

Some comments about the need for LTP3 to more highly recognise the strong linkages between transport improvements and the economy	The LTP has specifically covered the link between transport and the economy. An effective highway infrastructure (highway itself, parking, loading, driver rest stops etc.) to cater for freight is essential, along with business needs for van and car access.
A small number of comments about the need to make services and good employment opportunities accessible locally to maintain and increase the vitality of local places and town centres.	An essential element in producing an effective transport system This is noted as a key issue in the LTP.
Other comments	
A small number of comments about the Sustainability Appraisal process itself, particularly the extent to which issues identified will have an influence over the final plan, along with comments about the document being too long.	The sustainability process is quite lengthy as it is intended to inform the development of the LTP (in this case) and is a tool to make sure the LTP is sustainable and that negative impacts of policy that cannot be overcome by modifying the plan will be addressed during the life of the LTP. The final Sustainability Assessment (SA) will have a Summary and final conclusions on the outcome of the work, which will be the most important part of the document, along with the mitigation measures noted above. The earlier parts of the SA document the evidence, other policies, baseline etc., were also all used to develop the modified LTP drafts. The final LTP will be proof of the effectiveness of the process. Both will be published together.
A small number of comments about the challenges of balancing the range of issues to be incorporated in decisions about highways and transport infrastructure provision	The challenges noted are not easy. The range of issues to be considered in transport decisions need to be wide. The point of sustainability assessment is to make sure the right option is taken to achieve a solution to a problem. What is required is something that will solve several problems at once or at least not do unintentional damage to something else. (This is both sustainable and value for money)
A small number of comments calling	The LTP refers to key SA work

for sustainability issues to be given a higher consideration within the document, however with a small number of other comments questioning the additional cost associated with the Sustainability appraisal process in delivering transport schemes	outcomes and does cover the work and its value in developing the LTP quite well. Again, the point of sustainability assessment is to make sure the right option is taken to achieve a solution to a problem. That is an option that will solve several problems at once or at least not do unintentional damage to something else. <u>This is both a sustainable choice and also value for money.</u>

Statutory Consultees and Highways Agency

Respondent	Summary of respondent comments	How the comment was dealt with
Natural England	Cross boundary air quality effects on European Designated Sites, especially around the Ashdown Forest Area (SPA/SAC need taking account of	Ozone levels tend to be the main issue in rural areas and impact on vegetation, other wildlife and crops. However O3 concentrations are not influenced by local traffic and mitigation is a central government role. Ozone levels are high in Sussex and it has a major impact in the area. Much O3 locally is derived from mainland Europe. The Sussex Air Quality Partnership (West Sussex is member) is monitoring levels and has studied severity of impacts on vegetation and will investigate possible mitigation solutions. NO2 and PM10 are the only pollutants that exceed Government & EU health Objective levels in West Sussex that the Highway Authority

		is required to deal with. O3 mitigation actions have been made the role of National Government.
Natural England	Noted that HRA has not yet been undertaken and that WSCC needs to look at any significant effects on designated sites and mitigation of these	HRA for LTP3 is underway and the work so far is included in this Sustainability report. The issues are very specific and not affected at strategic policy level, but by implementation of possible measures not yet considered. Should any as yet unknown individual schemes be proposed that affect any designated site in future they will be individually assessed by the processes noted in this SA and only progressed if they have no un-resolvable negative impacts and provide overall positive benefit.
Natural England	SACS noted in document but European sites not mentioned. SPAs and Ramsar sites need to be covered by HRA	As above. This is being addressed in this Report. All sites requiring HRA have been recognised in the revised SA/SEA.
Natural England	Generally applicable guidelines/policy also provided by Natural England	These are generally in conformity with the LTP and were looked at in detail as part of the final LTP drafting.
Natural England	SA/SEA a well thought out & thorough document and LTP a well rounded document but 6 main concerns (to take account of in LTP itself).	Concerns addressed.
Environment Agency	Commented on scoping stage but not during the full consultation	Comments at scoping stage taken account of.

English Heritage	Heritage assets rather overlooked	Agreed that this area could be stronger and this has been taken account of. Heritage was combined previously with the biodiversity objective , but this was not clear and heritage has now been made a separate objective and also analysed separately in the SEA and covered better in the LTP.
English Heritage	No mention of character of Coastal area unlike the other main parts of West Sussex	These sections have been altered in the final version. Our coastal vision mentions high quality landscape, built environment, South Downs National Park and the need for regeneration.
English Heritage	Character should refer to landscape/townscape not just landscape to make it clearer that both need protection	The LTP now refers to the built environment, as well as landscape. Not always specifically "townscape", but intended to make it clearer both need protection more broadly - for both towns and villages. While character was already included within SA/SEA Objectives this has now been made clearer and will be mentioned in the LTP section on sustainability assessment.
English Heritage	Individual heritage assets and their settings need protecting as well as the broader scale of interest. Extent and scale of settings around assets can be large and need to be taken account of.	This will be taken account of by amending LTP text in the section covering sustainability appraisal

English Heritage	Biodiversity has clear mention (<i>WSCC note - and objective</i>) but no equivalent mention of historic environment assets. Historic environment is at least as important as biodiversity.	Agree that both are important. However, neither have been neglected. The LTP should make it clearer that the Historic environment has been taken account of - and where unavoidable negative impacts on it by LTP policy are still likely these will be mitigated. Historic environment is now included in a new SEA objective.
English Heritage	Page 156 PPGs 15 & 16 to be replaced by PPS 5 'Planning for the Historic Environment'.	Revised LTP does not now refer specifically to PPG or PPS documents due to change in Government and planned national policy changes.
Highways Agency (Not a statutory consultee but a key stakeholder)	Lists the most stressed sections of the Trunk Road Network in West Sussex	These sections are consistent with the sections considered most congested by WSCC also.
Highways Agency	Main interest of HA is LTP deliverability on mitigation of expected additional development generated traffic and consequent congestion on the Trunk Road & Motorway network)	Substantial sections of the LTP deal with means to reduce traffic demand and current levels by a switch to other and more sustainable modes, use of local facilities and means to avoid the need to travel or travel so far. This includes more working from home.
Highways Agency	LTP does not identify travel patterns between the Districts & Boroughs in the county (i.e. strategic trips likely to use Trunk Roads)	This is assessed using the County Traffic Model and the importance of strategic movements in the County is taken account of in the LTP and SA/SEA. Modeling was used to develop the hierarchy of roads

		in the LTP objectively in West Sussex. The impact of new strategic trips is considered as part of development proposals. Travel patterns to be mentioned in LTP section on "Drivers for Change" along with traffic growth.
Highways Agency	Request that the requirements WSCC may have on the HA to improve the trunk road network (HA SRN) over the plan period are commented on/outlined and how scenarios with future traffic growth levels will be dealt with. How will economic growth be promoted and how will the economy affect what will be provided (transport network quality) in future	This is more an operational matter and WSCC will continue to work closely with the HA. WSCC have upgraded the County Traffic Model and it will (for example) be able to predict the effects of future policy on strategic traffic levels to 2026. There is uncertainty over levels of growth due to housing numbers ("Drivers for change" section in LTP to cover this)
Highways Agency	How will the plan deal with aspirations for development, economy & lifestyles, climate change, CO ₂ reduction and issues on the transport network for an ageing population?	This has been assessed using the SA/SEA Objectives. Drivers for change mentions population & traffic growth & changing health needs. The transport needs of older people can be included in this although this has been looked at via the SA process and an ageing population is mentioned in the Coastal West Sussex strategy section of the LTP
All Agencies		Where generally applicable guidelines were provided as part of a standard letter these were also

		checked for conformity with the LTP and taken account of as appropriate
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Risk and Uncertainty

7.13 The SEA Directive requires that measures; to prevent, reduce, and offset any adverse environmental implications are included within the Environmental Report. During the SA process, risks and uncertainties have been identified and mitigation processes have been implemented to reduce the accumulation of imprecision. However, as the exact nature of the impact is not often known it is difficult to be definitive about the mitigation measures that will be implemented. The following forms of mitigation have been already identified:

- Changes to the alternatives, such as adding, deleting or refining measures
- Completely new alternatives
- Technical measures required for the implementation stage, e.g. buffer zones, application of design principles
- Identifying issues to be addressed in environmental impact assessments for certain projects
- Proposals for changing other plans and programmes
- Assessment of all remaining risks and possible negative impacts that have not been fully mitigated by modifying the LTP in the SA/SEA/Environmental Report including proposed means to deal with these

Monitoring

7.14 The purpose of monitoring is to measure the environmental outcome of a plan (e.g. improvements in accessibility) and the performance of a plan against pre-defined environmental objectives, targets, or inputs (e.g. improved public transport facilities). If monitoring is carried out effectively it will contribute to managing uncertainty; improving knowledge; enhancing transparency, accountability and managing environmental information. The development of objectives and indicators took into account the necessity of future monitoring. These were developed using the 'SMART' target criteria.

S - Specific
M - Measurable
A - Achievable
R - Realistic
T - Time-based

7.15 A robust monitoring strategy will be developed alongside the SEA and LTP3. Monitoring will not be carried out unnecessarily and if monitoring programmes are already established for plans and programmes within the

authority, data will be appropriately used. To determine the monitoring strategy the following approach, suggested by DfT, will be adopted:

- What needs to be monitored?
- What sort of information is required?
- What are the existing sources of monitoring information?
- Are there any gaps in existing information; how can these be filled?
- When would remedial action be required and what are these actions?
- Who is responsible for the monitoring activities and what is the format for documenting results?

Considering Alternatives

- 7.16 SEA regulations require that the consideration of options and alternatives are included.
- 7.17 It is common practice within an SEA to consider what the environmental effects would be if the plan or programme was not to be developed, i.e. the 'No Plan' scenario. The reason for assessing what future environmental conditions would be like if the LTP3 is not implemented, is that it enables an assessment of the likely effects that the implementation of the plan will have, compared with what the future would be without.
- 7.18 The 'No Plan' scenario for West Sussex is described and assessed later in this SEA section of the Sustainability Assessment.

Dealing with Cumulative, Synergistic and Indirect Effects

- 7.19 Many environmental problems result from the accumulation of multiple, small and often indirect effects, rather than a few large and obvious ones. These effects are difficult to deal with on a project-by-project basis through environmental impact assessments (EIA), and it is at the SEA level that they are most effectively identified and addressed. The SEA Directive requires that the assessment of effects includes secondary, cumulative and synergistic effects.
- 7.20 Secondary or indirect effects are effects that are not a direct result of the plan, but occur away from the original impact or as a result of a complex pathway. Examples of secondary effects include a development that changes the water table and thus affects the ecology of a nearby wetland; and construction of one project (such as a road) that facilitates or attracts other developments.
- 7.21 Cumulative effects arise where several developments each have insignificant effects but together have a significant effect, for example where several individual effects of the plan (e.g. noise, dust and visual) have a combined effect.
- 7.22 Synergistic effects interact to produce a total effect greater than the sum of the individual effects. These effects often happen as habitats, resources or human communities get close to capacity. For instance a wildlife habitat can become progressively fragmented with limited effects on a particular species until at last fragmentation makes the areas too small to support the species at all.

- 7.23 These terms are not mutually exclusive. Often the term “cumulative effects” is taken to include secondary and synergistic effects, and all three variants are considered in the cumulative effects assessment of LTP3. For each of the objectives the above factors will be considered and an indicative assessment will be given against each component of the baseline. The accumulation of effects from each policy and their associated factors will provide an indication of the cumulative effect.
- 7.24 There are many uncertainties surrounding the assessment of cumulative effects and it is possible that unexpected effects will occur. For this reason the monitoring framework will ultimately be designed with cumulative effects in mind.

Proposed Approach to Monitoring and Mitigation

- 7.25 As highlighted already in the report the environmental impacts of the implementation of LTP3 must be monitored and reported on so any problems and issues may be identified and resolved.
- 7.26 Although no longer a statutory DfT requirement, government does recommend that the council still produce Progress Reports, which would include environmental factors. The County Council should periodically produce LTP (and/or other) Progress Reports, which will provide the opportunity to show progress towards objectives and describe any changes to the environmental baseline from the implementation of the LTP3, and how the County Council will work to mitigate any adverse effects that have been identified.

Option Development

- 7.27 The SEA Directive requires “an outline of the reasons for selecting the alternatives dealt with”.
- 7.28 The following four overarching LTP broad options and the general aim to improve quality of life were considered for the overall approach to the LTP in the Provisional (Draft) version of the Plan.
- A high-quality transport system that supports a competitive and prosperous economy in all parts of the county
 - A resilient transport network that complements the built and natural environment, whilst reducing its carbon emissions over time
 - Access to services employment and housing
 - A transport network that feels, and is, safer and healthier to use (Better Safety Security and Health)
 - Improve Quality of Life and a Healthy Natural Environment
- 7.29 For the broad options these were appraised against the strategic objectives and no options were rejected as they all performed satisfactorily (some requiring mitigation measures) against the agreed strategic objectives. However, after the public consultation the LTP was modified and the options became the four overarching LTP strategies all of which would be worked towards. These were reappraised separately and combined to give an overall LTP appraisal and compared with a ‘No Plan’ assessment. Appraisal of area wide strategies for the Coastal area,

'Gatwick Diamond' area and Rural area was also undertaken, as was assessment of implementation plans, using Adur District as an example.

- 7.30 All potential measures/elements of the above (e.g. each area strategy 'aim' in the LTP) have also been assessed against the strategic objectives. The "sustainability" of these options and strategies and any changes to them can also be readily indicated by using the matrix assessment process. Any future changes to priorities, measures and schemes can be quickly checked against the objectives as a first assessment, as well as doing more in depth assessment later in scheme planning and implementation.
- 7.31 As previously noted mitigation measures need to be implemented in the right way to avoid adverse impacts. The LTP as a Strategic Planning document has been assessed here but implementation will take place utilising a list of individual, mostly small, schemes and measures yet to be chosen or prioritised by County Local Committees (CLCs) and County Councillors. This list is not yet complete and will not be looked at until after the LTP and SA/SEA is published. The individual measures chosen and cumulative impact of them will require monitoring as well as initial sustainability assessment of them being undertaken.
- 7.32 The work on individual measures (as against strategic options) is incorporated in the next steps of the ongoing SA process. These measures are not "strategic" but are implementation methods. The measures or schemes resulting from them will be assessed by the NATA process, or other methods, as appropriate.
- 7.33 The earlier work on strategic plan options made it possible to ensure that economic, environmental and social considerations were taken account of. The LTP as a whole and strategic plan strategies county-wide and by area, with aims and sub-components being put forward were described, and informed by:
- The environmental problems identified
 - Any options suggested by statutory consultees and the public during the consultation on the Provisional (draft) LTP and SA/SEA at that stage
 - The sustainable "hierarchy of alternatives"; demand reduction, different ways of meeting demand, location of projects/infrastructure
- 7.34 The outcome was the production of the Final version of the new LTP, LTP3. Individual measures chosen in future to achieve the LTP objectives also need to meet the 25 SA/SEA objectives and be realistic.

Option Evaluation

- 7.35 In the Provisional Plan the four overarching objectives and quality of life were consulted on as options to prioritise transport measures and actions. In the final version of the LTP, as a result of consultation responses, it has been decided that these should all have equal status as key LTP3 strategies. . There is now a second section on implementation divided into the seven District and Borough Council areas. Behind this there will be a detailed list of all possible measures that can be used to implement the

aims set out. These will be approved and prioritised by the County Council through CLCs and these will need to achieve the aims of the LTP long-term plan, implementation plan and the SA/SEA objectives. Individual schemes will need to be assessed as mentioned in the mitigation section, against SEA objectives and corporate sustainability assessments. Future assessment of cumulative impacts of selected measures and avoidance of these will be needed.

- 7.36 The four overarching strategies are still described as they were when seen as separate options, i.e. (i) A high-quality transport system that supports a competitive and prosperous economy in all parts of the county. (ii) A resilient transport network that complements the built and natural environment, whilst reducing its carbon emissions over time. (iii) Access to services employment and housing. (iv) A transport network that feels, and is, safer and healthier to use.
- 7.37 All four LTP overarching strategies were tested using the objectives matrix and baseline information and/or guidance from specialist professionals. Also tested to see if lower level strategies gave a different result were the aims of the three sub area strategies, Coastal, Gatwick Diamond and Rural. One of the seven District Council area implementation plans (Adur) was tested to see if these gave similar results to the rest of the analysis. A 'No Plan' scenario was also looked at.
- 7.38 An overall analysis looking at all the assessment work indicated that the areas where there was most need to avoid negative impacts or mitigate problems were in regard to managing coastal protection and flood risk (linked to the climate change objective), conserve and enhance biodiversity, reduce poverty and social exclusion and reduce crime and fear of crime. The majority of impacts, although not all of them, are indirect impacts.
- 7.39 This does not mean that other SEA objectives are not potentially impacted by the Plan strategies. The strategies applying to the main parts of the County have other impacts, although these are very similar to those at District/Borough area geographic level. Even overall positive Plan benefits may introduce small negative effects. There are such impacts (in order of significance) on waste generation, water quality, coastal protection & flooding (as above), biodiversity, heritage & landscape, vitality of town centres, air quality, vibrant communities and climate change SEA objectives.
- 7.40 An extra objective was added after SA and Provisional (Draft) LTP consultation, which disaggregated heritage of all sorts from green infrastructure as both had been assessed together making it harder to see impact on heritage alone.
- 7.41 All effects are detailed in the problem and mitigation assessment table, monitoring framework table and the mitigation action plan table.

Results of sustainability assessment of the four overarching strategies

Summaries of the analysis

7.42 While reading the following, see the assessment matrices and also the executive summary and conclusions.

A high-quality transport system that supports a competitive and prosperous economy in all parts of the county.

7.43 Flood risk away from new developments and associated highways, due to surface run-off – mitigation; examples are porous drives and hard standings, soakaways for rain water from roofs rather than downpipe connection to main drains. Mitigate climate change by CO₂ emissions reduction; avoid increase in vehicle emissions. Biodiversity and green infrastructure; maintain and improve connectivity of green corridors. Linkup hedges etc on developments and with highway hedges. Avoid all construction on/over areas noted in baseline, e.g. SSSIs direct and indirect impacts. Deal with highway run-off e.g. via SUDS. Minimise congestion and switch to cleaner, more sustainable modes.

7.44 Minimise environmental, emissions and noise impacts. Deal with health and inequalities issues. Buses and public transport; deal with personal safety issues and late-night services, as well as at other times. Improve the concern over safety in using other modes seen as higher risk by car users.

A resilient transport network that complements the built and natural environment, whilst reducing its carbon emissions over time:

7.45 Biodiversity and green infrastructure objectives - there is a risk of negative impact on these. Also on additional fuel and hence energy use, where there is congestion, and more so if no switch to sustainable modes takes place. Biodiversity and green infrastructure objectives required better coverage than in the Provisional LTP. This was amended. Impacts of highway lighting in rural areas and other tranquillity (intrusions of any sort not just noise) issues were also identified.

7.46 "Resilience" may mean managing with existing infrastructure while being able to cope with climate change. There is a risk of congestion continuing to have a negative impact, although the plan already has some mitigation in place.

Access to services, employment and housing:

7.47 The access strategy is generally positive for all SEA objectives. However, development is facilitated by highway and transport improvements and these secondary effects must also be considered. Additional housing will have an impact on flood risk, unless this is mitigated and on AQMAs, biodiversity and green infrastructure, historic/existing built or natural environments, increased waste generation, and requirement for additional water resources. Impact will be dependent on location. Housing may also have a negative impact on the efficiency of transport infrastructure if not located sustainably.

7.48 Sustainably constructed and affordable housing should also have good accessibility.

A transport network that feels, and is, safer and healthier to use:

- 7.49 It may be necessary to reduce highway capacity in some locations to achieve this objective and other SA objectives. This would be, for example, widening footways or introducing cycle lanes. This LTP theme is generally positive or neutral in effect (fewer of the SA objectives are directly relevant). It is linked with some of the issues highlighted in analysis of the other themes, especially safety on public transport and walking at night and perceived and actual personal safety issues associated with non-car modes.
- 7.50 Energy efficiency increases due to effective promotion of use of sustainable modes (if safety is improved) as well as reducing air pollution and improving health as a consequence.

Assessment of Long Term Strategy

Sub-Areas in West Sussex Local Transport Plan; (Coastal, Gatwick Diamond and Rural)

- 7.51 After assessing the LTP3 amended options developed after consultation on the 'Provisional LTP3' it was felt that our approach to reflecting spatial variability of the impacts of the four LTP strategies of the three economic sub-areas of the County should also be assessed.
- 7.52 The various modes, (walking, cycling, bus, rail, powered two wheelers, equestrians and sections on related infrastructure) are the basic elements under the four objectives and overall quality of life LTP objective. Each strategy uses each mode of transport to achieve its aims and the strategies complement each other. As such our approach to each mode of transport has not been assessed in isolation, but rather as part of each of the four LTP3 strategies. Comparing the impact of individual modes against the SEA objectives would not provide any further or different results.
- 7.53 In the same way the analysis of the LTP strategic aims for the three main parts of the county also cover the infrastructure plan impacts at the more local District and Borough Council level. (There are seven District/Borough Council areas in West Sussex). This was confirmed by an analysis of one District area – Adur District, which suggested that the same possible impacts are highlighted by analysis geographically smaller areas as from the 3 larger economic divisions of the County, with minor variations.

Summary of the Sub-area analysis

- 7.54 Both the Coastal and Gatwick Diamond strategies are likely to have some negative impact on coastal protection and flood risk, a neutral impact by the Rural strategy.

The Coastal Area Strategy

- 7.55 This provides positive benefits for 17 out of the 25 SEA/SA objectives.
- 7.56 The Coastal Area Strategy and therefore the coastal District implementation plan is likely to have some negative impact on coastal protection and flood risk, biodiversity, waste disposal, and water quality.

With some risk of impact on climate change, heritage, town centre vitality and crime/fear of crime depending on how the strategy is implemented.

Gatwick Diamond Strategy

- 7.57 This provides positive benefits for 11 out of the 25 SEA/SA objectives.
- 7.58 The strategy is likely to have some negative impact on coastal protection and flood risk, biodiversity, waste disposal, and water quality as with the Coastal strategy. There are objectives where there method of implementation could have an impact if not taken account of. These are mainly in regard to air pollution, climate change or management of it, heritage, energy efficiency (transport) vibrant communities, town centres, health & inequalities and fear of crime.

Rural Strategy

- 7.59 This provides positive benefits for 13 out of the 25 SEA/SA objectives with 4 (on land use, flooding, water quality & educational achievement levels) being neutral.
- 7.60 Only the waste disposal & generation objective is affected negatively. This is primarily because of the National Park and increased litter likely as it becomes more popular, as well as a likely general increase in waste as a result of more development facilitated by transport improvements outside the park. Objectives that could be impacted on depending on how the plan is implemented are air quality, climate change and adaptation, biodiversity, energy efficiency vibrant communities, vitality of town centres and fear of crime. Some of these are effected not so much by the implementation of the plan but by difficulties in implementing the plan because of affordability e.g. cost of maintaining levels of accessibility in the rural areas for those without their own transport (public transport support).

The “No Plan” Scenario

- 7.61 As noted in the Sustainability Appraisal Report published with the Draft LTP (Provisional West Sussex Transport Plan 2011 – 2026) it is helpful to compare the “no plan” or “do nothing” scenario with it’s impact on the baseline environmental, economic and social situation in West Sussex and the analysis of the impact of the plan.
- 7.62 Of the 25 SEA/SA objectives at least 16 would be affected negatively if the was no Transport Plan. On this basis it seems clear that having the plan is beneficial. Nonetheless what about the effect of ‘no plan’ on the other objectives?
- 7.63 The following SEA objectives did not suffer significant negative impact from having no plan or implementing the plan. Discussion of what this result means is given below:

Manage coastal protection & flood risk

- 7.64 Increased infrastructure provision for its own sake and particularly as a pre-requisite in order to allow development of all types will have a negative impact unless mitigated. Therefore, if the plan was not proceeded with this could potentially give a positive outcome.

- 7.65 However, without the plan it is unlikely that there will be a large reduction in the amount of development that takes place, although any reduction would lead to reduced risk of building in flood plains, a reduction in hard surfaces and hence surface run off and building in areas which cause no local problems but create increased river and drainage flow downstream affecting existing properties and agriculture. Without a plan it would be very likely that there would be a lack of control over where development might occur and mitigation of traffic impacts anywhere would not be a requirement on any development coming forward. The need for positive benefits or mitigation would not be taken account of in an unregulated situation. The overall analysis is therefore that there are risks of negative impact on this objective if there is no plan but, equally, also potential benefits that overall may produce a neutral but not positive outcome.

Heritage (Archaeology, places of interest, historic places, the built environment (town & village-scape) in urban & rural areas, landscape character & tranquillity (inc noise) where not covered in 'Green Infrastructure')

- 7.66 Potentially, without the plan several aspects of heritage as defined above might benefit from less negative impact.
- 7.67 However, the likely outcome of having no plan is that there will be poorly planned or unmitigated development impacting on sustainable transport access and provision. Congestion, increased traffic flows, more pollution & noise (and possibly, for example, more highway accident remedial work to deal with this) all tends to degrade historic town/village-scapes. There would, therefore, be impacts that cannot be mitigated (funded) on the built and natural environment. On the other hand impacts the plan has on this objective will be mitigated. As with flood risk and coastal protection the overall analysis is therefore that there are both risks of negative impact on this objective if there is no plan but also potential benefits that overall may lead to a neutral impact. The plan also has negative impacts on heritage, but these are known impacts rather than unknown ones and so can be taken account of and mitigated.

Increase Energy Efficiency

- 7.68 The new LTP will have no effect on domestic energy efficiency but would facilitate construction of additional properties with sustainable transport links. But does this mean that no plan at all is a better option?
- 7.69 Without a plan energy efficiency in buildings would still be promoted through other channels. However, the use of more efficient vehicles, alternative fuels and vehicle engines, more walking and cycling instead of short car trips and reduction in the need to travel by promoting local facilities, electronic communication/broadband, home working & shopping are all important parts of the plan. They would not be as likely to come forward, if at all in some cases, without the plan.

Ensure the opportunity to live in sustainably constructed housing

- 7.70 There are some indirect links with this and transport such as private parking provision and opportunities to access such properties using sustainable travel modes.

- 7.71 Not having a transport plan would not cause large problems and so the impact of 'no plan' is close to neutral. The plan would improve the overall sustainability of such properties.

Enhance the skills base of local people

- 7.72 'No plan' would not necessarily have a large impact on this, but better access to training establishments is likely to have a benefit and the plan is expected to improve access to such places, especially for those without private transport and/or in rural locations.

To reduce crime & fear of crime

- 7.73 The plan has significant negative impact on this, mainly on personal safety on public transport or accessing public transport or walking generally at night.
- 7.74 If there was no plan this risk would indeed be avoided but this would be at the expense of the planned improved later evening public transport and more walking & cycling at night or, in fact, at any time of day. The plan with suitable mitigation is probably a better way forward although there are real risks in asking people to opt, for example, for late night public transport travel, without implementing effective mitigation.

Objectives that could be negatively affected in future

- 7.75 There are some objectives that are affected, not always in the same way, with or without a plan.

Reduce Waste Generation & Disposal

- 7.76 The impacts on this objective are negative with or without a plan, for example litter in the new National Park, or additional household waste from new properties, whether or not these are facilitated by transport improvements. The plan and this SA/SEA will make it easier to ensure that this issue is dealt with as part of sustainable access to the National Park. The number of new households will not necessarily be lower without a Transport Plan. In road construction we need to minimise use of virgin aggregates, minimise use of petroleum based binders so as to reduce or eliminate materials sent to landfill. (This is already being implemented through highway materials recycling. Road surfaces and deeper layers can now be dug up and reprocessed on site and laid back down again. In addition recycled products such as glass skillets can be used instead of crushed stone).

Conserve and enhance biodiversity

- 7.77 Conserving and enhancing biodiversity will be necessary and important, whatever happens in future. There are clear impacts from development and related transport infrastructure, especially from greenfield development. Development is likely to come forward with or without a transport plan. It is not clear that the amount of development would be any different, but opportunities to minimise impacts through better planning would be lost. Winter salting of roads can lead to damage to crops and wild plants but prevents accidents, there is little that can be done to mitigate this, although minor roads, often with bio diverse verges, are not treated and therefore not affected by salting. Other de-icing substances can sometimes be used but are very costly.

- 7.78 The plan measures and mitigation where the plan cannot benefit biodiversity are a more certain means to protect biodiversity.

Maintain and improve water quality

- 7.79 The impacts on this objective may be negative with or without a plan, especially in the Coastal Area, which is particularly sensitive in regard to some aspects of water quality. Continued planned or unplanned development facilitated by improved transport infrastructure risks unsustainable levels of water abstraction and hence quality or availability of water for wildlife or ultimately people. Improved highway maintenance and the requirement for sustainable drainage as part of new highway and other development will mitigate the problem of polluted runoff (from tyres, fuel leakage, dusts etc.) into rivers, streams and ditches. Winter salting of roads creates salt spray and runoff that will impact on crops and wild plants. Other de-icing substances can sometimes be used but are very costly. Means to avoid damage to notable verges should be considered. But again this is an issue with or without the plan and should not get worse as a result of implementing the plan.

Table 5: Matrix Assessment of LTP3 Key Overarching Strategies

	Social and cultural infrastructure and engagement	Improve efficiency in land use	Manage coastal protection and flood risk	Reduce air pollution	Mitigate and adapt to climate change	Conserve and enhance biodiversity	Heritage & Landscape	Develop Green Infrastructure	Improve efficiency of transport & communication infrastructure	Support the provision of local goods, services and employment	Reduce waste generation and disposal	Maintain and improve the water quality	Increase energy efficiency	Ensure the opportunity to live in sustainably constructed housing	Raise educational achievement levels	Create and sustain vibrant communities	Ensure high and stable levels of employment	Sustain economic growth and competitiveness	Increase the vitality of town centres	Foster the development of higher value added economic activities	Enhance the skills base of local people	Improve the health and reduce inequalities	Reduce poverty and social exclusion	Improve accessibility to all services and facilities	To reduce crime and fear of crime
Economic Growth (high quality transport system)		+	-		-				+							+	+	+	+	+	+		+	+	-
Climate Change (resilient transport network)	+	+		+	+	+	+	+	+	+		+	+			+	+	+	+	+	+	+			-
Accessibility				+	+				+	+			+			+		+	+	+		+			-
Safety Security & Health	+			+	+	+		+		+			+					+		+	+	+	+	+	+
Overall Assessment			-	+	+				+	+			+			+	+	+	+	+	+	+		+	-

Matrix for assessing and mitigating options

Positive Impact	Dependant impact	Neutral impact	Negative impact
+			-

7.80 The four overarching strategies will all be progressed. In the previous Provisional LTP these were seen as alternative options, which if prioritised would alter what the LTP delivered. As a result of consultation all of these overarching strategies will be progressed as part of the new LTP. The above assessment has been augmented by assessment of the specific strategies for the three main parts of West Sussex and an example of the likely impact of the more detailed aims of the infrastructure plan for one of the seven District Council areas in the County. It was noted that the result of this analysis was

largely consistent with the analysis of the three areas, clearly suggesting that no further issues would be highlighted by further analysis using the matrices.

- 7.81 The outcome of the matrix assessment led to the development of the mitigation table and proposed mitigation of negative impacts still to be addressed after amending the LTP drafts. A table showing the proposed monitoring framework and timescale to deal with these issues in regard to each SEA objective followed. Finally a table of the chief proposed solutions covering all the LTP impacts on all objectives has been assembled and forms the final distillation of the SEA process. These final results will be discussed in the Executive and non-technical summaries and conclusions.
- 7.82 Each aim in the three County Sub-area strategies was assessed for impact prior to giving the strategy a positive, dependant, negative or neutral status – 232 checks (= aims x 25 objectives) in all.

Table 6: Matrix for Assessing Sub-areas, example implementation plan and 'No Plan' scenario

[illegible]

Key for Matrix assessment

Positive Impact	Dependant on measures	Neutral impact	Negative impact
+			-

LTP Mitigation Required for SEA Objectives

- 7.83 It is important to predict and evaluate the impact of plan options and strategies against the SEA objectives, so that the correct mitigation measures can be put forward. As LTP3 became advanced enough to allow this process, sub-components such as the strategies and aims of the 3 sub-areas of the County were tested against the SEA objectives to ensure that these were environmentally sound and sustainable to complement the previous work on the four overarching strategies. Unsustainable elements will be mitigated where appropriate. The LTP implementation plan reflects the main objectives and the aims for the three County areas that have been tested against the SEA/SA objectives. The implementation plan for Adur has also been assessed and results compared with previous work. Individual schemes, which will be selected from an infrastructure plan list of all existing authority schemes and proposals (to be added to in future), are the actual measures which will be used to implement the LTP as a whole and the LTP implementation plan. These will also be tested against the sustainability objectives, probably by using a general matrix such as those above and by using the West Sussex corporate sustainability appraisal system.
- 7.84 A desktop analysis of the implementation plan aims has established that the benefits and negative impacts closely match those that came out of the area sub-component aims. While SA/SEA analysis is intended to assess the sustainability of relatively high level strategies (policies) once County Council Local Committees, members and the public have chosen the individual schemes to implement the plan these can be assessed as mentioned above and as part of the LTP monitoring process and the SEA mitigation plan. They can then be included in a larger matrix or otherwise jointly assessed in order to check that the measures actually implemented achieve LTP and SA/SEA objectives and avoid negative impacts individually and cumulatively.
- 7.85 The outcome of the present assessment has been incorporated into the problems and mitigation table below.

Table 7: Problems and mitigation assessment

Strategic Objective (shortened)	Problem	Mitigation	Improves baseline?
Social and cultural infrastructure and engagement	The Plan generally makes a positive contribution to local access to facilities. Public transport provision due to affordability is an issue - especially in rural areas. There is a secondary noise impact as a result particularly of economic growth strategies. Severance of communities by busy roads.	There is probably limited scope for addressing noise issues. Where there are Noise Action Plans the contents should be implemented. Access to facilities should not get worse, affordable alternatives needed. Severance can be reduced by better road crossing facilities and improvements to local public rights of way as	LTP generally – yes. Noise – yes. (Relying on national noise baseline data.) Access to social infrastructure – possibly not for public transport but potentially positive on PROW/footways/crossings

Strategic Objective (shortened)	Problem	Mitigation	Improves baseline?
		an alternative to footways on the highway; i.e. utilising the RoWIP to provide alternative route options in villages	
Improve efficiency in land use	<p>There is likely to be conflict between air quality strategies and the development of Brownfield sites.</p> <p>There may be a negative impact upon accessibility if developments which create isolation or fragmentation are permitted. Similarly in the case of biodiversity and green infrastructure.</p>	<p>Development should not be allowed to add to existing problems and should include measures to negate any impact.</p> <p>Air quality should be a priority and acceptable development should minimise any impact.</p> <p>Sustainable options should always be given highest priority in new developments. This includes connectivity to existing attractors.</p> <p>Opportunities to improve Green Infrastructure Plans should be considered.</p> <p>District Councils are considering supplementary LDF policies on developer mitigation of air pollution & climate change impacts.</p> <p>On accessibility and biodiversity there will be opportunities to mitigate development impacts through the planning process while good highway design and walking/cycling route connectivity is required to prevent severance within communities.</p>	Air Quality measures will provide the baseline for monitoring any impact. Overall this objective will be supported by the LTP, improving the baseline situation. Mitigation noted will assist further.
Manage coastal protection and flood risk	. Because transport infrastructure facilitates development and increased hard	Ensure that SFRA is taken in to account. This is key as major problems should be	Major problems will be less likely as long as new development and infrastructure take

Strategic Objective (shortened)	Problem	Mitigation	Improves baseline?
	<p>surfaces create more surface run-off there is a risk here, not only at new development sites but also downstream of these. Cumulative impact of developments must also be taken account of. Any strategy that has a negative impact on climate change also impacts on coastal protection. Individual development sites should be chosen after looking at known flood risk areas.</p>	<p>avoided as long as new infrastructure proposals take account of identified flood risks</p> <p>Indirect impacts as a result of development are the main issue. There will be new highway surface run off but this direct impact will be small.</p> <p>New development/building impacts can be mitigated via such measures as porous drives & patios and use of soakaways for rain water rather than use of public drains. (Not transport planning related actions).</p>	<p>account of identified flood risks, as highlighted in the Strategic Flood Risk Assessment.</p> <p>New risks and cumulative impact of recent and proposed developments (indirect impact of some transport strategies) need to be taken account of or the situation will be worse than the baseline</p>
Reduce air pollution	<p>There are a number of air pollution hot spots and declared AQMAs across the County because of exceedances of the EU and UK Govt. health objective for nitrogen dioxide. There were 7 AQMAs in 2010, with 3 more expected in 2011. There is also a need to improve air quality generally and do something about high concentrations of Ozone in the summer months. However, ozone mitigation is not a Government requirement on local authorities. Local low-level ozone concentrations are also not made worse by local traffic, traffic pollution reduces ozone levels. The Plan is intended to benefit air quality but transport facilitated</p>	<p>The Plan has incorporated air quality measures as a key element. Air quality action plan and management measures designed to improve existing air quality should be implemented. Mitigation is also via the plan itself. E.g. the promotion and encouragement of more sustainable travel choices and reducing the reliance on private cars will be important. There are also more innovative and inexpensive infrastructure improvements that might assist. These include provision of electric vehicle recharging points. The use of 'Low Emission Strategy' planning techniques may minimise increase in</p>	<p>Air Quality Action Plans and County-wide measures are expected to improve the situation but there will be more AQMAs than in the baseline in the early years of the Plan.</p> <p>This is largely because air quality hotspots have not been picked up in previous rounds of District/Borough air quality review and assessment work (a 3 year cycle) so in fact the actual baseline is being improved but the original work underestimated the problem.</p> <p>New development will require sustainable transport solutions to avoid increasing the number of existing residents living in poor air quality areas and the introduction of new residents into such areas,</p>

Strategic Objective (shortened)	Problem	Mitigation	Improves baseline?
	developments in major towns-strategic places may lead to further AQMAs or enlarged areas of poor air quality.	transport emissions in urban areas. For individual schemes minimise or remove risk of increased traffic pollution as part of scheme design/rerouting/modal shift measures.	so having a negative effect on human health. Overall a risk that the baseline will not improve because of indirect impacts.
Mitigate and adapt to climate change	<p>The Plan has taken this into account, however, it relies on mitigation in the plan being carried out. Climate change mitigation & adaptation is one of the 4 overall LTP objectives.</p> <p>The provision of additional infrastructure alone will not lead to a decrease in carbon emissions.</p> <p>Engineering solutions and other new infrastructure may fail to take account of climate change</p> <p>Although aircraft CO₂ / greenhouse gas emissions are outside the scope of the Transport Plan SEA, encouraging more and easier access to the airport will have an impact on emissions.</p> <p>Surface transport to airports and transfer of airborne goods to road are part of transport planning and need to be considered.</p>	<p>Carbon audits of infrastructure provision will enable a greater understanding of the county's emissions</p> <p>EIA of specific schemes or developments should consider CO₂</p> <p>New development assessment to include likely future impact of climate change on infrastructure proposals</p> <p>Promotion of alternative modes to access airports</p> <p>Promote efficient movement of freight.</p> <p>All those involved in the implementation of the LTP must remain mindful of climate change when delivering the plan and ensure that all measures are positively managed, to allow for climate change mitigation and allow for adaptation. Mitigation of climate change can largely be achieved by the same methods as for air pollution, e.g. electric vehicle recharging points, more use of sustainable travel methods & options. Adaptation includes the</p>	<p>A carbon audit of transport in West Sussex would improve baseline information and enable long term planning & monitoring</p> <p>There are no conflicts between the LTP strategy and the SEA objective. Expected that LTP strategies will improve the baseline.</p>

Strategic Objective (shortened)	Problem	Mitigation	Improves baseline?
		need to make sure existing highway drainage, culverts and bridges can withstand flooding, very hot or cold extreme weather conditions. Such work is underway and considered in the previous LTP and its sustainability assessment.	
Conserve and enhance biodiversity	There are concerns over the impact of infrastructure development on this strategic objective. This is in relation to both the provision of new infrastructure, and maintenance of existing infrastructure. Both can have a positive or negative impact upon biodiversity. However, without suitable planning negative impacts are likely. Winter maintenance salting has a negative impact on crops and wild plants.	<p>It is essential that all schemes consider their environmental impact at an early stage and all possible avoidance and mitigation steps are put in place before being taken forward.</p> <p>Develop Green Infrastructure Plans</p> <p>Continue to proactively manage verges sustainably as part of 'Notable Verges'. The way drainage systems, verges and roadside trees are maintained is important.</p> <p>New schemes are likely to cause negative impacts, which need to be minimised and must avoid designated sites.</p> <p>The design and implementation of any scheme should undergo an EIA and should seek to improve biodiversity (e.g. better connection of green corridors/hedge lines) as well as measures to protect wildlife and prevent severance of foraging routes & avoiding disturbance to plant habitats. Use of road salt is limited to major</p>	<p>Good assessment of existing biodiversity and mitigation of likely impacts required if baseline is not to be made worse.</p> <p>Countryside management and enhancement related to highways and rights of way would improve the baseline. A 'Notable Verge' strategy already exists for highways.</p> <p>It is hard to see a way to minimise salt spray in winter on the more strategic roads.</p>

Strategic Objective (shortened)	Problem	Mitigation	Improves baseline?
		routes and so the rural area is affected less. Road safety in winter is very important while alternatives are not practical or affordable leaving an irresolvable conflict on this.	
Protect and enhance heritage and landscape character – (Heritage inc. archaeology, urban and rural landscape and town/village scapes, places of interest)	<p><i>Heritage and landscape, archaeology, built and natural environments, places of interest and tranquillity:</i></p> <p>Built and natural environments in urban and rural areas can be degraded by using inappropriate materials and also excessive road and other signing. There is natural conflict to balance between protecting heritage, tranquillity and access to places of interest and the SDNP</p> <p>Risk of damage to character of SDNP, other areas and biodiversity if places of interest over-popular.</p> <p>Highway works and other development is always likely to have some impact on archaeology (already usually assessed at an early stage, however) See also other sections of the full SA report.</p> <p><i>Landscape & tranquillity:</i> Network Management will help remove traffic from minor rural roads (improving tranquillity and safer use by non motorised modes) but as a result there will be</p>	<p>Sensitive choice of materials and of signing and other ancillary infrastructure (whether highway, footpath, cycle route or rail related) needed. This is relevant to open countryside locations, historic villages or any landscape type. Any excavation may have archaeological impact and any new structure could affect an historic landscape – early assessment of this risk needs to be continued with in future. EIAs needed for new work/schemes.</p> <p>Sustainable transport and access strategy needed for the SDNP, work with NP authority.</p> <p>Encourage use of alternative sustainable modes to reduce strain on strategic network</p> <p>Protect, retain and enhance existing environmental features</p> <p>Reduce visual impact of transport infrastructure and unnecessary sub-urbanisation influences</p>	Hard to say overall as some strategies will be overall slight positive and some slight negative. Strategies in place in the rural area should mean improvement in the baseline situation. Extreme sensitivity will be used in regard to any possible action likely to impact on European wildlife sites.

Strategic Objective (shortened)	Problem	Mitigation	Improves baseline?
	more use of strategic roads. This shift will be encouraged by major road improvements which will have impacts on the immediate area around them that will require mitigation.		
Develop Green Infrastructure Planning	<p>Very closely linked issues to those described under biodiversity objective, and revolve around fragmentation of habitat.</p> <p>Visual impact of schemes can impact on Quality of Life objectives</p> <p>Some major roads sever footpaths, bridle and cycleways, although the plan includes improvements to these. Sustainable access to the National Park, countryside and to playing fields is needed to preserve tranquillity and minimise noise.</p>	<p>Introduce a system for filtering infrastructure schemes & identifying those with opportunities and constraints for GI</p> <p>Identify areas to retrofit GI to transport corridors</p> <p>Development of GI opportunity plans for Strategic Places</p> <p>Promotion of GI issues in development advice and planning comments.</p> <p>Utilise RoWIP to provide alternative route options to facilities in villages or access to other villages avoiding busy roads and by developing opportunities for Green Infrastructure in strategic locations as part of more sustainable development. EIAs needed for new work/schemes</p>	Yes, could improve current green infrastructure. (Strategies and aims for Coastal, Gatwick Diamond and Rural areas all positive)
Improve efficiency of transport & communication infrastructure	The LTP strategies overall do not have a negative effect on this objective. There are some individual measures that might have localised negative impacts. However it is possible that some road safety and speed management measures	<p>Although this appears to give a largely positive response, consideration should still be given to prioritising more sustainable modes.</p> <p>Road safety and speed management schemes need to be designed to</p>	Yes, overall improvement to the baseline situation is possible, although allowing for the risk that new infrastructure may not be sufficient to cater for development generated traffic growth and general traffic increases, hence the need to prioritise

Strategic Objective (shortened)	Problem	Mitigation	Improves baseline?
	<p>could increase congestion.</p> <p>Network management could increase the demand for further travel.</p>	<p>minimise congestion</p> <p>Network management should encourage use of strategic routes or alternative modes of transport, relocating trips.</p> <p>The risk that network management could create more demand to fill the capacity made available will be mitigated by the LTP demand management strategy intended to prevent this type of problem. It is likely that additional capacity will in fact be taken up by traffic generated by new development across the County during the life of the Plan.</p>	sustainable modes.
Support the provision of local goods, services and employment	<p>Impacts are very largely positive. Problems include public transport access in rural areas, particularly in regard to employment.</p> <p>In the Gatwick Diamond area a focus on London/long distance commuting by road or rail rather than local employment may have negative impacts. With possibly less people working locally and the impact of shopping and other facilities at the airport on use of local town and village shops and facilities.</p> <p>Strategic highway and rail improvements potentially risk increased levels of</p>	<p>A scheme to provide students and young people living in rural areas to access employment would mitigate the problem. Ideas such as a moped/scooter hire scheme (mitigated in regard to road safety) might be a solution.</p> <p>Measures to improve the attractiveness of local towns and villages and the facilities they offer are in place via various initiatives and these need to be continued with to attract local people when they are at home and tourists/visitors.</p> <p>Regeneration work is on-going, it particularly needs to help bring in</p>	Yes, as the LTP has a largely positive impact on this objective. The mitigation noted should largely deal with the problems listed.

Strategic Objective (shortened)	Problem	Mitigation	Improves baseline?
	<p>'out-commuting' which could affect the objective. This is particularly an issue in the Coastal area, which needs regeneration.</p> <p>Lack of good access reducing attractiveness of Coastal towns is balanced by unintended improvement of out-commuting opportunities.</p>	workers and shoppers and make the need for out-commuting less imperative. (See economic strategy section of SA). This will mitigate the aspects of strategic transport improvement that have a negative effect.	
Reduce waste generation and disposal	<p>Issues that are mainly indirect include litter/rubbish dog fouling problems likely in the National Park (based on other park experience), increased household and possibly commercial waste as a result of new development linked to transport improvements, avoiding waste of road fuel, minimising excessive transport of some types of waste.</p> <p>Continued need to minimise sending of road maintenance debris to landfill.</p>	<p>Measures that will reduce the need to travel, reduce greenhouse gas emissions and air pollution will mitigate road fuel waste. Transport of electrical waste and other waste to be addressed through waste management policies. SDNP will need a litter and dog fouling policy linked to access & parking policies, not an issue that can be dealt with by the LTP. Dog fouling affects walkers & public rights of way. Continue to use road materials recycling of road wearing surface and sub-base layers as taken up through SEA mitigation of LTP2.</p>	<p>While this objective is not strongly affected by the LTP the problems raised could mean a worsening of the baseline situation for West Sussex. Other policy documents and actions by other authorities required. Reuse of roads materials has already significantly reduced the direct impact of road maintenance on landfill.</p>
Maintain and improve water quality	<p>Largely neutral impact on this objective. The main issue will be runoff (including pollutants washed off the road surface). This will be of particular relevance to the winter salting regime.</p> <p>Major and minor improvements to roads may increase polluted runoff , as will new</p>	<p>Need to make sure design of new infrastructure minimises impact.</p> <p>There is a legal requirement to deal with icy roads, which limits ability to mitigate this entirely. Ensure therefore that roads are not over-treated. See also coastal protection &</p>	LTP should not affect baseline, but related land use plans need to take account of this objective.

Strategic Objective (shortened)	Problem	Mitigation	Improves baseline?
	<p>highway.</p> <p>Many major road schemes are development led/funded so there is a strong link here with increased water usage levels due to increased numbers of households, but this should be considered as part of land use plans. Risk of damage to rivers as a result of over abstraction due to development facilitated by transport improvements.</p>	<p>flood risk objective.</p> <p>Incorporation of SUDS in to new developments should always be considered.</p> <p>Make sure balancing ponds and other measures to deal with highway runoff are planned for in highway works.</p> <p>Development plans need to deal with mitigation on use and disposal of water due to new domestic and other development.</p>	
Increase energy efficiency	<p>Only a few links to this strategic objective. However, street lighting is a key consideration. There are opportunities to reduce energy consumption in regard to lighting, and vehicles and use of transport. This includes work on travel awareness and trip reduction in the LTP already, and links with climate change and air pollution objectives.</p>	<p>Street light turn-off.</p> <p>Use of alternative power sources (solar / wind).</p> <p>Consideration should be given to transport fleet, both in terms of fuel type, and efficiency.</p> <p>Mitigation through use of public transport, walking, cycling, cleaner and electric vehicle use, internet use and reduced need to travel are already part of LTP</p>	<p>There maybe some increase in street lighting. It will be important not to move away from the current street lighting turn off policies. On this basis an improvement in baseline is possible.</p>
Provide the opportunity to live in decent, sustainably constructed housing	<p>Modest strategy implications. However, new infrastructure to support this objective needs to be carefully considered. No negative impacts seen in LTP or LTP sub-</p>	<p>Consideration given to carbon emissions.</p> <p>Sustainably constructed housing design and location should also promote sustainable transport</p>	<p>LTP largely neutral on this and slightly positive. Development plans should include mitigation of the sort suggested.</p>

Strategic Objective (shortened)	Problem	Mitigation	Improves baseline?
	component SEA analysis.	modes and sustainable use of clean private transport.	
Raise educational achievement levels	Limited number of strategy implications. However, school transport potentially has significant impact on environmental objectives, if, for example, travel to more distant schools or colleges becomes more common.	Investigate opportunities to deliver schooling (and certainly school transport) in a more holistic manner. School relocation and enrolment policy needs to take account of transport implications. (Partly in place)	Overall could deliver slight positive benefits, no negative impacts from LTP strategies, most do not affect this objective. School and college travel is the exception.
Create and sustain vibrant communities	Provision of new infrastructure, particularly on strategic road or rail routes can lead to "commuter belts" and lack of community cohesion	Ensure that new developments contain necessary infrastructure, jobs, amenities. Protect existing local shops, pubs, village/neighbourhood halls, playing fields etc and ensure local safe, attractive & convenient to use access by sustainable means (although assumed in LTP strategies)	The LTP already contains strategies and aims that will mitigate this problem if implemented in areas at risk. LTP overall should improve objective baseline situation. Outside the remit of the LTP development plans, need to ensure new facilities are built as part of new housing and other development.
Ensure high and stable levels of employment	No negative impacts	Ensure that new developments contain necessary infrastructure, jobs, amenities	Overall LTP should improve baseline situation.
Sustain economic growth and competitiveness	The plan is positive throughout on this. There are a few implications to consider, however. (Road safety and School Travel neutral). There are particular environment and heritage concerns if regeneration in some locations does not address issues that are raised. Towns & settlements that do not need regeneration or large out of town retail sites will impact on towns	EIA of schemes should ensure no conflict. EIA should take account of avoidance, mitigation, compensation hierarchy. Not directly related to LTP but development planning strategies need to make regeneration areas attractive to travel to for jobs, shopping, and recreation. Transport infrastructure can assist in this. Environment &	Overall the LTP will improve the baseline situation, but benefits may not be evenly spread.

Strategic Objective (shortened)	Problem	Mitigation	Improves baseline?
	and locations that already need regeneration. Better infrastructure allows for out commuting and less local retail footfall potentially.	heritage impacts should not be overlooked where regeneration is taking place (see above)	
Increase the vitality of town centres	<p>There are significant number of positives for this objective</p> <p>The only potential problem relates to the provision of new infrastructure and facilities and a consequent potential to attract more cars.</p> <p>There is a risk of social problems and conflicts with increased vitality. E.g. Town centres can have problems with bad behaviour & drunkenness at night.</p> <p>Increased pressure on car parking.</p>	<p>There are a large number of potential benefits to this objective including 20 MPH zones, safer streets, and improved desirability. Centres could benefit from less traffic and a safer and more attractive environment.</p> <p>Individual schemes should be assessed to make sure they make town centres as attractive as possible. Attractive materials in keeping with the location will help in pedestrianised areas while Park & Ride might increase vitality and use of town centres without causing congestion.</p> <p>More vital town centres will protect them from the risks mentioned under economic growth.</p>	Likely to improve the baseline situation.
Foster development of higher value added economic activities	No negative impacts		Yes, will improve baseline.
Enhance the skills base of local people	Generally positive LTP impact. However, if, for example, access from rural areas to places of further education is made more difficult due to affordability (financial support for little used services) of public transport this could have a negative impact. Trained people	Alternative schemes or options to overcome this issue needed. (Moped/Scooter scheme as a possible example? – See local goods, services & employment objective.	Could be an issue in regard to maintaining a baseline position.

Strategic Objective (shortened)	Problem	Mitigation	Improves baseline?
	in some areas may not be able to access employment available.		
Improve the health and well-being of the population and reduce inequalities	The majority of strategies are beneficial to health/safety. Need ensure that this is maintained. See 'reduce air pollution'. Noise from traffic may be a concern.	Continue to deliver strategies that improve health. (E.g. air quality action plans, noise action plans where required, cycling, walking) Work with partners to deliver further improvements. Ensure that future policies do not discriminate against rural communities	Successful implementation of the LTP should improve the baseline
Reduce poverty and social exclusion	Where transport benefits this objective there could be negative impacts as a result of increased traffic and CO ₂ and other emissions. There is a risk that where existing infrastructure is made to cope better, rather than being improved, this will not benefit this objective to the same extent. If it becomes financially difficult to retain rural bus services (affordability criteria) it is likely that those in rural areas will become more isolated and make access to work, education and other services harder.	Access by improved alternative travel options will mitigate possible CO ₂ increases and provide different forms of access if prioritised. Several objectives rely on improved rather than reduced accessibility.	Baseline may not be improved. Develop alternative means to provide access to services and work that will help achieve this objective. Risk is that future circumstances may be worse than the current baseline situation.
Improve accessibility to all services and facilities	No significant negative impacts. The only possible problem to consider is that if the LTP concentrates on managing existing infrastructure and there is very little new infrastructure accessibility will suffer over time. A focus on urban regeneration and infrastructure/transport	Investigate accessibility options other than travelling to towns. Reduced mileage will also benefit climate change and traffic pollution objectives. Support/help protect local services and facilities and continue to plan for good access to them.	Although an overarching strategy of the new LTP is to improve accessibility this is dependant on measures that are actually put in place in the future. However, it is hoped that there will be an improvement on the baseline.

Strategic Objective (shortened)	Problem	Mitigation	Improves baseline?
	could impact on maintaining rural accessibility.		
Reduce crime and fear of crime	<p>This objective could suffer particularly as a result of the need to get people to consider using modes of travel other than the car. This is because of the largely perceived fear of crime in accessing and using public transport or walking – particularly at night. Road rage and increases in ignoring red traffic lights by both cyclists and motorised traffic. Reducing compliance with speed limits and other highway safety measures.</p>	<p>Mitigation includes improved access and lighting around rail & bus stations and a need to look at ways to improve security on public transport in tandem and in parallel with implementation of the plan strategies</p> <p>Promotion of alternative modes will also need to include advice on personal safety and awareness. This will help to minimise perceived and actual risk. Liaise with the Police.</p> <p>There is already police presence on some rail journeys. There is a problem on late night buses and waiting at night for buses, with no police presence. Some form of police or other security presence may be needed as mitigation if there is to be more use of evening public transport services.</p> <p>Highway and public transport schemes need to be designed to minimise inappropriate traffic speeds and other anti-social behaviour.</p>	<p>No. Mitigation is essential if a baseline is to be maintained. (Measurement of public transport safety problem possible?)</p> <p>Data from Police on accidents caused by jumping red lights may help in informing the public.</p>

Final Steps and Proposed Monitoring

7.86 LTP3 has been assessed prior to completion (and indeed through the various stages of its development). The final stages of the process are set out below. This is now the final SA/SEA document, with conclusions and

executive summary being published in April 2011. The monitoring, mitigation and actions set out will continue during the life of the LTP and in this sense the work remains live throughout the period 2011 – 2016.

- 7.87 LTP3 is necessarily a strategic document and it is strategic documents that the SEA process is designed to assess. The sustainability of individual schemes and projects will be assessed individually prior to implementation.

Proposed monitoring framework and SEA action plan

For outstanding negative impacts or risks on SEA objectives

7.88 The framework is informed by the mitigation table above. All objectives are covered. There are only a few remaining negative impacts, most of the following is looking at possible risk that may come out of the way measures are implemented or put in place. A plan to mitigate impacts not being dealt with as part of the LTP itself is required to deal with outstanding impacts during the life of the Transport Plan and progress in achieving this will need monitoring. The SEA Directive requires “a description of the measures envisaged concerning monitoring”. This is summarised below in table 8:

Table 8: Proposed monitoring framework and SEA action plan

SEA Objective	Mitigation indicator	Data source, frequency of monitoring	Action, timescale	Possible solutions
Social and cultural infrastructure and engagement	Noise, public transport/accessibility in rural areas	Transport assessments, accessibility monitoring/mapping, National Highways & Transport Network Survey (NHT). For access to services also school travel plan monitoring and Youth Cabinet	Monitor any future noise action plans and accessibility, probably annually.	Use information to assess degree of the problem & consider practical solutions. Implement any noise action plan measures needed.
Improve efficiency in land use	Impact of this objective on air quality due to brownfield development. In this case air quality is the priority and acceptable development would have to minimise any impact.	Collect air quality data in advance of development (requirement on developers). Initial site location to take special account of local air quality - if necessary additional data to be collected. Review and assessment	Take account of cumulative negative impacts on air quality. Careful assessment of developer proposals, especially in Air Quality	It may be necessary to reject development that cannot mitigate air quality issues even though this conflicts with this (“Brownfield”) objective. District/Borough Council LDF policies or supplementary guidance on air quality issues, accessibility and biodiversity to mitigate development impacts.

SEA Objective	Mitigation indicator	Data source, frequency of monitoring	Action, timescale	Possible solutions
		of air quality and pollution levels by District/Borough Councils. Annual air quality action plan monitoring results.	Management Areas. Mitigation by transport management & cleaner vehicles. Timescale – from present throughout plan period	
Manage coastal protection and flood risk	No direct LTP impact, but indirectly due to development impact on drainage & watercourses.	SFRA will identify potential risks	As per SFRA	As per outcome of SFRA A summary of the work so far and likely mitigation measures is included in the SA/SEA Executive summary and non-technical report.
Reduce air pollution	LTP takes account of poisonous air pollutants and this strategy also benefits CO ₂ minimisation. However some problems may remain (e.g. Ozone) and restriction of travel in order to reduce CO ₂ emissions could have a social impact in that accessibility (especially for rural communities) is lessened. Avoid further development within hotspot areas unless pollution can be mitigated and	Already working to monitor current air pollution levels and estimate future levels. (Annual reports are produced). Data on current successful air pollution mitigation measures is available. Proxy traffic data for monitoring emissions reductions available annually. District/Borough pollution monitoring.	Develop AQAPs to tackle specific air quality issues in hotspots. AQAP measures and pollution in the management areas are measured annually. (Traffic and nitrogen dioxide)	All LTP policies should benefit this objective, including a policy / strategy to achieve this objective. Government and other agency plans may have an impact outside the remit of this plan. E.g. District/Borough Council LDF policies or supplementary guidance on air quality issues, including low emission strategy techniques may help with pollution from development-generated traffic inside and beyond AQMAs. LTP and transport based solutions may not 'solve' the problem on their own as there are other sources of pollution, from domestic heating for example and pollution coming in from long distances

SEA Objective	Mitigation indicator	Data source, frequency of monitoring	Action, timescale	Possible solutions
	preferably reduced.			e.g. via Europe.
Mitigate and adapt to climate change	Climate change may have a wide range of mitigation indicators. EIAs/Carbon assessment of specific schemes.	CO ₂ targets set as part of WSCC corporate targets. Carbon/GHG data from Department of Environment & Climate Change (DECC) on road contribution to emissions. Frequency of flooding events and frequency of damage to highways due to extreme weather – information could be collected. Information for highway damage should be available.	Targets to reduce CO ₂ - ongoing. Monitoring as for overall WSCC targets and objectives.	Establish carbon budgeting as part of the scheme appraisal system. Continue with WSCC carbon monitoring and reduction programme (this is not only in regard to transport). Actions to achieve corporate targets set by West Sussex (independent) Environment & Climate Change Board.
Conserve and enhance biodiversity	Impacts of all schemes requiring engineering work. (Maintenance or new infrastructure). Incoming development applications to be assessed effectively in order to obtain mitigation. Impact of salt spray as a result of essential road safety activity on crops & wild plants.	Avoid impacts as much as possible. Monitor biodiversity before and after major schemes (describe and classify habitat, note key species, threatened / protected species etc). Information from EIAs required. Possible monitoring of numbers of applications affecting sensitive areas (designated or not), inc. sensitive landscape. Biodiversity, built and historic	All engineering schemes to have individual environmental and sustainability assessments, though NATA and internal corporate sustainability assessment process. Rebuild habitat/s or provide same habitat elsewhere. Reinstate/ improve wildlife corridors.	Choose least damaging site/alignment initially. Avoid or minimise through design. Provide alternative habitat elsewhere. It may be possible to enhance, for example, hedgerows, as green corridors for wildlife by better connectivity than existed previously. It is possible that a new habitat may be produced in some situations. Road salt is only used on the more strategic roads, but appropriate use will continue to be monitored to avoid unnecessary impact.

SEA Objective	Mitigation indicator	Data source, frequency of monitoring	Action, timescale	Possible solutions
		environments/significant archaeology.		
Protect and enhance heritage and landscape character	<p>Access balanced by need for tranquillity (i.e. a measure of intrusive noise, lighting at night, urbanisation due to inappropriate engineering, unsightly objects, e.g. masts / power lines).</p> <p>Major scheme impacts. Need to avoid severance of PROW by road schemes. Major road schemes at urban margins may be a particular problem (tranquillity / urbanisation) if they cannot be avoided.</p> <p>Impact on sensitive landscape by infrastructure and development.</p> <p>Built & natural environments in urban and rural areas can be degraded by use of inappropriate materials and excessive road &</p>	<p>It would be possible to repeat tranquillity studies say every 5 years. Numbers of visitors can be collected but excess numbers also need recording. Usage of our long distance walking and cycle routes is monitored.</p> <p>Engineers / consultants need to be aware of the need for sensitive treatment of highway modifications / management in rural areas. Hard to measure this however.</p> <p>Information from EIAs required. Possible monitoring of numbers of applications affecting sensitive areas (designated or not), inc. sensitive landscape and biodiversity.</p>	<p>The balance of visitors over amenity / tranquillity / biodiversity / ecological damage needs to be defined if visitor numbers grow due to National Park status – probably at “honey pot locations” which can be defined.</p> <p>Good access to the countryside from towns by non-motorised modes an LTP policy.</p> <p>The plan rural strategy and walking strategy address means to maintain the rural landscape. Timescales to be indicated as part of developing suitable targets.</p>	<p>Enhanced enjoyment of the countryside can be achieved through better suitable access, and improvements to PROWs, but cannot really mitigate loss of tranquillity in regard to noise levels.</p> <p>It is possible to deal with light pollution and making sure rural signing and road infrastructure is used.</p> <p>Urban type traffic management schemes (red tarmac etc.) are not appropriate in villages.</p> <p>Sensitive engineering or other solutions are needed.</p> <p>In order to protect the countryside some controls on access may occasionally be needed.</p> <p>Severance of communities or PROW by existing and increasingly busy roads can be looked at as part of community engagement and as part of Infrastructure Plan consultation.</p>

SEA Objective	Mitigation indicator	Data source, frequency of monitoring	Action, timescale	Possible solutions
	other signing. Conflict between protecting heritage, tranquillity and better/increased access to places of interest and the SDNP (E.g. honey pots, or over-popular areas).			
Develop Green Infrastructure Planning	Recognise the importance of GIP in the development of community infrastructure. Closely linked to biodiversity objective and issues. Deal with severance of footpaths, cycleways bridleways and communities by busy roads. Sustainable access to SDNP, countryside and playing fields, to amongst other things, preserve tranquillity and minimise noise.	Information from EIAs required. Possible monitoring of numbers of applications affecting sensitive areas (designated or not), inc. sensitive landscape and biodiversity. May be possible to get data on impacts on village greens, playing fields. Information from Parish and community feedback and engagement.	GIP to be considered within plan development process. Act on local feedback from Parishes and communities.	Utilise RoWIP to provide alternative route options to facilities in villages and in more urban locations avoiding busy roads. Opportunities for Green Infrastructure in Strategic development locations. (See mitigation table)
Improve efficiency of transport and communication infrastructure	This is a key objective of the LTP. However, a few impacts have been identified. A possible negative impact of new road schemes is generated traffic,	NHT survey. To measure degree of travel awareness changes in personal habits, congestion as an issue. There will be a	Implement the objective. The development requirements for transport infrastructure set	A demand management strategy may be required to mitigate the negative impacts of new road infrastructure. However there is already a Traffic Information & Control Centre in place and a dedicated traffic manager to deal with congestion.

SEA Objective	Mitigation indicator	Data source, frequency of monitoring	Action, timescale	Possible solutions
	<p>however.</p> <p>Road schemes required as a result of residential and other development.</p> <p>There is a risk that, by removing unsuitable traffic from minor roads and keeping this on strategic roads congestion on these roads will become more likely.</p> <p>Public information on travel problems and alternative choices can improve positive impact as can increased road safety education leading to additional confidence in walking, cycling, equestrian activities and in doing so in different environments (urban, rural).</p>	<p>monitoring regime set up as part of the LTP. LTP annual monitoring of targets being developed. LTP is the tool to achieve this objective and therefore this monitoring will indicate progress on this objective.</p> <p>Traffic modelling as available. Future national census data.</p> <p>Automatic and manual traffic data and analysis – continuous. Available from hourly to yearly averages. The County has a large network of automatic traffic counters and a database containing a large amount of data. The database also includes temporary counter site results and information from manual surveys. Some traffic counters also record speeds and types of vehicle.</p>	<p>out in adopted development plans have been incorporated in this plan.</p> <p>Reduce growth in road traffic as much as possible.</p> <p>Need to achieve modal shift rather than producing routing changes only.</p> <p>Manage congestion in less sensitive locations (keep traffic away from poor air quality areas for example).</p> <p>Where improvements to the transport network are needed these should be on Strategic routes. Promoting work from home. Plan proposes</p>	<p>Public information will be included as part of the plan ITS strategy. (Also as part of air quality information provision)</p> <p>A need to prioritise work on sustainable modes, as there is a risk that new infrastructure may not be enough to cater for development generated traffic growth, otherwise no further mitigation required.</p>

SEA Objective	Mitigation indicator	Data source, frequency of monitoring	Action, timescale	Possible solutions
			development of ITCS.	
Support the provision of local goods, services and employment	Public transport access issues in rural areas including impact of this on employment. Out-commuting impacts on local services possibly made greater by strategic transport improvements, especially in Gatwick Diamond Area. Coastal towns good access to improve attractiveness balanced by out-commuting impacts.	Information from community and business feedback and engagement. Means to maintain a dialogue may be needed.	Link to economic strategy. Make use of existing contacts and expand if there are gaps in knowledge.	A scheme to provide students & young people living in rural areas with better access to training & employment. (Suggestion - scooter hire scheme with road safety training). Improve attractiveness of local town/village facilities to local users and visitors/tourists. Regeneration work is on-going
Reduce waste generation and disposal	Deal with potential litter/rubbish and dog fouling problems in the SDNP as a result of increased accessibility/popularity. Indirect impact of increases in household and commercial waste due to development linked to transport improvements. Need to minimise use of virgin aggregates, minimise use of	Public and community complaints, role of SDNP, but liaise over access points to minimise problem. Number of road recycling contracts/length of carriageway / haunching completed annual or possibly quarterly using WSCC internal data.	Throughout period of plan Reuse of highway materials/highway recycling, use of recycled materials e.g. glass skillets. A policy in place since LTP2. Dealing with congestion as part of the LTP will also reduce fuel use.	Generally remaining issues cannot be dealt with through the LTP. Management of the SDNP needs to take account of increased litter, dog fouling etc. Development plans need to take account of household waste generation. Reduce long distance movement of waste.

SEA Objective	Mitigation indicator	Data source, frequency of monitoring	Action, timescale	Possible solutions
	<p>petroleum based binders, reduce / eliminate materials sent to landfill.</p> <p>Means to reduce waste transport. Avoid waste of road fuel.</p>			
Maintain and improve water quality	<p>Control of highway / hard surface run off.</p> <p>Link between large/general increase in residential developments (and hence substantial new demand for water resources) as a major driver / prerequisite for major engineering schemes.</p>	<p>Surface water impact not directly 'monitorable' but frequency of flooding and extreme weather impact on highway infrastructure could be recorded.</p> <p>Impact of winter salting/ road spray on verges/crops could theoretically be monitored qualitatively but might be impractical. Monitoring of verge diversity possible.</p>	<p>Need to make sure polluted surface water is dealt with properly.</p> <p>An explanation of the process and likely impacts should be obtained from engineers. Timescale – early in the planning and design process of each scheme. SUDS & highway drainage solutions to be continued with.</p>	<p>Good design of schemes and maintenance work expected to be main solution if specific problems identified.</p> <p>Land use is taken account of in the plan as it impacts on transport but land use and sustainable or otherwise use of water resources is covered by other plans in detail. Issue of over-abstraction (due to new development facilitated by transport improvements) and impacts this has on several objectives to be dealt with through these plans.</p> <p>Monitor verge diversity at 'Notable Verge' locations if not already done.</p>
Increase energy efficiency	LTP as a whole benefits the objective. Reduce carbon emissions further, investigate opportunities to utilise network to produce energy (solar / wind).	CO ₂ emissions from transport. Information via DECC data.	Level of priority on this will influence degree of improvement. Promote cleaner vehicle fuels and efficiency, inc	<p>LTP deals with mitigation by helping to reduce fuel use and promoting cleaner technology. New ideas to improve on the baseline further as suggested could come forward.</p> <p>Continue with policy on times at which</p>

SEA Objective	Mitigation indicator	Data source, frequency of monitoring	Action, timescale	Possible solutions
	There may be some increase in street lighting due new estate and other road construction, although generally minimised.		electric vehicles. Could use highway land for sustainable energy generation. Use of solar power for some lighting etc.	street lighting is switched on. Means to reduce the need to travel, use of more sustainable modes, use of IT etc, already part of LTP.
Provide the opportunity to live in decent, sustainably constructed housing	New infrastructure to support this objective needs to be carefully considered.	Investigate carbon emissions in regard to developments and also access to them as they come forward. No further implications for LTP mitigation.	Development Plans should make sure sustainable housing also promotes sustainable transport modes and use of clean private transport.	Mitigation via Development Plans primarily.
Raise educational achievement levels	No major implications for this objective. School & college travel an issue if travel to more distant schools and colleges becomes more common. Accessibility issues for some if harder to get to schools or colleges of choice.	School and college travel plan monitoring work carried out by institutions themselves. Numbers of travel plans and results recorded annually as part of LTP monitoring.	School relocation policy already takes some account of accessibility. More account of transport implications would improve sustainability.	School/College Travel plan implementation and monitoring will deal with this issue. No further mitigation required.
Create & sustain vibrant communities	LTP all mainly positive except: Severance of communities by busy roads. Poor public transport in rural areas unlikely to improve greatly. Access by foot	Information via Parish & community engagement & infrastructure plan consultation. (Throughout LTP period).	Act on Parish & community concerns. Protect local shops, pubs, village halls and	Development plans more than LTP, need to ensure new facilities are built in larger developments and/or existing facilities are accessible. LTP accessibility strategy should mitigate the existing issue.

SEA Objective	Mitigation indicator	Data source, frequency of monitoring	Action, timescale	Possible solutions
	and sustainable means considered already in LTP. Commuter belt effect of strategic transport benefits may impact on community cohesion in towns and rural areas. Problem of out-commuting and economic effects of improved infrastructure.		other facilities and provide good local sustainable access to them (see relevant SEA objective – LTP already considers this need)	
Ensure high & stable levels of employment	No negative impacts. However, a need to consider local employment (out-commuting impacts) and those who cannot easily access employment.	See other economic and social objectives. Data on travel to work inc. new census data for later years of the LTP.		No further measures needed (see other objectives).
Sustain economic growth & competitiveness	This will impact on areas requiring regeneration as they have to compete with economically stronger areas within the County and better transport infrastructure allows for 2-way access to work, services and retail shopping. Regeneration and economic boosts have	Measure via economic strategy monitoring. May be difficult to measure. Land use planning system best to address pressures on urban and rural environment and heritage.	LTP measures to improve accessibility of regeneration areas will help if out-commuting and shopping activity issues mitigated (see other objectives). Regeneration plans to allow for this impact. Transport scheme suitability	Raise and take account of this issue as part of the land use planning process as well as in transport planning.

SEA Objective	Mitigation indicator	Data source, frequency of monitoring	Action, timescale	Possible solutions
	environment and heritage impacts.		and options should account for 2 way implications of better infrastructure.	
Increase the vitality of town centres	<p>Impact of demand / environmental management on town economies.</p> <p>Potentially improved access to Gatwick could take trade away from Crawley and other local towns because of the retail facilities on site.</p>	<p>Annual NHT.</p> <p>Stakeholder consultation early in planning process.</p> <p>Retail shopping outlet turnover and reports from local business groups.</p>	<p>Ensure traffic management has a positive benefit on town vitality. May need to wait until a clear result is achieved / amend according to experience in one location</p> <p>May be difficult to mitigate this impact other than by planning condition</p>	<p>It should be possible to benefit towns as well as mitigate. Roll out implementation after fully assessing a pilot.</p> <p>Liaise with Gatwick Airport Limited.</p>
Foster development of higher value added economic activities	No negative impacts			
Enhance the skills base of local people	Problems with maintaining public transport/good accessibility to towns etc from rural areas and possibly within towns make access to places of further education less easy for those already	<p>There has been at least one case of this type of problem for an employer in West Sussex that re-located but could not get existing skilled staff to the new location or new skilled staff.</p> <p>Measure degree of</p>	<p>Alternative schemes to help skilled local people access higher value added jobs and/or employers get staff to work. Consider during the early years of the Plan.</p>	E.g. Moped/scooter (with safety training) scheme or other measures to help young people without cars access training and then work, especially if living in rural areas.

SEA Objective	Mitigation indicator	Data source, frequency of monitoring	Action, timescale	Possible solutions
	disadvantaged. Trained people in some areas may not be able to access employment available or employers may find otherwise suitable staff unavailable.	problem though business and community feedback.		
Improve the health and well-being of the population & reduce inequalities (See accessibility for problems with access to health facilities).	Additional targeting of road safety / travel awareness in deprived wards to increase positive benefits.	Baseline - census data and accident levels in deprived wards identified – especially risks for children and vulnerable groups as well as all transport modes. Annual monitoring.	Should begin early in plan period and will need to be ongoing – taking note of any improvement achieved.	Additional work by accident investigation/public consultation in deprived wards. Establishment of further safety measures in deprived areas.
Reduce poverty and social exclusion	Better access may be a benefit, but traffic (and CO ₂ levels) might increase if new infrastructure built. Conversely making existing infrastructure cope better may not help. Possible loss of rural bus services will make those in rural areas more isolated – access to work, education & other services harder. Affordable access to	Ongoing monitoring of public concerns via local consultation groups and through annual HTS. Transport assessments, accessibility monitoring/mapping, National Highways & Transport Network Survey (NHT). For access to services also school travel plan monitoring and Youth Cabinet. Indices of multiple deprivation may help with monitoring.	Access by improved alternative travel options will deal with CO ₂ and poor access. Develop suitable proposals. (Throughout the LTP period)	Need innovative solutions to improve access to transport as a means to achieve this objective, especially in rural areas where bus and community bus services may not remain viable or continue to have financial support.

SEA Objective	Mitigation indicator	Data source, frequency of monitoring	Action, timescale	Possible solutions
	jobs and facilities (see below)			
Improve accessibility to all services and facilities	<p>Ensure accessibility to services and facilities is (at least) not reduced, and preferably improved during the development of infrastructure schemes.</p> <p>Access from rural and other areas to hospitals. Ambulance access (journey times) to some areas. Cost of hospital car parks.</p>	<p>Transport assessments, accessibility monitoring/mapping, National Highways & Transport Network Survey (NHT). NHT has data on ease of access to health & other services. For access to services also school travel plan monitoring and Youth Cabinet. There is already some info on access to health services.</p>	<p>Look at all sections of the community to assess impacts on accessibility. Information from community feedback</p> <p>Access planning and community feedback.</p> <p>Timescale: Over the life of the LTP.</p>	<p>Work with transport service providers and operators to ensure that accessibility (particularly in rural areas) is not compromised. See note on accessibility problems impacting on other objectives, such as employment for the young in rural areas for other possible solutions.</p> <p>With NHS, liaise on improved accessibility.</p>
Reduce crime and fear of crime	<p>Address security issues in regard to accessing & using all forms of public transport (inc. taxis). Rail has a degree of Police presence at some times but none on buses.</p> <p>Walking & personal safety, especially at night.</p> <p>Road rage and increases in ignoring red traffic lights by</p>	<p>Annual NHT survey. NHT can provide a general figure on 'perception of personal safety, waiting for & travelling on bus services'. Police statistics (identify suitable). Rail and bus company data if available.</p> <p>Local stakeholder transport groups – obtain views.</p> <p>Number of Stations with 'Secure Station' status. Bus user surveys (ad hoc).</p>	<p>Over the life of the LTP look at success in implementation, possible changes or improvements to strategy in the light of information collected. (E.g. effectiveness of security measures now in place on London buses). Liaise with bus & rail companies & Police.</p>	<p>Better street lighting around stations (some already in place), bus stations, bus stops. Removal of graffiti and detritus etc to make some accesses less "threatening". Work with police/rail/bus operators to increase security.</p> <p>Enliven town centres at night – make attractive to all social groups.</p> <p>Bus companies to train drivers more on dealing with disturbances or threats/risks of problems on buses to protect passengers as well as driver protection strategies. Late night issues on buses and with vulnerable people waiting for buses at night when buses may be delayed or cancelled.</p>

SEA Objective	Mitigation indicator	Data source, frequency of monitoring	Action, timescale	Possible solutions
	cyclists and motorised traffic. Reducing compliance on speed limits and other highway safety measures.	On non-compliance with red lights etc. Police accident statistics will help assess problem, although not fear of accidents. A particular issue for sight and mobility impaired residents.	Obtain Police statistics, discuss with interested charities and take account of feedback from them and local communities.	Rail users already have support from Rail Neighbourhood Officers.

Remaining mitigation to address in SA/SEA action plan

Conclusions from the SEA process

- 7.89 Actions to deal with the remaining impacts on the SEA objectives are described in the table below. All other impacts have been avoided by modifying the LTP strategies or will be avoided by sustainability assessment and consequent modification of individual schemes and measures in the West Sussex Infrastructure Plan. This will take place once they are chosen and by implementing the proposed first action in the table below, which is to monitor these schemes to not only make sure they achieve LTP objectives but also help towards the SEA objectives with no or minimal impacts on any of them.
- 7.90 This table lists the measures noted in the monitoring framework above where action is needed that cannot be addressed by the LTP document, strategies, and LTP monitoring directly. See previous table for monitoring

Table 9 - Action Plan SA/SEA conclusion – action planning for remaining transport strategy issues

Action	Organisation	Timescale/implementation
Overall need to assess individual measures used to implement LTP3. Cumulative impact of individual measures/schemes to be monitored and negative impact avoided. (Choice based on community proposals and community engagement – through County Local Committees (CLCs))	West Sussex CC.	2011 – 2026, throughout LTP3 period. A prioritised list of schemes will be produced at various times as agreed by CLCs. Initial selection of the first tranche of implementation measures will be near the beginning of the LTP3 plan period, in 2011. Assessment of any cumulative impact of the final combination of choices as well as individual assessment work will be needed to make sure implementation is sustainable, as well as the wider strategy/policy.
Noise and public transport accessibility in rural areas - assess degree of problem and consider solutions.	West Sussex CC.	2011 – 2026, throughout LTP3 period. Problems to be identified 2011-12.
Impact of brownfield development on local air quality and development	District & Borough Councils & WSCC. Government & other agencies.	2011 – 2026. LDFs should take account of this in the early years of the plan.

Action	Organisation	Timescale/implementation
within/near AQMAs. Action: Avoid further development in hotspot areas unless fully mitigated.		
Non-transport related measures to reduce air pollution	District & Borough Councils	2011 – 2026, throughout LTP3 period. LTP3 deals with transport pollution, but there are other sources of pollution and long distance movement of pollution within & beyond the UK. Air Quality Action Plans (non-transport elements).
Wide range of climate change and adaptation measures to be further developed and implemented where needed - where not part of proposed plans (LTP or non-LTP) Instigate carbon budgeting as part of further planning and implementation. Implementation of WSCC corporate CO ₂ reduction targets should continue.	West Sussex (independent) Environment & Climate Change Board. WSCC assessment of specific schemes.	2011 – 2026. Corporate carbon budgeting to continue 2011 onward. Other measures to be considered and developed throughout the LTP3 period – but in place early enough to allow benefits of mitigation prior to 2026.
Incoming development applications to be assessed effectively to obtain mitigation. Applications affecting sensitive areas, natural or built heritage, sensitive landscape (e.g. SDNP) or biodiversity will be assessed by relevant specialists and where required mitigation advice will be provided.	WSCC (non LTP policy), District & Borough Councils	Commencing 2011 and throughout the LTP3 period.
Monitor the impact of	WSCC &	2011 – 2026, throughout LTP

Action	Organisation	Timescale/implementation
salt spray from roads (see action plan for possible methodologies) and mitigate where possible.	organisations monitoring wildlife & biodiversity, landowners & farmers. Possible organisations include NFU, Parish Councils, RSPB, Environment Agency, Natural England	period. Highway winter maintenance to take account of issue. Monitor via biodiversity assessment and reported problems.
All engineering schemes to have individual environmental & sustainability assessments Monitor overall impact of measures as well as individual assessment outcomes.	WSCC District & Borough Council LDF processes.	2011 – 2026 - throughout LTP3 period. Assess during the scheme design and selection process. Consider impact of packages of measures that go forward. 2011 and throughout LTP3 period.
Where there is impact on green infrastructure and/or biodiversity rebuild habitats or provide alternative habitat.	WSCC, District & Borough Councils (LDFs) & developers (land use planning requirements).	Throughout the 2011-2026 LTP3 period as needed.
Undertake tranquillity studies in order to protect tranquillity and avoid or camouflage construction of jarring structures in sensitive areas.	WSCC, District & Borough Councils (LDFs). Parish Councils & residents or similar organisations.	Suggested that studies should be every 5 years. Land use planning solutions will be key (a District/Borough Council function). Liaise with those that may wish to institute this in 2011/2012?
Suitable access to countryside (including SDNP)/improvements to PRowS	WSCC.	2011 – 2026. Implementation via infrastructure plan
Minimise light pollution and energy use/Green House Gas (GHG) emissions (climate change). Street lighting options/solutions to consider	WSCC (Street Lighting Contract)	2011 – 2026. Continue with minimised hours of illumination and sustainable street lighting technology throughout LTP3 period. Reduce times or avoid lighting where practical.
Avoid and reduce highway related	WSCC, RoWIP, Parishes,	2011 – 2026. As part of highway & RoWIP (Rights of

Action	Organisation	Timescale/implementation
severance of communities & public rights of way (PRoWS). Alternative route options via RoWIP for facilities in towns & villages avoiding busy roads.	communities	Way Implementation Plan) improvements
Honey pots – avoid damage caused by possible 'over-use' of parts of the countryside, the SDNP in particular and places of interest. (Develop suitable access arrangements).	SDNP Authority & WSCC & Districts/Boroughs	2011 – 2026. Management/Planning in early years of the LTP3 & throughout. Liaise with SDNP and other stakeholders as soon as possible - 2011/12 proposed.
Prioritise work on sustainable modes, work from home, reducing need to travel, to overcome infrastructure shortcomings and avoid attracting longer distance traffic onto rural lanes/minor urban roads. Solutions via intelligent transport systems and traffic information control centre (TICC) development	WSCC, District/Borough LDFs	Start 2011 and continue to 2026. Largely already dealt with by LTP strategies. TICC is in place but will be able to do more I future.
Students & young people - need to improve access to training and employment, especially in rural areas.	Educational establishments & businesses plus WSCC, Districts/Boroughs	Possible start date not known - but before 2026. Scooter hire and/or other innovative schemes to be investigated
Deal with litter & Dog fouling problems associated with better access to attractive rural areas and South Downs National Park (SDNP).	SDNP Authority & Districts for dog fouling. WSCC on transport modes/facilities and parking.	2011 – 2026. Management/Planning in early years of the LTP & throughout. WSCC to work with the National Park authority on a management plan.
Manage/reduce household waste generation and long	District/Borough LDFs & WSCC	2011 – 2026. Management/planning in early years of the LTP &

Action	Organisation	Timescale/implementation
distance movement (of electrical) waste		throughout.
Mitigation of over-abstraction of water. (Find suitable methods and then implement these).	District/Borough LDFs (WSCC role is in relation to transport schemes enabling development.)	2011 – 2026. Management/planning in early years of the LTP & throughout.
Protection of verge diversity. Continue with 'Notable Verge' work. Also compare areas with/without possible salt damage.	WSCC, District/Borough LDFs	2011–2026.
Sustainable housing needs to be linked to sustainable transport. Consultation responses to planning policy documents to reflect sustainable transport.	District/Borough LDFs, WSCC	2011–2013+. Planning in early years of the LTP & throughout. Infrastructure plan entries and implementation should also take account of this issue.
Promote cleaner vehicles (fuels/engines) as a means to reduce pollution, CO ₂ /GHG emissions, noise	WSCC, District/Borough LDFs	2011-2026. Already included in LTP3 but also needs to be a significant element in land use planning.
Encourage school/college travel plans (already an LTP strategy)	Educational Establishments, WSCC support	2011–2013. Planning in early years of LTP3 & throughout.
Development planning to ensure that new local facilities and links to existing facilities are built in larger developments	WSCC, District/Borough LDFs	2011–2026. Continue with planning in early years of the LTP & throughout. (Part of LTP2 as well as LTP3 and Infrastructure Plan implementation.)
Account for out-commuting issue (inc. protecting community cohesion) while allowing for regeneration & good accessibility	WSCC, District/Borough LDFs	2011-2013. Planning in early years of the LTP & throughout.
Account for regeneration impacts on urban & rural heritage &	District/Borough LDFs, WSCC	2011-2013. Planning in early years of the LTP & throughout.

Action	Organisation	Timescale/implementation
environment		
Improve road safety/travel awareness in deprived areas.	WSCC	2011-2013+. Take account of in early years of the LTP & throughout.
Work to overcome lack of compliance in regard to speeding, red lights and other restrictions designed to protect the public by car & lorry drivers and cyclists	Police, National Government/DfT, local communities. WSCC accident investigation.	Investigate ways to deal with this. Start date uncertain but should be asap.
Deal with the particularly serious problem for mobility and sight-impaired people in regard of above compliance problems.	Police, National Government/DfT, 4Sight and other Non-Governmental Organisations (NGOs) and local communities. WSCC accident investigation.	2011-2013. See other parts of this appraisal. Important that means to deal with this are found and developed/implemented early in the LTP period.
Provide or encourage better lighting at bus stops, rail station accesses, graffiti removal, replacement of underpasses. Improvement of public transport access and waiting environments and for walking at night	WSCC	2011 onward. Already being addressed in work undertaken as part of the previous LTP (LTP2). More action needed during the life of LTP3. LDFs need to consider mitigation also.
Liaise with bus companies on training drivers about passenger vulnerabilities (both about risks when waiting for services - especially if delayed and to better deal with issues on board, e.g. threats of violence to passengers) as well as training on minimising risks to drivers themselves.	WSCC/Bus Companies/Police	Start date to be determined. Action during the life of the plan should start as soon as possible - engage bus companies on this issue and influence bus company policy. Facilitate bus company/police liaison.

Action	Organisation	Timescale/implementation
Work with police/bus/rail operators to increase passenger security, e.g. security or police presence on buses as well as rail	Police, bus companies, bus co liaison with WSCC.	Work towards solutions from early years of the LTP and have something in place as soon as a solution is found & can be implemented. Start date to be determined.
Make town centres and other places more attractive to a range of social groups to help reduce anti-social behaviour	Local communities and all stakeholders including local authorities. District/Borough Councils through LDF policies	2011 –2026, throughout LTP3 period.

SEA Process Conclusion

- 7.91 The process is not complete because we now have to monitor our work and the implementation of policies, over the next few years and for the life of the plan, as proposed above. Many schemes will also be assessed in regard to environmental and other impacts at a much more detailed level, which will influence design and the final completed highway or transport scheme or running of an initiative.
- 7.92 A system to monitor the mitigation measures and to report results during the life of the transport plan will be based on the above proposals. It is intended that these will be part of the LTP3 objective and target monitoring process and carried out in parallel with this work.
- 7.93 As action takes over from strategy impacts are more specific and local. Risk of negative impacts may arise out of how something is implemented or how something is built or what materials are used and not from the strategy or policy in the plan itself. All the implications cannot be dealt with at major policy document level, which is the level of our work here. In order for sustainable outcomes at a very local scale information and awareness is needed by those at the "sharp end" of implementing schemes arising from our policies. This is where the role of our County Council Sustainability and Equality systems is important, including our Corporate Sustainability Appraisal system. This will help to make sure individual project managers implement our policies in a way that is sustainable and, where construction is involved, that the "as built" structure still meets the sustainability and planning criteria originally envisioned for it.
- 7.94 The West Sussex County Council Chief Executive's Board has agreed that the Sustainability Appraisal must be applied to all projects. For Change Plan and Capital Works Projects the

Sustainability Appraisal must be completed and submitted at the first stage.

- 7.95 The application of the Sustainability Appraisal can also be extended for use on the development of new strategies, policies and business plans and can be used as required on smaller projects.
- 7.96 We will continue with our internal sustainability working groups for managers, policy teams and engineers, and strengthen or adapt these in order to make sure our sustainable LTP policies and SEA objectives are still achieved at all levels, including through individual schemes, measures and projects. This will ensure that all activities will incrementally improve the baseline sustainability and environment of West Sussex as a whole.

Habitat Regulation Assessment (Screening Phase)

Background

- 8.1 The Habitats Directive protects habitats and non-avian species of European importance and applies to Special Areas of Conservation (SACs) and the European Directive (79/409/EEC) on the Conservation of Wild Birds (Birds Directive), protects bird species of European importance and applies to Special Protection Areas (SPAs). These are known as the network of Natura 2000 Sites or "European Sites". The UK Government Guidance on Habitat Regulations Assessment (HRA) from the Department for Communities and Local Government (DCLG) August 2006, states that areas designated as globally important wetlands under the Ramsar Convention (1971) should also be given the same level of protection as SAC and SPA designations in the HRA process. Given this, West Sussex County Council collectively refers to SACs, SPAs and Ramsar sites as "European Sites" and acknowledges them as having the same level of protection.
- 8.2 As a significant strategic plan this HRA needs to consider how potential transport policies and schemes outlined within LTP3 will impact on natural habitats. The HRA should also consider changes to the plan to avoid, mitigate and as a last resort compensate for these impacts.

The Appropriate Assessment Process

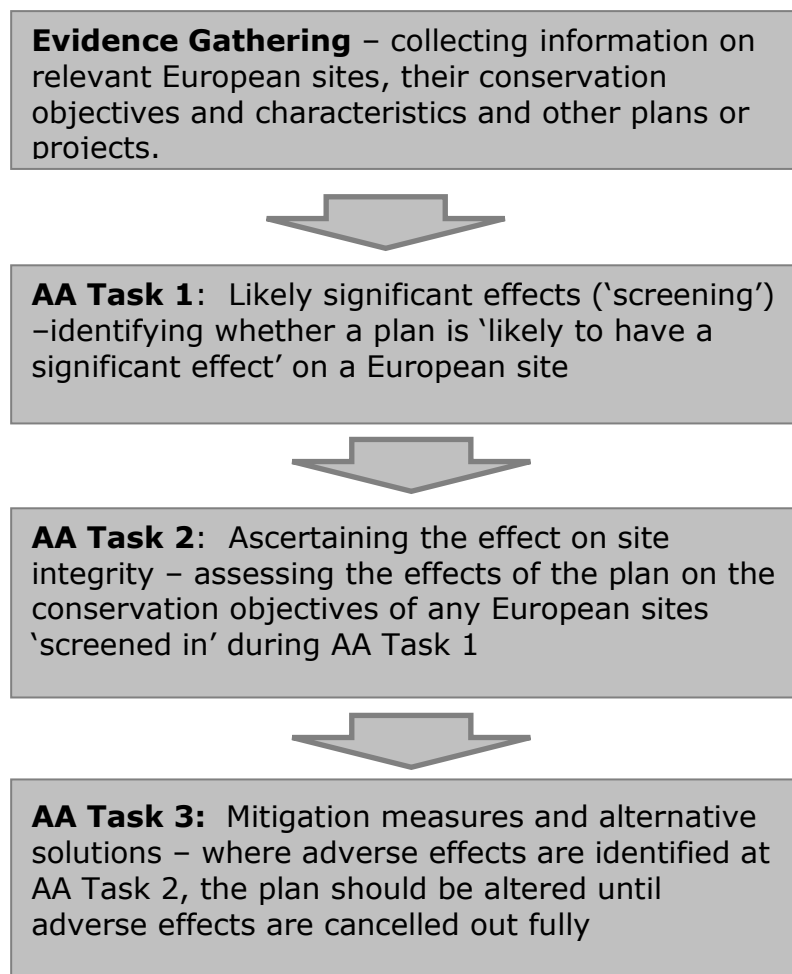


Figure 19 - Four-Stage Approach to Habitat Regulations Assessment

Source: CLG, 2006

Appropriate Assessment stages

Screening Stage

- 8.3 The screening stage is undertaken to determine if a likely significant effect will impact on the integrity of an international site. A further assessment will be carried out if the screening stage highlights that the plan does adversely affect the integrity of an international site.
- 8.4 This HRA report represents this screening phase. A more comprehensive assessment will be required if it is found that LTP3 implementation is likely to cause significant impacts on any international site. LTP3 does not deal with the small individual schemes likely to have any impacts on the sites recorded in West Sussex; if any come up during the life of LTP3 they will need

individual assessment. This would need to be undertaken in agreement with Natural England, as the statutory consultee.

- 8.5 Appropriate Assessment promotes a hierarchy of avoidance, mitigation and compensatory measures. The plan should always aim to avoid any negative impacts by identifying possible impacts at an early stage of the plan making, and alter the plan accordingly in order to avoid such impacts.
- 8.6 Avoidance measures should also be applied during the HRA process to the point where no adverse impacts on the site(s) remain. If the plan is likely to result in any adverse effects, and no further practicable mitigation is possible, then it will be rejected. Under such a worst-case scenario, the plan may have to undergo an assessment of alternative solutions. Compensatory measures are required, as a fourth stage, for any remaining adverse effects, but they are permitted only if there are no alternative solutions and if the plan is required for imperative reasons of overriding public interest. These are very onerous tests which plans are generally considered unlikely to pass.
- 8.7 There is no specific national or European guidance on the Appropriate Assessment (AA) of transport plans. However, several of the guidance documents provide enough information to undertake such an assessment.

Relevant International Sites

- 8.8 The significance of a plan's effects on an international site depends on whether the integrity of the site is affected. The AA helps to determine what is meant by the integrity, and the impacts the plan may have.
 - **Qualifying interest features**: These are the reasons why the international site has been designated. The AA should focus on the features that were the primary reasons for the original designation.
 - **The site's conservation objectives**: These help to focus the assessment. Conservation objectives are a statement of the overall nature conservation requirements for a site, expressed in terms of the favourable condition required for the habitats and/or species for which the site was selected.
 - The **Favourable Condition Table** for the site: Although these tables are designed primarily for monitoring the state of a site, they give information on the trends and environmental conditions required to sustain or promote qualifying interest features and site integrity. However, they should be treated with caution, as favourable conditions as assessed for SSSIs may have little bearing on the conservation status of the features for which a site has been designated.
- 8.9 The EC (2000) guidance states, "a site can be described as having a high degree of integrity where the inherent potential for meeting site conservation objectives is realised, the capacity for self repair

and self renewal under dynamic conditions is maintained, and a minimum of external management support is required”.

- 8.10 The integrity of a site relies on the maintenance of an environment which will sustain its qualifying features and ensure their continuing integrity. Essential to the maintenance of interest features and the integrity of the site are those environmental conditions which enable key ecological processes and functions to persist.
- 8.11 The results of the screening task are presented in this section. Consultation with Natural England confirmed that the international sites listed below may, theoretically, be affected by LTP3 due largely to their proximity to the transport network. However, it is not obvious that there is anything in the LTP3 strategies or policy that might have an impact, but more the possibility that individual schemes or measures might have a future impact depending on the way they are designed and implemented. International sites outside the county boundary are also identified. Further information for all possible impacted sites is contained within appendix 5.
- 8.12 The sites within West Sussex are:
- Arun Valley
 - Chichester and Langstone Harbours
 - Duncton to Bignor Escarpment
 - Ebernoe Common
 - Kingley Vale
 - Pagham Harbour
 - Rook Clift
 - Singleton and Cocking Tunnels
 - Solent Maritime (Hampshire / Isle of Wight / West Sussex / Portsmouth)
 - The Mens
 - Wealden Heaths Phase 2
- 8.13 The sites that are outside West Sussex, but that should still be included within the HRA are:
- Ashdown Forest (East Sussex)
 - Butser Hill (Hampshire)
 - Castle Hill (Brighton and Hove)
 - East Hampshire Hangers (Hampshire)

Potential Impacts of LTP3

- 8.14 The following table represents the potential impacts of LTP3 on European Sites following the screening stage. This stage highlights that none of the European sites are directly connected with LTP3,

but through its implementation there may be some indirect impacts.

Table 10 - Potential Impacts of LTP3 on European Sites

Source of impact	Impact type	Potential Receptor	European Sites most likely to be affected
Motorised vehicles	Air pollution and noise	EU qualifying species and habitats sensitive to air pollution and/or noise	None since no sites within 200m of road scheme
Motorised vehicles	Road run-off	EU qualifying species and habitats sensitive to localised surface water pollution	All European Sites
Road construction/upgrading	Habitat fragmentation or loss	All EU qualifying habitats	All European Sites
Road construction/upgrading	Changes to water quality and flows	Sites dependent on water levels to retain integrity	Chichester & Langstone Harbours, Solent Maritime, Arun Valley
Road construction/upgrading	Dust	All EU qualifying habitats	All European Sites
Road construction/upgrading	Noise	EU qualifying species	Special Protection Areas/Ramsar Sites
Increased traffic or accessibility	Recreation impacts	Sites vulnerable to visitor pressure, such as those with ground-nesting birds	All European Sites within SDNP, Chichester & Langstone Harbours.
Public rights of way	Recreation impacts	Increase visitor use/over use of some routes, creating habitat degradation and threatening local flora and fauna.	All European Sites, especially those within SDNP

Possible Avoidance Measures

- 8.15 There are a number of potential measures that West Sussex County Council could take to prevent significant impacts on an international site. These include dropping or re-wording a plan element, if still included in LTP3 and found to have a potential impact, shifting a

development to a different location or changing the nature of plan implementation. It would be prudent to avoid significant impacts at an early stage to prevent individual scheme delays and extra costs at the implementation stage of LTP3.

Possible In-combination Effects

8.16 There are a number of plans that could potentially cause an in-combination effect with LTP3. The potential list of plans will change as new plans emerge and plans included are discounted due to lack of predicted in-combination impact. A list of potential plans is included elsewhere in this sustainability report. These plans were considered to be of importance due to either;

- Their proximity to the international sites identified
- Their potential environmental impacts that could exacerbate impacts that the LTP alone could cause (including cumulative, synergistic and indirect impacts)

8.17 Up-to-date information on trends, including climate change, housing and employment growth and others will also feed into the report.

Implications for LTP3

8.18 The report provides a summary of the international sites that could potentially be affected by LTP3 and ways in which they could be affected. Potential impacts from LTP3 have been identified to be:

- Air pollution effects, including dust
- Habitat loss, fragmentation and degradation
- Water quality and flows, including runoff
- Noise from either road construction or operational use
- Recreation effects

8.19 The report has also identified plans that could potentially cause significant impacts on international sites in-combination with LTP3. These include regional and local spatial development plans, minerals and waste plans and water abstraction and flood management plans. This work has been used to help determine potential vulnerabilities of the international sites to specific plans and environmental pressures.

Table 11 - Implications of HRA for LTP3

Problem	Evidence	Implications for LTP
Air pollution	May impact on European Sites adjacent to major roads but impacts not considered significant beyond 200m.	None since no European Sites within 200m of road scheme. LTP3 identifies a range of measures to improve air quality, including Air

Problem	Evidence	Implications for LTP
		Quality Action Plans.
Habitat Loss, Fragmentation and Degradation	No pathways of impact on European Sites.	None. WSCC will seek to re-connect fragmented habitats through Green Infrastructure Planning and ensure that new transport infrastructure minimise habitat loss and fragmentation, and seek all opportunities to enhance biodiversity.
Water quality and flows	No pathways of impact on European Sites.	None. Ensure all new infrastructure development takes account of need to maintain water table levels and quality.
Noise from either road construction or operational use	May impact on bird interest on European Sites adjacent to major roads but impacts not considered significant.	None since no European Sites within 200m of road scheme.
Recreational Effects	No pathways of impact on European Sites.	None.

- 8.20 There is no current evidence that LTP3 strategies and policy will have any significant effects on any of the international sites identified. The measures above should ensure that possible effects as yet unknown can also be dealt with. The HRA and LTP3 will continue to be developed in tandem, so that the results of the HRA process can be used to modify the final LTP3.
- 8.21 LTP3 is a high level strategy, and as a result can result in uncertainty as the provisions are often very general and strategic. In some circumstances a lower tier assessment will be more appropriate in assessing the potential effects on European sites and also in protecting their integrity, once more detail on the proposals is available. Where the Habitats Regulations Screening Assessment has concluded that the effects of a policy should be more appropriately addressed through a lower tier assessment, this has been done by adopting a precautionary approach (i.e. cannot conclude no likely significant effect) and ensuring that the criteria therein apply and that adverse effects on integrity will be avoided. In such cases the assessment has indicated what further assessment is likely to be necessary as part of the lower tier assessment.

- 8.22 If any major scheme comes forward that we are currently unaware of through more detailed infrastructure planning, then West Sussex County Council will undertake a non-statutory environmental impact assessment (EIA), for any scheme which falls outside the requirement for a statutory EIA. This will ensure that WSCC has proper regard to biodiversity and hence meets its biodiversity duty under the NERC Act 2006.
- 8.23 WSCC is committed to maintaining and enhancing the rich biodiversity of West Sussex. LTP3 will contribute to this through a variety of measures including:
- Promoting green infrastructure
 - Voluntarily undertaking non-statutory EIAs
 - Managing road verges in a wildlife sensitive manner
 - Identifying and managing Notable Road Verges for their wildlife value
 - Ensuring that the management of Public Rights of Way does not have an adverse impact on wildlife or habitats

Summary

- 8.24 The initial stages of this HRA screening assessment were used to inform the policies in LTP3. The completion of the HRA screening assessment has concluded that LTP3 is unlikely to have any significant negative impacts on any European Sites. However, it is recognised that LTP3 is a high level strategy, and in some circumstances a lower tier assessment will be more appropriate in assessing the potential effects on European Sites.

8.25 The following table was produced to identify how the strategies within the LTP3 are likely to impact upon European Sites. Although no sites are directly connected to LTP3, implementation of the strategies may have an indirect affect. The location which could affect a site is noted in brackets.

Table 12 - HRA Supporting Evidence

Strategy	Policy	Potential HRA Impact	Site(s) potentially affected	Mitigation and enhancement measures to offset any residual impacts
Promoting economic growth	Maintain or improve the reliability of journey times on key routes	Air Pollution from major roads within 200m of a European Site	None.	Promotion of cleaner vehicle fleet and car sharing. AQAPs will tackle specific issues where AQMAs are declared. Through design, improvement schemes must focus on congestion relief which will improve local air quality and not lead to unrestrained traffic growth.
		Noise from major roads impacting on bird interest of Special Protection Areas/Ramsar Sites	None since no major roads close to Special Protection Areas/Ramsar Sites	Where appropriate, sound barriers such as native tree and shrub belts, and bunds may be created.

		Habitat Fragmentation - plan may include delivery of some new infrastructure to support development including road links, cycling and walking infrastructure and public rights of way improvements	Any sites near urban areas where new development and infrastructure is likely	Inclusion of green infrastructure is supported in LTP3. Improving PRow in a manner sensitive to the location. Protecting and encouraging biodiversity through initiatives such as managing notable road verges.
		Habitat degradation as a result of highway run off	Chichester Harbour (A27) Pagham Harbour (A259)	Ensuring that highway scheme design is sympathetic to the surrounding environment, including the use of balancing ponds when appropriate.
	Deliver transport improvements to support and facilitate sustainable growth	Habitat fragmentation – plan may include delivery of some new infrastructure including road links, cycling and walking infrastructure and public rights of way improvements.	Locations not specified in LTP3. Lower tier assessment likely to be required.	LTP3 includes support for use of green infrastructure where possible. Improvements to public rights of way in or near protected sites should avoid habitat fragmentation through design or avoid the sites altogether. Through management of notable road verges we will protect biodiversity.

		<p>Air pollution due to increased traffic movements on major roads within 200m of a European Site</p>	None.	<p>Promotion of cleaner vehicle fleet and car sharing.</p> <p>AQAPs will tackle specific issues where AQMAs are declared.</p> <p>Through design, improvement schemes must focus on congestion relief which will improve local air quality and not lead to unrestrained traffic growth.</p>
		<p>Noise from major roads impacting on bird interest of Special Protection Areas/Ramsar Sites</p>	None identified but locations not specified in LTP3. Lower tier assessment likely to be required for any new road schemes close to SPAs/Ramsar Sites.	Where appropriate, sound barriers such as native tree and shrub belts, and bunds may be created
		<p>Dust - plan may include delivery of some new infrastructure including road links</p>	None identified but locations not specified in LTP3. Lower tier assessment likely to be required.	Construction methods to minimise dust dispersal and deposition on vegetation.

		Changes to water quality and flows from transport improvements	None identified but locations not specified in LTP3. Lower tier assessment likely to be required.	New infrastructure will need to take account water levels through the land use planning process including SUDS.
	Ensure local transport networks are resistant and adaptable to shocks and impacts including climate change	Changes to water quality and flows from maintenance, drainage and other highway improvements which increase resilience to extreme weather events.	None identified but locations not specified in LTP3	New infrastructure will need to take account of water levels.
		Habitat degradation - potential need for increased winter salting.	Sites adjacent to public highway.	Only priority routes are mechanically salted. Advice about salt dispersal thickness is given to parish councils who choose to salt locally identified routes to minimise the quantity of salt that runs off into adjacent areas. Potential to consider alternative materials to salting.

Tackling Climate Change	Adapt transport infrastructure to increase its resilience to the effects of climate change	Changes to water quality and flows from maintenance, drainage and other highway improvements which increase resilience to extreme weather events.	None identified but locations not specified in LTP3.	New infrastructure will need to take account of water levels.
	Support new low emission fuels, infrastructure and technologies	No direct issues identified.	None.	None required.
	Reduce unnecessary trips by motorised vehicles and encourage the use of more sustainable modes of transport	Habitat loss due to creation of park & ride sites outside existing built up areas.	No sites specifically identified in LTP3.	Creation of new park & ride sites will avoid habitat loss through design or avoidance of the sites altogether.
		Habitat fragmentation due to increasing use of existing or provision of new PROW infrastructure. No direct issues identified.	Sites close to urban areas where improvements are likely.	LTP3 includes support for use of green infrastructure where possible. Maintenance regime for PROW must not damage habitats. Improvements to PROW in or near protected sites should avoid habitat fragmentation through design or avoid the sites altogether.
	Reduce the need to travel at all by encouraging provision of local services	No direct issues identified.	None.	None required.

	Reduce the carbon footprint of the County Council's own operations	No direct issues identified.	None.	None required.
	Maximise reuse and recycling of materials in construction and maintenance	No direct issues identified.	None.	None required.
Improving accessibility	Identify problem areas by using survey approaches and accessibility mapping techniques where appropriate	No impact identified.	LTP3 includes no specific PRoW schemes but supports delivery of the RoWIP.	None required.
	Work in partnership with service providers and stakeholders to set priorities	No direct issues identified.	None.	None required.
	Ensure that accessibility is a central consideration when planning local services	No direct issues identified.		
	Seek to ensure that places of work, education, leisure and food retail opportunities are located close together in new development	No direct issues identified	None.	None required.

	Enable disadvantaged people to access employment opportunities, key services, social networks and goods	Air pollution from any increased traffic movements resulting from attempts to resolve local accessibility problem area.	None.	Promotion of cleaner vehicle fleet and car sharing. AQAPs will tackle specific issues where AQMAs are declared. Through design, improvement schemes must focus on congestion relief which will improve local air quality and not lead to unrestrained traffic growth.
	Encourage local delivery of services so that people have to travel less	No direct issues identified.	None.	None required.
Improving safety, health & security	Reduce crime, fear of crime and anti-social behaviour on the transport network	Habitat degradation due to maintenance of PRow routes.	Sites close to urban areas.	Maintenance regime for PRow must not damage habitats.
	Reduce the negative impacts of transport on public health	No direct issues identified.	None.	None required.
	To encourage and enable physically active travel such as walking and cycling through behaviour change initiatives and provision of information and education	Habitat degradation due to increased use of PRow routes.	Sites close to urban areas.	Maintenance regime for PRow must not damage habitats. Educate the public to help them appreciate (and enjoy) the countryside and sensitive wildlife sites through interpretation boards, leaflets and other media

	To encourage and enable physically active travel such as walking and cycling through behaviour change initiatives and provision of information and education Invest in new infrastructure which improves the County and creates safer conditions for all, and particularly vulnerable road users	Recreational effects due to increased use of PRow, including within the SDNP (for example impacts on path erosion and litter).	All sites with PRow routes nearby	Partnership working with SDNPA to manage increase in visitors. Maintenance regime for PRow must not damage habitats.
		Habitat degradation - increased highway runoff as a result of highway drainage improvements to improve road safety.	Locations not specified in LTP3	Careful design for highway schemes including the use of balancing ponds Through management of notable road verges we will protect biodiversity.
	Invest in new infrastructure which improves the County and creates safer conditions for all, and particularly vulnerable road users	Habitat fragmentation – plan may include delivery of some new or improved infrastructure including road links, cycling and walking infrastructure and public rights of way improvements.	Locations not specified in LTP3. Lower tier assessment not likely to be required.	LTP3 includes support for use of green infrastructure where possible. Improvements to PRow in or near protected sites should avoid habitat fragmentation through design or avoid the sites altogether. Through management of notable road verges we will protect biodiversity.

Strategic Flood Risk Assessment

Background

- 9.1 The principle component of a Strategic Flood Risk Assessment (SFRA) is to assess the potential flood risk within the County and subsequently inform the report of any areas at risk. A subsidiary component is to assist in the application of the 'sequential test' as outlined in Planning Policy Statement 25 'Development and Flood Risk' (PPS25, December 2006) when considering potential development sites.
- 9.2 The SFRA takes Catchment Flood Management Plans, Shoreline Management Plans and River Basin Management Plans into account. The largest area affected by flooding is along the largest rivers, the River Adur and River Arun. West Sussex is also vulnerable to flooding from the sea. There is approximately 54Km of coastline and the low lying parts of the West Sussex coastline are at risk of flooding from high tides and storm surges. The County also has a significant proportion of land that is more likely to be affected by groundwater flooding due to the large chalk bands across the middle of West Sussex. PPS25 requires policies to set out the requirement to produce a Flood Risk Assessment for specific sites. Flood Risk Assessments should be carried out to assess the risks of all forms of flooding.
- 9.3 The Environment Agency has statutory responsibility for flood management and defence in England, and has produced Catchment Flood Management Plans for each river catchment. These help to develop to a greater understanding of the factors that contribute to flood risk and recommend the best ways of managing the risk of flooding over the next 50 to 100 years. A detailed SFRA for West Sussex has been written as part of the development of the Minerals and Waste Development Plan. The SFRA presents the evidence for the risk-based sequential approach to making decisions about development. LTP3 strategy/policy development has considered the situation as understood at the time of writing. It would be expected that all programmes of work being carried out as a result of the LTP3 will take account of the potential impact on flooding. Further details of the flooding management plans for West Sussex can be found on the Environment Agency's website.
- 9.4 There are several floodplains within the County and these are important both for drainage during times of flooding and for biodiversity, as they are unique habitats for some important species. The SFRA identifies the areas most at risk of flooding within the county, and this will inform the decisions on individual proposals.
- 9.5 There is a West Sussex Strategic Flood Risk Management Group and highway drainage operational work is carried out through this. Highest risk and priority areas have been identified and action is being taken to reduce these risks. The Environment Agency, Southern Water and the seven District and Borough Councils are all involved. The regular programme of works and funding for them has been refocused to achieve this.

- 9.6 Underway (completion June 2011) is a Preliminary Flood Risk Assessment as part of the EU 'Floods Directive'. This will highlight high risk (significant) areas. The next steps will be the mapping of these areas (2013) and later Flood Risk Management Plans (2015), which will identify actions to reduce flood risk in the mapped areas.
- 9.7 Local work to deal with flood risk is underway in any case, looking at current problems, hot spots and solutions for these. Improvements are already carried out as part of planned replacement or repairs as part of a rolling programme.

Implications for LTP3

Table 13 - Implications of SFRA for LTP3

Problem	Evidence	Implications for LTP
Flooding	PPS25 currently sets out the national policy for planning and flood risk and the Strategic Flood Risk Assessment provides the local tool for guiding development and assessing flood risk. However, a locally specific policy may be required to set out the requirements for site specific Flood Risk Assessments.	There is a need to ensure that transport development is not at risk from flooding and does not increase the risk of flooding elsewhere. Transport infrastructure development in West Sussex needs to take into account the presence of Source Protection Zones, to ensure that development will not lead to increased environmental risk.

Equalities Impact Assessment

Background

- 10.1 Local authorities have a duty under race, disability and gender legislation to carry out an Equality Impact Assessment (EqIA) of their LTP. An EqIA is a tool which draws on a wide range of perspectives to help identify the ways in which council policies, plans and services might affect different groups of people within the community. An EqIA will make sure that the LTP meets the needs of our community and fulfils the Council's duties under equalities and anti-discrimination legislation. DfT guidance advises that an EqIA encompass race, religion/belief and sexual orientation.
- 10.2 Whilst it is a separate process, it is possible to build the EqIA assessment into a wider sustainability appraisal and the SEA objectives. We also intend to build on information gained through the County Council's customer insight work to ensure that equality issues are fully integrated into the LTP development process. It is also important that information is gathered in the early stages of developing LTP3 as it will help decide whether there is potential for the policy, strategy, procedure or function to result in a less favourable outcome for any group in the community, or unlawful discrimination of any kind.

Customer Focus Appraisals

- 10.3 The County Council meets its obligations under the Equality Impact Assessment through a Customer Focus Appraisal (CFA). In brief, every policy must be assessed to ensure that the needs of our customers and staff (as individuals) are being met. The CFA is really a test of how customer focussed a proposed plan or policy is. In short the CFA is a set of questions which test whether the proposal will meet the needs of all our customers. The aim of the questions in the CFA is to make sure we are clear about:
- Who our customers are or who will be most affected by the proposal
 - What customers think about the proposal
 - Whether there are any groups of customers who may be particularly disadvantaged by the proposal
 - How could we adapt the proposal to better meet the needs of customers and what are the costs and benefits of doing so
 - How will we monitor and review the effect of the proposal
- 10.4 Understanding the views of our customers is vital if we are to serve them properly. In carrying out consultation we recognise that different people will respond better to different types of consultation. Some people will be totally confident in putting their point across at a public meeting; other people may find the prospect unbelievably daunting. Whilst a written consultation may work well for many people, it may exclude those for whom English is a second language and those who are unable to read unless they are provided with adequate support to do so. It is important therefore to think about the needs of the customers we are looking to engage with and to tailor the consultation to meet their needs.

- 10.5 Equally, it is important to design our processes to give us the information we need. Sometimes a proper research project is required, other times informal feedback from customers about their experience of the service can be just as useful. However we design our engagement it is important to be clear from the beginning how we will use the information we gain and then to publish the results.
- 10.6 Lack of data is often seen as a barrier to carrying out an effective EqIA. Through the development of LTP3 we have identified a wide range of research and customer insight from both within West Sussex and the wider community. This research encompasses quantitative and qualitative data from surveys, focus groups, informal consultation and the local voluntary sector intelligence gathering to provide evidence about our local communities. Sources of information will vary depending on the nature of the service, and may include any or all of the following:
- Any previous equality impact assessment
 - Service monitoring reports
 - Previous research and customer satisfaction surveys
 - User feedback and satisfaction reports
 - Workforce monitoring
 - Staff surveys, opinions and information from trade unions
 - Contract monitoring reports
 - Complaints and comments
 - Press coverage
 - Outcome of consultation exercises and feedback from focus groups
 - Feedback from individuals or organisations representing the interests of target groups or similar
 - The knowledge, technical advice, expertise and experience of the people assisting in the completion of the eqia
 - National and local statistics
 - National and international evidence where appropriate
 - Information from formal audits
 - Census data
 - Academic, qualitative and quantitative research demographics
- 10.7 Unlawful discrimination can never be justified. However, there may be occasions where it is appropriate to begin or continue with a policy, procedure or activity that impacts less favourably on some communities or sections of the community. Proportionality is the crucial factor in making these judgements.

Action planning

- 10.8 The real value of completing an EqIA comes from the actions that will take place and the positive changes that will emerge through conducting the assessment. A good EqIA should result in resources and services being

targeted, and where they most efficiently support the council's priorities. The EqIA should:

- Ensure that the action plan is more than just a list of proposals and good intentions
- Attribute actions to key people who are ultimately responsible for its completion
- Set ambition yet achievable timescales and progress milestones
- Be clear about resource implications
- Make sure the links are made to local service and team plans other appropriate corporate documents

10.9 The action plan should include actions that will remove or alleviate the potential for the activity to discriminate or impact less favourably on one or more communities. It should only include the main actions or activities likely to have the greatest impact.

10.10 The action plan should include references to any additional monitoring or research that was identified in the information gathering part of the process. It should also include references to any information that is still required or was not retrievable at the point of assessment. This will be needed in subsequent reviews or in order to complete actions.

Reviews

10.11 Progress against the action plan should be reviewed regularly. Actions arising from the equality impact assessment should be built into relevant service plans and team plans. This will enable monitoring to take place as part of an established timetable.

EqIA Implications for implementation of LTP3

Table 14 - Implications of CFA for LTP3

Problem Area	Evidence/Main issues	Mitigations for LTP
Duty to consult Children	LA has a duty to involve young people in transport planning.	Youth Council consulted on LTP3. Key decisions on individual schemes or initiatives will require a customer focus appraisal that considers the impact on groups with protected characteristics including young people.
Business concerns	Transport is critical to economic success; inadequacies in transport costs each Sussex business £29,000 p.a. Main issues are traffic congestion and poor transport infrastructure Traditionally, businesses see new infrastructure as the best solution to the problem of congestion. The inappropriate routing of freight	Our economic growth strategy aims to tackle business issues by improving network efficiency rather than restricting movement. Reducing congestion by encouraging use of alternative modes of transport will also benefit businesses.

Problem Area	Evidence/Main issues	Mitigations for LTP
	is an issue for some rural areas.	
Language	<p>Language is a frequent barrier to knowledge of services (particularly so for migrant groups / refugees and asylum seekers). Additional problems include unhelpful bus drivers particularly where English and knowledge of the area was limited.</p> <p>Public transport timetables layouts are not always understood.</p>	<p>County Council documents are available in alternative languages upon request.</p> <p>The new West Sussex County Council website offers access to different languages.</p>
Cultural issues	<p>Bus stops are often situated outside religious venues, which are no-longer in use and often do not take account of new religious buildings such as local Mosques and other meeting places.</p> <p>Some groups of women are often reluctant to use public transport due to the need to avoid non-familial male contact.</p>	<p>This plan aims to offer a range of alternative modes of transport so there is something for everyone.</p> <p>All requests for new bus stops are considered on a case by case basis and stops are provided unless there are highway safety grounds for not doing so.</p>
Fears for personal safety, fear of crime, of discrimination and/or anti-social behaviour	<p>Fear for personal safety, fear of crime, of discrimination and / or anti-social behaviour acts as a barrier to using public transport for a large number of groups, including:</p> <ul style="list-style-type: none"> • Women • Shift workers • Over 75's • Under 16's • Lesbian, Gay, Bisexual, Transgender and Undecided • Disabled • Ethnic minorities <p>Levels of fear and concern increase after dark and during time spent waiting for trains and buses, leading some to restrict modes, routes and times to those that are seen to be safe.</p> <p>Age related fears for personal safety include fear of bullying on school journeys and older people who fear lack of seats in crowded vehicles and 'rowdy' behaviour so avoid peak travel times.</p> <p>Drivers from minority ethnic and faith communities are also</p>	<p>The County Council operate a formal complaints procedure which is monitored by the Chief Executive.</p> <p>Equality and diversity are reflected in the County Council's recruitment policies as an equal opportunities employer. Guidance notes for parents and pupils are issued for those receiving home to school transport.</p> <p>We will work with Southern to introduce CCTV at railway stations as part of any improvement schemes.</p> <p>Southern have also introduced a 'Safer Travel Team' with Rail Neighbourhood Officers. Bus Operators Metrobus now have 100% fleet coverage of CCTVs.</p> <p>Through the street lighting PFI contract we will improve the street lighting across the County which will reduce fear of crime.</p>

Problem Area	Evidence/Main issues	Mitigations for LTP
	vulnerable to racial attack.	The design of any new infrastructure will need to include consideration of fear of crime issues and personal safety.
Lack of confidence to travel	<p>15-24 year olds in urban areas are more than 3 times as likely to use bus as village or rural dwellers. There is an unwillingness to travel because of a fear of the unknown, which is often accompanied by a lack of information and knowledge of the transport system.</p> <p>Older people and those who are unemployed or on low incomes tend to distrust the reliability of public transport and transport costs (public or private), and lack both knowledge of the system and the confidence to travel.</p>	<p>Travel planning encourages independence and use of sustainable modes of transport and we will encourage and facilitate development of travel plans.</p> <p>Timetables are produced by bus operators.</p> <p>County Council documents are available in hard copy upon request in addition to being available on the internet and by telephone.</p> <p>Real time information screens will be considered for well used bus stops and may be introduced if the whole life costs are affordable.</p>
Low satisfaction with public bus services	Although West Sussex has a reasonably well-used public service, there is a generally low level of satisfaction, which increases in Mid Sussex and Horsham.	<p>Satisfaction levels could be improved by tackling key issues such as information provision, appropriate street furniture, easy access buses with adequate seating, expanded concessionary fares schemes.</p> <p>Additionally personal travel planning, educational programmes and ensuring buses run reliably with well trained drivers would build personal confidence to travel on buses.</p> <p>Service provision expansion to meet business need and to provide access to facilities such as hospitals, post offices, shops, education would also encourage a shift to public transport usage.</p>
Driver/staff attitudes	Evidence suggests that negative experience of staff / driver attitudes and perceived levels of helpfulness and / or friendliness act as a barrier to future use.	The findings of public satisfaction surveys will be fed back to bus operators.

Problem Area	Evidence/Main issues	Mitigations for LTP
Poor information about public transport options	<p>Lack of accessible public transport information is a barrier for those with disabilities, and those on low incomes or unemployed.</p> <p>The Chinese community doesn't always understand the layout of public transport timetables.</p> <p>Under 21's in West Sussex registered the highest levels of dissatisfaction with local transport information.</p>	<p>Bus operators to provide timetables for specific services.</p> <p>The County Council produce a countywide bus network map and town bus network maps for some of the larger towns which are available on the website or in hard copy on request.</p>
Cost of Public Transport	<p>The cost of public transport acts as a major barrier for many; nationally, cheaper bus fares are the number one issue. Other evidence shows that that cost / affordability constitute a major barrier to use for children and young people, the homeless, those who are unemployed or on low incomes, and those with caring responsibilities.</p> <p>Where there are concessionary fares schemes in place, older people, people with disabilities and those who are on low incomes or unemployed are restricted in their travel options by pass travel time restrictions.</p> <p>Cost is also a barrier to usage for those with larger families, which may have particular implications for some faith and minority ethnic groups.</p> <p>Although expensive, the taxi is a particularly important mode of travel for older and disabled people, women, for those living in rural areas and those who do not own a car.</p> <p>Lack of affordability contributes to greater social exclusion, as well as to poorer access to educational/ training and employment opportunities, to health services, to shopping facilities, to financial and personal services.</p>	<p>We will provide concessionary fares schemes which are affordable and are funded.</p> <p>We will work in partnership with the community transport providers to make best use of available vehicles and volunteers as part of our Accessibility Strategy.</p> <p>Where changes in the cost of public transport services are the result of changes to Council subsidy a Customer Focus Appraisal will consider the impact of these changes on low income groups in addition to a wide range of other minority groups.</p>

Problem Area	Evidence/Main issues	Mitigations for LTP
Public transport accessibility issues	<p>Lack of accessible transport is a major problem, which has a negative impact on ability to socialise and/or access essential services such as GPs and hospitals, and impacts on the post-16 education choices of young people. Barriers are varied and impact primarily on older people, those with disabilities and mothers with pushchairs and / or young children.</p> <p>Fear of being refused entry to public transport (bus/train/taxi) or having to leave equipment behind by those with wheelchairs or mobility scooters.</p> <p>For older people, the walking distances to and from stops may also act as a barrier.</p>	<p>We will work with bus operators to provide services, stops and shelters and low floor buses.</p> <p>Where there are gaps in public transport service provision we will work with community transport providers to identify solutions to fill them.</p> <p>Through Community Access Planning we will work with communities most adversely affected to identify and develop affordable solutions to access issues.</p>
Public transport timetable issues	<p>Start/finish days and times means that travellers often have to pay a peak time fare even though they travel before the network is busy.</p>	<p>We will encourage travel plans for businesses, schools and communities which encourage home working and flexible working hours that allow people to travel outside the peak hours if they wish.</p>
Provision for Carers	<p>Main issues centre around low incomes/higher transport costs as a result of their caring role, lack of accessible information, and lack of awareness of the need for travelling companions by public transport providers.</p>	<p>We will provide concessions for carers as part of concessionary fares schemes if affordable and are funded.</p>
Street design	<p>Young children are more likely to be escorted.</p> <p>Problems encountered whilst escorting children include difficulties negotiating poor street design with young children and pushchairs.</p> <p>A need for increased residential and town centre parking facilities has been highlighted.</p>	<p>The design of streets should include enough space for all expected users. The needs of all road users will be considered in the design of any new infrastructure and schemes will be audited through the safety audit process.</p> <p>We will work with bus operators to increase the number of low floor buses in the fleet.</p> <p>Crossing points should be designed to be safe regardless of materials used</p>

Problem Area	Evidence/Main issues	Mitigations for LTP
Equestrian issues	<p>There are concerns about the safety issues and the impact of rising traffic for equestrians.</p> <p>Poor maintenance of bridleways is also an issue.</p>	<p>Through the safety auditing process we will consider equestrian needs in the design of new infrastructure.</p> <p>Equestrian needs will be considered when maintaining multi-use routes.</p>
Powered Two Wheelers (PTWs)	<p>Road surfaces need to be designed and maintained to ensure safety for PTW usage.</p> <p>There is a need for storage facilities for use by PTW users as well as more information about where these facilities are located.</p>	<p>Maintaining highways is one of our highest priorities, which will ensure roads are safe.</p> <p>We will seek to provide new or improved facilities for PTW users particularly through the planning system.</p>
Pedestrian / Cycle / Car traffic accidents	<p>People from minority ethnic groups, children from the lowest social class groupings and those over the age of 60 are disproportionately represented as pedestrians involved in road traffic accidents.</p> <p>Nationally in 1998, nearly half of all pedestrians killed on the roads were over 60. This figure doubles for those who are aged 80 or over</p> <p>Children in the lowest social class grouping are five times more likely to be involved in a road accident than those in the top two social classes.</p> <p>Transport accidents are the leading cause of injury in the 17-19 age groups.</p>	<p>We will seek to offer skills training for pedestrians and cyclists either directly or by training the trainers.</p> <p>By monitoring casualties we will develop schemes and initiatives which target the root causes of accidents.</p> <p>We will also calculate the casualty reduction benefits of these schemes and the information to inform decisions on priorities.</p>
Accident rates on roads is too high	<p>Accident rates in West Sussex are generally good but there are higher than average accident level locations on some sections of the County's roads.</p>	<p>We will present the case for casualty reduction schemes to County Council</p>
Car Dependency/ Lack of access to a car	<p>Those living in rural areas and shift workers are particularly car dependent owing to lack of appropriate public transport services.</p> <p>People in households of black or minority ethnic origin are least likely to have access to a car.</p> <p>There is more car-sharing amongst lower income groups. Even so, families not owning cars made more</p>	<p>We will seek to offer skills training for pedestrians and cyclists either directly or by training the trainers.</p> <p>By encouraging the development of travel plans we aim to increase independence & encourage use of alternatives to the private car.</p> <p>We will also promote the West Sussex lift share website.</p>

Problem Area	Evidence/Main issues	Mitigations for LTP
	trips by car than by public transport.	<p>Through development management we will reduce the need to travel at all and encourage the introduction of car clubs as these can provide an alternative owning a car, or 2nd car ownership.</p> <p>We will provide concessionary fares schemes which are affordable and there is funding.</p>
Barriers to cycling	<p>Barriers to cycling include perceived traffic danger/personal security risks and adult restrictions.</p> <p>There is a need for increased, safer and better maintained cycling routes and facilities and a lack of cycling provision in rural areas.</p> <p>There is a perceived need for cycle training for both children and adults.</p> <p>Many 15 – 24 year olds have 'image problems' with walking and cycling.</p>	<p>Where they are prioritized and are affordable we will develop physical infrastructure which overcome the barriers to cycling.</p> <p>By encouraging the development of travel plans we aim to increase independence & encourage cycling.</p> <p>Through promotional activities such as 'Bike week' we will encourage others to take up cycling.</p> <p>At new residential development we will require that cycle parking is provided to meet expected levels of cycle ownership</p> <p>At new commercial development we will require that sufficient, convenient, secure cycle parking spaces are provided.</p> <p>We will monitor the condition of cycling infrastructure and maintain the infrastructure through our TAMP which considers the whole life costs</p>
Barriers to walking	<p>Barriers to walking for children and younger people include perceived traffic danger/personal security risks and adult restrictions.</p> <p>Particular barriers to walking experienced by older people include heavy and fast traffic , poor road crossing facilities, a lack of pavements or pavements in poor condition (uneven surfaces), obstacles on pavements and an increased risk of accidents.</p>	<p>Through the street lighting PFI contract we will improve the street-lights around the County.</p> <p>By encouraging the development of travel plans we aim to increase independence & encourage walking.</p> <p>Where they are prioritized and are affordable we will develop physical infrastructure which overcome the barriers to walking.</p>

Problem Area	Evidence/Main issues	Mitigations for LTP
		<p>By monitoring casualties we will develop schemes and initiatives which target the root causes of accidents involving pedestrians.</p> <p>We will monitor the condition of pedestrian infrastructure and maintain the infrastructure through our TAMP which considers the whole life costs</p>
Rail use	<p>General relative low level of usage. Low income households are much less likely to use high-speed rail than they are to use the roads.</p> <p>Station conditions can be a particular barrier to use (stairs, crowds, heavy doors, inaccessible toilets, large gaps or height differences to platforms and lack of staff willing or able to assist).</p>	<p>By encouraging development of travel plans we will encourage rail use.</p> <p>We will work with the rail industry and local communities to explore ways to improve the access to rail stations and deliver improvement schemes if they are affordable and are prioritized.</p>
Community transport	<p>Community transport initiatives are often considered a viable option for older people or those with disabilities but can also have barriers, such as demand outstripping the supply of Dial-a-ride trips, the need for pre-booking which denies the opportunity to make spontaneous trips, and concern about the ability to book/make return trips.</p>	<p>Consider the future role of community transport in accessibility solutions, particularly in rural areas.</p>
Poor access to rural areas	<p>Transport is the single most important concern of those living in rural areas in the UK.</p> <p>School transport is often unresponsive to the needs of rural children and young people who are consequently unable to attend after-school clubs.</p> <p>For those without a car in rural areas, accessing employment, shopping, health facilities, educational and leisure facilities is difficult.</p> <p>Deaths on rural roads accounted for 54% of all deaths in the UK in 1993, and transport accidents are the leading cause of injury in the 17-19 age groups, particularly in rural areas where learning to drive and getting about by car becomes more</p>	<p>Home to school transport will be provided in line with our statutory duties and the home to school transport policy.</p> <p>Although there are increasing pressures on public subsidies we will work in partnership with the bus industry to provide a network that will benefit as many people as possible but which provides good value for money. We will provide concessionary fares schemes where they are affordable and funded.</p> <p>When reviewing the bus network, we will consider access to services as part of the review.</p> <p>Through development management we will reduce the need to travel at all by locating</p>

Problem Area	Evidence/Main issues	Mitigations for LTP
	<p>of an imperative.</p> <p>Authorised traveller sites are generally located on the outskirts of towns or in remote rural areas leading to further exclusion through difficulties accessing shops, schools and other services, a lack of facilitative school transport and either non-existent or poor public transport.</p>	<p>services close together.</p> <p>By encouraging and facilitating the development of travel plans we aim to make people aware of alternatives modes of transport.</p> <p>Where they are prioritized and are affordable we will develop new physical infrastructure making use of public rights of way to improve access in rural areas.</p>
Reduction in commercially operated bus services, particularly in rural areas	<p>There is a continuing trend for commercial bus operators to reduce services in rural areas.</p> <p>The Council is tending to provide fewer supported services where commercial services are no longer viable, relying instead on providing more demand -response ("Dial-a-Ride") services.</p>	<p>We will work in partnership with the bus industry to provide a public bus network with less public subsidy.</p> <p>When reviewing the bus network we will consider access needs and consult on any significant changes to the network.</p> <p>We will support, coordinate and make best use of community transport services which will help to fill the gaps left by the conventional public bus network.</p>
Lack of transit sites	<p>There are not enough authorised sites to accommodate those Gypsies and/or Travellers who live in/travel through, the County.</p> <p>Authorised traveller sites are generally located on the outskirts of towns or in remote rural areas leading to further exclusion through difficulties accessing shops, schools and other services, a lack of facilitative school transport and either non-existent or poor public transport.</p> <p>Unauthorised / roadside encampments fail to provide adequate standards for Gypsies / Travellers, perpetuate their social exclusion, and lead to friction with the settled community.</p>	<p>Home to school transport will be provided in line with our statutory duties and the home to school transport policy.</p> <p>Where there are gaps in public transport service provision we will work with community transport providers to identify solutions to fill them.</p> <p>We will make bus operators aware of the presence of permanent traveller sites as these are not often shown on conventional maps.</p> <p>We will support the District and Borough Councils in their duty to create transit sites.</p>

Health Impact Assessment

Background

- 11.1 The consideration of health within the impact assessment process is mandatory. As part of the White Paper 'Choosing Health', there is a commitment to building health into all future policy by including it as a component in impact assessments; a Health Impact Assessment (HIA). However, this HIA is being carried out as part of a wider Sustainability Appraisal for LTP3.
- 11.2 The HIA needs to assess LTP3 against the public health objectives relating to transport, particularly in relation to groups specifically identified as being at risk from transport related actions, including older people, children, those with mental health issues and those with medical conditions. It is important that the assessment of potential health impacts take into account both direct and indirect determinants of health. These include factors such as:
- Poverty, unemployment, poor housing, crime, low educational attainment, social exclusion
 - Agricultural policies, and environmental issues, such as air pollution
 - Sustainable development issues in terms of health
- 11.3 Consequently, there are significant links with other assessments within the overall Sustainability Appraisal, as all seek to maximise positive impacts and minimise negative ones, and to avoid and / or alleviate a disproportionate impact on any group so that inequalities are not widened, but from different perspectives. For example, the Strategic Environmental Assessment achieves this through recording the impact on 25 objectives; including air pollution, transport, health improvement, reduction in inequalities, reducing poverty & social exclusion, improvement in accessibility to all services and facilities (inc. health), waste, water and noise, employment and recreation, etc., whilst the Equalities Impact Assessment charts social impacts and the HIA maps potential impacts on health.

Screening

- 11.4 The first stage of a HIA is a screening to help consider both the wider determinants of health such as education, housing, employment, environment, crime and transport as well as the possible impacts on people's life styles and the effect there may be on health and care services.
- 11.5 The HIA screening for LTP3 was carried out simultaneously with the Strategic Environmental Assessment scoping, as the majority of issues were be picked up when judging likely impacts against the 25 Strategic Environmental Objectives. Again, as recognised in the SEA of LTP3, there is a need to consider both the wider determinants of health such as education, housing, employment, environment, crime and transport as well as the possible impacts on people's lifestyles and the effect there may be on health and care services.

Scoping

11.6 Following the screening process one of two things can take place. First of all, it might be deemed that there is little or no impact on health, inequalities and health services and therefore there would be not benefit in tacking the process to the next stage. Second, a scoping phase can be initiated if there are specific issues that would benefit from further investigation. There are some potential impacts and so further study has been undertaken.. A recognised approach to determining the need for an HIA is to assess the objectives of the plan against the following questions:

- Will the policy have a significant impact on human health by virtue of its effects on the wider determinants of health (including income, crime, and housing)?
- Will there be a significant impact on lifestyle related variables such as physical activity, diet, accidents, or healthier lifestyles?
- Is there likely to be a significant demand on health and social care services as a result of policies or provision?

Health Impact Assessment of LTP3 Overarching Strategies

11.7 It was decided to assess the four LTP3 overarching strategies for the HIA, that is at strategic policy level, as this reflects the type of plan LTP3 represents. Implementation will be via individual schemes in the proposed developing Infrastructure Plan. The individual schemes in this plan are yet to be approved or later on prioritised, funded or implemented. Health and other impacts will need to be assessed at scheme package and/or individual scheme level as individual schemes are introduced as measures to achieve the four overarching strategies. The results from this assessment have helped in the analysis of LTPs sustainability. Information from other elements of this Sustainability Appraisal is also likely to inform the HIA, particularly those on sustainable development, environment and equalities. A wide range of direct and indirect benefits and impacts on health issues need consideration, although they have also been considered in the SEA section of this document. For example:

- Policies promoting social integration might promote mental health
- Policies aimed at young people might impact on risk-taking behaviour
- Policies that generate traffic, waste or out of town centres may increase pollution
- Air transport changes, or location of mobile telephone masts are causes of public concern about health
- Improving facilities for pedestrians and cyclists would promote exercise and health

Table 15: Health Impact Assessment – summary table

LTP Strategies	Health Impact	Summary
Promoting Economic Growth	+	<p>In summary promoting economic growth makes a positive contribution towards the health needs of the community. The main benefits from this strategy will be the contributions made to breaking down health inequality barriers, and the promotion of sustainable transport.</p> <p>Promoting economic growth will also greatly contribute to improvements in lifestyle through an increase in physical activity, which in turn will facilitate potential outcomes in obesity management, reduced stress levels, and improved emotional well being. Other benefits of the strategy will contribute towards achieving economic health, improving social cohesion and interaction as well as promoting a healthy and vibrant population.</p> <p>Negative impacts may come as people decide to travel by car as oppose to travelling sustainably, due to the fact that the roads become more accessible and easier to travel on, this in turn will potentially increase levels of pollution near AQMAs, having a detrimental impact on the health of those who live in close proximity. Care must also be taken in design not to exacerbate community severance through network improvements</p>
Tackling Climate Change	+	<p>In summary Tackling Climate Change makes a positive contribution towards the health needs of the population. The aims set out to deliver this target, will make a significant contribution through; encouraging design to improve the urban realm, improving levels of air quality and noise, and contributing to the overall reduction in greenhouse gases, all of which will contribute to the overall physical and mental well being of those in West Sussex.</p>
Improving accessibility	+	<p>In summary Improving Accessibility makes a positive contribution towards the health needs of the community. The main benefits from this strategy will be the contributions made to breaking down health inequality barriers, improving access to health services, the promotion of sustainable transport and improving social inclusion.</p> <p>Improving Accessibility will also contribute to</p>

		<p>improvements in lifestyle through an increase in physical activity, which in turn will improve obesity management, reduce stress levels, and improve emotional well being. Other benefits of the strategy will contribute towards achieving economic health, improving social cohesion and interaction as well as promoting a healthy and vibrant population.</p> <p>Negative impacts may come as some groups may still suffer from lack of accessibility, this will mainly apply to those in rural locations there maybe insufficient funds to maintain or improve accessibility into the area, working with Community Transport operators and our Bus operators will help to provide solutions. There is also little done to address the issues of ambulance response times to populated areas such as Billingshurst, which currently experiences a long response time wait.</p>
Improving safety, health & security	+	<p>Improving safety, health and security strongly supports health improvements.</p> <p>It focuses on addressing the most vulnerable road users groups and their needs. The objective looks at not only identifying those at need but looks at what can be done to address their needs and make them safer on the roads. Through air quality management plans initiatives to reduce emissions are implemented. People's perception of crime and real crime are both tackled through partnership working, innovative ways of developing open space. These improvements will contribute to the amount of physical activity people undertake, as well as improving lifestyle, economic health and environmental benefits such as improved noise environment.</p>

11.8 In considering health and well-being, there is a need to consider how any positive effects can be enhanced and negative impacts reduced. It is also important to ensure that input is received from a wider range of stakeholders and sources of information:

- People likely to be affected by the policy (stakeholders, target populations)
- The best possible sources of evidence available
- People who are experts in public health

11.9 Evidence can be qualitative, based on findings from completed Health Impact Assessments, previous analysis and/or quantitative based on research. Responses should therefore be backed up by what evidence has been considered. It is impossible to be completely certain about the potential health and well-being impacts, so where there is a good deal of uncertainty, it is important to ensure that potential health impacts are

analysed and that the uncertainty is acknowledged in the health impact assessment.

- 11.10 Proposals for mitigating factors to reduce negative impacts, or whether positive impacts could be enhanced should be included in future assessment of individual schemes that might be taken forward or introduced. For example, greater emphasis could be placed on the potential for benefiting deprived communities, promoting physically active travel and reduced reliance on private cars.

Conclusions

- 11.11 LTP3 recognises the mutual impact that transport and health have in relation to each other. There are specific references to this throughout the document and in sections other than those considered in this screening process. This is to be welcomed and built upon. The LTP3 strategies on air quality and noise are particularly important as they directly affect health, (e.g. asthma, other respiratory/heart complaints, COPD, mental health) while access to health services is also an important area covered by LTP3. As well as the work covered in this section much of the assessment of health benefits and possible impacts of LTP3, along with mitigation to deal with any impacts, was conducted as part of the SEA. This was especially in regard to SEA objectives on air pollution, transport, health improvement, reduction in inequalities, reducing poverty & social exclusion and improvement in accessibility to all services and facilities (including health). Please also refer to the SEA section of this document, i.e. section 7, as we have tried to avoid duplication.

Implications for LTP3

- 11.12 Issues that have arisen from the HIA that have now been taken account of by LTP3 or by the LTP SEA mitigation plan:

Table 16 - Implications of HIA for LTP3

Problem Area	Evidence/Main issues	Implications for LTP
Health impact	Transport can have a significant impact on health in terms of accidents, air pollution, noise and as a barrier to using active travel	Ensure that overall the majority of the proposals will have a beneficial impact on health. SEA of revised LTP shows this is the case. Continue to implement and develop air quality action plans, develop noise action plans as necessary, and ensure schemes designed for whatever purpose also help improve health. Continue to improve road safety.
Health inequalities	There are identified areas of health deprivation in West Sussex. A strong theme behind inequalities is that much depends on the way policy is implemented.	Proposals should contribute to a reduction in health inequalities. If a one size fits all approach is followed across West Sussex, the net result is likely to be an increase in health inequalities (although overall health of the population might increase),

Problem Area	Evidence/Main issues	Implications for LTP
		All strategies need to have implementation plans that address the communication needs of the whole community.
Access to health services and impact on health policy	Most residents in West Sussex live within 30 minutes of a surgery. However, there are some rural areas where access to health care is an issue.	Access to healthcare provision should be improved where possible.
Social Inclusion	Variations in the availability and access to a range of transport modes are likely to decrease social inclusion.	Place an emphasis on increasing the range of travel opportunities for people with disabilities was welcomed as a key element of increasing social inclusion and supporting people back into work

Monitoring and evaluation

11.13 Evaluation of past decisions is central to good policy making. Monitoring and evaluation should be used both to confirm the choice of implementation measures used to achieve the LTP3 strategies and objectives and also to inform future decisions. The process should establish the necessary monitoring and evaluation procedures. See the SEA mitigation action plan proposals which cover this aspect of the whole strategic assessment.

Local Economic Assessment

Background

12.1 The Local Democracy, Economic Development and Construction (LDED) Act 2009, which places a new duty on County Councils and unitary authorities to prepare an assessment of local economic conditions, came into force on 1st April 2010. The LEA is to provide a single evidence base that will give local authorities a common understanding of economic conditions, economic geographies and social and environmental factors that impact on economic growth and performance. The Government's aim is to reprioritise regeneration investment to where there are opportunities for transforming the economic prospects of areas with lower economic performance. In that context, the framework sets out the Government's three priority outcomes for regeneration:

- Improving economic performance and tackling worklessness, particularly in deprived areas
- Creating the right conditions for business growth which could include investment in infrastructure, land use, and a better public realm; and
- Creating sustainable places where people want to live and can work and businesses want to invest

12.2 In developing a Local Economic Assessment (LEA) it is important to consider the story of the area, its history, relationships, economic and social profile. The LEA has to be able to reflect stories around linkages and flows, economic dependencies and infrastructure. Setting out the story of place and agreeing this as the foundation of the LEA with stakeholders will help to use data and analysis within the context of your area.

12.3 The LEA needs to fulfil the following roles:

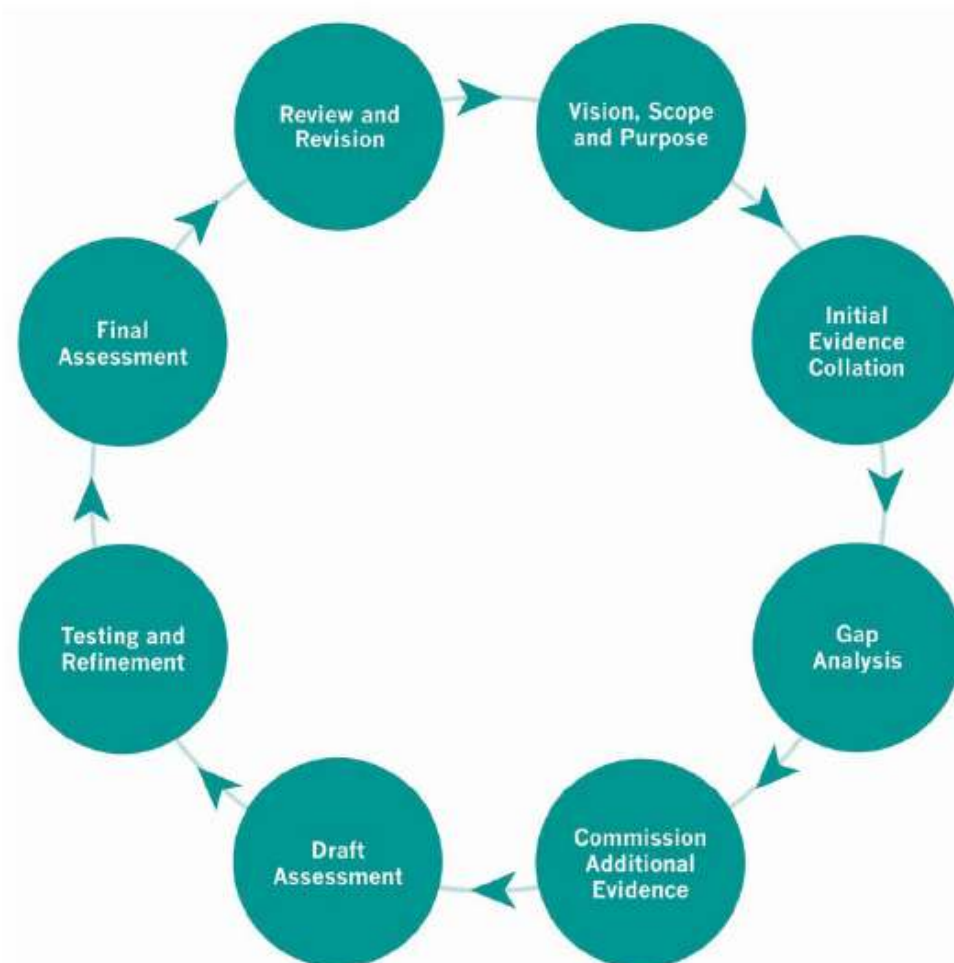
- Provide a sound understanding of the economic conditions in the area and how they affect residents and businesses
- Identify the economic linkages between the area assessed and the wider economy
- Identify the comparative strengths and weaknesses of the local economy and the nature and form of local economic challenges and opportunities
- Identify the constraints to local economic growth and employment and the risks to delivering sustainable economic growth

12.4 There are a number of steps that must be followed

- Vision, purpose and scope
Consider the purpose of the assessment; why it is needed, which policy areas and actions it will shape, what is covered (content) and where (place)
- Collecting initial data and evidence

Collect the initial evidence for the assessment that contributes to the understanding of the area, enables comparison with other areas, and evidence for other strategies

- Analysing the data
Develop the process of analysing gaps in the evidence base for the assessment
- Commissioning and accessing additional data or evidence
Commission and assess additional required data or evidence
- Drafting the local economic assessment
Draft, test and refine the LEA
- Disseminate and integrate the assessment
Position the assessment with internal and external stakeholders and identify where it should sit and what it should inform
- Reviewing and revising the assessment
Review and revise the assessment appropriately



12.5 The diagram illustrates the process for conducting a LEA and the key activities to undertake at each stage, starting with Vision, Scope and

Purpose. LEA guidance estimates that this should take a minimum of six months in the right conditions and could take more than a year – particularly in two-tier Local Government areas. It is therefore important that the developing role of the LEA is considered once it has been formally adopted (likely to be after January 2011). This report can be considered as one of the first stages of the process. The developing LEA will help inform the LTP implementation process, as well as the information so far provided as part of its development, of economic constraints and opportunities. Consequently additional economic baseline data has been added to chapter 6 of this report to highlight the growing importance.

Implications for LTP3 Identified through LEA

- 12.6 As the development of the LEA is still at the earliest stages, it is difficult to precisely state what the economic problems and implications for LTP actually are. This will be revised overtime, as the assessment process progresses. Although the LEA is yet to be developed a good range of economic indicators are included in the SEA objectives used to assess LTP3 and many economic issues and factors have been considered throughout LTP3 development.
- 12.7 The following is all that can be said on economic issues until the LEA is developed further.

Table 17 - Implications of LEA for LTP3

Problem	Evidence	Implications for LTP
New development may not be sustainable	No robust evidence base in place.	An evidence base will be developed through LTP3 plan period. The Plan should reflect this. Economic and other sustainability problems are also assessed in considerable detail in the SEA chapter of this document.

Appendix 1 - Requirements of the SEA Directive

REQUIREMENT	
Preparing an environmental report:	<p>In which the likely significant effects on the environment of implementing the plan, and reasonable alternatives taking into account the objectives and geographical scope of the plan, are identified, described and evaluated. The information to be given is (Article 5 and Annex I):</p> <p>An outline of the contents, main objectives of the plan, and relationship with other relevant plans and programmes;</p> <p>The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan;</p> <p>The environmental characteristics of areas likely to be significantly affected;</p> <p>Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;</p> <p>The environmental protection objectives, established at international, Community or national level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation;</p> <p>The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. (These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects);</p> <p>The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan;</p> <p>An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;</p> <p>a description of measures envisaged concerning monitoring in accordance with Article 10;</p> <p>a non-technical summary of the information provided under the above headings</p>

	The report must include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Article 5.2)
Consulting	<p>Authorities with environmental responsibilities, when deciding on the scope and level of detail of the information which must be included in the environmental report (Article 5.4)</p> <p>Authorities with environmental responsibilities and the public, to give them an early and effective opportunity within appropriate time frames to express their opinion on the draft plan and the accompanying environmental report before the adoption of the plan (Article 6.1, 6.2)</p> <p>Other EU Member States, where the implementation of the plan is likely to have significant effects on the environment in these countries (Article 7).</p>
Taking the environmental report and the results of the consultations into account in decision-making (Article 8)	
Providing information on the decision	<p>When the plan is adopted, the public and any countries consulted under Article 7 must be informed and the following made available to those so informed:</p> <ul style="list-style-type: none"> ▪ the plan as adopted ▪ a statement summarising how environmental considerations have been integrated into the plan and how the environmental report of Article 5, the opinions expressed pursuant to Article 6 and the results of consultations entered into pursuant to Article 7 have been taken into account in accordance with Article 8, and the reasons for choosing the plan as adopted, in the light of the other reasonable alternatives dealt with; and ▪ the measures decided concerning monitoring (Article 9)
Monitoring	the significant environmental effects of the plan's implementation (Article 10)

Appendix 2 - Linkages between NATA, LTP Strategies and targets for SEA Objectives

NATA		LTP OVERARCHING & QoL		Sources Indicating Importance of Objective			SEA		
Objective	Sub-objective	Challenge	Strategy	Regional Sustainability Framework	WSCC SCS	Identified Environmental Problems	SEA Topic	Draft SEA Objective	Measures / Indicator
Environment	Noise	Reduce the number of people and dwellings exposed to high levels of noise from road and rail networks consistent with implementation of Action Plans prepared under the Environmental Noise Directive.	Improve Quality of Life		Better Place to Live	"Hot spots" of noise areas identified by DEFRA	Population and Human Health	(SEA to include note on noise?)	<ul style="list-style-type: none"> To avoid/minimise the impacts of transport related noise on sensitive receptors NMAs?
	Local Air Quality	Reduce the social and economic costs of transport to public health, including air quality impacts in line with the UK's European Obligations.	Better Safety, security and health	RSF16 To reduce air pollution and ensure air quality continues to improve	Better Place to Live; Staying and Feeling Safe	"Hot spots" of air pollution, AQMAs; No of moderate or poor air quality days; change in PM10 threshold – implications for Wsx	Air	4. To reduce air pollution and ensure air quality continues to improve	<ul style="list-style-type: none"> To minimise the negative impact of transport on Air Quality Management Areas and those areas where monitoring shows high levels of pollutants To maintain good air quality in areas of low pollutants To minimise the number of exceedences of Air Quality Standards To reduce the number of AQMAs due to traffic To reduce the number of people being affected by transport noise

NATA		LTP OVERARCHING & QoL		Sources Indicating Importance of Objective			SEA		
Objective	Sub-objective	Challenge	Strategy	Regional Sustainability Framework	WSCC SCS	Identified Environmental Problems	SEA Topic	Draft SEA Objective	Measures / Indicator
	GHG	<p>Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures.</p> <p>Ensure local transport networks are resistant and adaptable to shocks and impacts such as economic shocks, adverse weather, accidents, terrorist attacks and impacts of climate change.</p>	Tackle climate change	<p>RSF17 To address the causes of climate change through reducing emissions of greenhouse gases</p> <p>RSF25 To increase energy efficiency, security and diversity of supply and the proportion of energy generated from renewable sources in the region</p> <p>RSF18 Ensure that the South East is prepared for the impacts of climate change</p>	Better Place to Live;		Climatic Factors	<p>5. To mitigate the causes of climate change through the reduction of greenhouse gas emissions and ensure that West Sussex is able to adapt to its impacts</p> <p>12. To increase energy efficiency, and explore opportunities to increase the proportion of energy generated from renewable sources in the county</p>	<ul style="list-style-type: none"> • To minimise carbon emissions from construction and maintenance activities • To improve energy/fuel efficiency in transport, by enabling a shift to alternative fuels • To minimise need to travel by promoting and protecting local facilities • To minimise freight travel distances by raising awareness of 'food' (consumer product) miles • To minimise the vulnerability of transport infrastructure to climate change impacts, including surface and groundwater flooding, increased storminess and higher temperatures • To avoid exacerbating climate change impacts such as flooding on areas adjacent to transport network
	Landscape	Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions that deliver long-term environmental benefits.	Improve Quality of Life	<p>RSF20 To protect and enhance the region's countryside and historic environment</p> <p>RSF21 To improve the efficiency of transport networks by enhancing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel</p>	Better Place to Live; Opportunity for All	Reduction in tranquillity; accessibility / condition of RoW network	Water and Soil	<p>7. To develop a strategic approach in relation to the County's Green Infrastructure in order to protect, enhance, holistically manage, and make accessible, the county's countryside, character and historic environment in the face of a wide range of pressures</p> <p>8. To improve the efficiency of transport and communication infrastructure, including the enhancement of travel by sustainable modes</p>	<ul style="list-style-type: none"> • To protect and improve the interconnectivity of green infrastructure • To protect and improve the quality of green infrastructure for wildlife, landscape value and accessibility • To protect and improve pedestrian, cycling and public transport routes to and from green infrastructure

NATA		LTP OVERARCHING & QoL		Sources Indicating Importance of Objective			SEA		
Objective	Sub-objective	Challenge	Strategy	Regional Sustainability Framework	WSCC SCS	Identified Environmental Problems	SEA Topic	Draft SEA Objective	Measures / Indicator
	Townscape	Improve the urban environment	Improve Quality of Life	RSF11 To stimulate economic revival in deprived areas	Better Place to Live; Opportunity for All	Traffic growth; Urban congestion	Cultural Heritage and Landscape	(Incorporate elements in to 8.) 18. To increase the vitality of town centres and stimulate economic revival in regeneration areas to ensure West Sussex in an excellent business location	<ul style="list-style-type: none"> • To ensure town centres are well connected to surrounding areas by sustainable modes of travel • To provide a sustainable, functional, un-congested transport network in keeping with the character and local distinctiveness of town centres
	Heritage	Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions that deliver long-term environmental benefits.	Improve Quality of Life	RSF21. To improve the efficiency of transport networks by enhancing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	Better Place to Live; Opportunity for All		Cultural Heritage and Landscape	8. To improve the efficiency of transport and communication infrastructure, including the enhancement of travel by sustainable modes	
	Biodiversity	Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions that deliver long-term environmental benefits.	Improve Quality of Life	RSF19 To conserve and enhance the region's biodiversity	Better Place to Live;		Biodiversity, flora and fauna	6. To conserve and enhance the county's biodiversity, ensuring West Sussex is clean, healthy and biologically diverse	<ul style="list-style-type: none"> • To avoid or minimise transport related damage to designated wildlife sites and protected species • To manage the transport network in a way that protects, and enhances biodiversity, including ecological connectivity • To enable people to access and appreciate the natural heritage • To minimise wildlife casualties in the transport network • To protect the varied geological features within the county and improve access to sites of greatest geo-diversity • Transport proposals to be designed on a landscape scale basis.

NATA		LTP OVERARCHING & QoL		Sources Indicating Importance of Objective			SEA		
Objective	Sub-objective	Challenge	Strategy	Regional Sustainability Framework	WSCC SCS	Identified Environmental Problems	SEA Topic	Draft SEA Objective	Measures / Indicator
	Water	Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions that deliver long-term environmental benefits.	Improve Quality of Life	RSF15 To reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment RSF24 To maintain and improve the water quality of the region's rivers, ground waters and coasts, and to achieve sustainable water resources management	Better Place to Live;		Water and Soil	3. To manage the challenges of coastal protection and flood risk, and the resulting detriment to public well-being, the economy and the environment 11. To maintain and improve the water quality of the county's rivers, groundwater and coasts, and achieve sustainable integrated water resource management	<ul style="list-style-type: none"> • To avoid increasing detrimental flood risks resulting from infrastructure development/maintenance • To ensure water table is protected in natural areas dependent upon the status quo • To reduce the extent of non-permeable surfaces and promote Sustainable Drainage Systems (SUDS) in infrastructure • To avoid transport related pollution of water in line with the measures to protect water resources set out in the Water Framework Directive
	Physical Fitness	Improve the health of individuals by encouraging and enabling more physically active travel	Better Safety, security and health	RSF2 To improve the health and well-being of the population and reduce inequalities in health	Better Health for All		Population and Human Health	21. To improve the health and well-being of the population and reduce inequalities in health and to put people in control of their health by helping them make healthier lifestyle choices	
	Ambience	Improve the journey experience of transport users of urban, regional and local networks, including at the interfaces with national networks and international networks.	Improve Quality of Life	RSF21 To improve the efficiency of transport networks by enhancing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	Opportunity for All;		Population and Human Health	8. To improve the efficiency of transport and communication infrastructure, including the enhancement of travel by sustainable modes	

NATA		LTP OVERARCHING & QoL		Sources Indicating Importance of Objective			SEA		
Objective	Sub-objective	Challenge	Strategy	Regional Sustainability Framework	WSCC SCS	Identified Environmental Problems	SEA Topic	Draft SEA Objective	Measures / Indicator
				RSF22 To reduce the global social and environmental impact of consumption of resources by using sustainably and ethically produced, local or low impact products	Better Place to Live; Opportunity for All;			9. To increase the level of resource efficiency within the county by supporting the provision of local goods, services and employment and championing resource efficient development	<ul style="list-style-type: none"> • To promote the use of secondary and recycled materials for transport including manufactured aggregates and soils • To use sustainable construction and maintenance methods, and materials • To improve currently contaminated land through the construction and maintenance of transport infrastructure • To protect soils and minimise loss or contamination by transport • To protect agricultural land, particularly the best quality land according to the Agricultural Land Classification system • To protect geological resources, particularly Regionally Important Geological and Geomorphological Sites (RIGS) and SSSIs designated for their geological interest

NATA		LTP OVERARCHING & QoL		Sources Indicating Importance of Objective			SEA		
Objective	Sub-objective	Challenge	Strategy	Regional Sustainability Framework	WSCC SCS	Identified Environmental Problems	SEA Topic	Draft SEA Objective	Measures / Indicator
				RSF23 To reduce waste generation and disposal, and achieve the sustainable management of waste	Better Place to Live;			10. To reduce waste generation and disposal, and achieve the sustainable management of waste	<ul style="list-style-type: none"> • To promote the use of secondary and recycled materials for transport including manufactured aggregates and soils • To use sustainable construction and maintenance methods, and materials • To improve currently contaminated land through the construction and maintenance of transport infrastructure • To protect soils and minimise loss or contamination by transport • To protect agricultural land, particularly the best quality land according to the Agricultural Land Classification system To protect geological resources, particularly Regionally Important Geological and Geomorphological Sites (RIGS) and SSSIs designated for their geological interest
Safety	Accidents	Reduce the risk of death or injury due to transport accidents.	Better Safety, security and health	RSF2 To improve the health and well-being of the population and reduce inequalities in health	Staying and Feeling Safe; Opportunity for All	Accident rates; number of cars of school run	Population and Human Health	21. To improve the health and well-being of the population and reduce inequalities in health and to put people in control of their health by helping them make healthier lifestyle choices	<ul style="list-style-type: none"> • To promote safer non-motorised and public transport • To ensure access to health facilities by a wide range of sustainable modes of travel • To increase safety and security for all users of the transport system • To provide safer travel to schools
	Security	Reduce crime, fear of crime and anti-social behaviour on transport networks	Better Safety, security and health	RSF5 To reduce crime and perceptions of disorder	Staying and Feeling Safe		Population and Human Health	24. To reduce crime and fear of crime	

NATA		LTP OVERARCHING & QoL		Sources Indicating Importance of Objective			SEA		
Objective	Sub-objective	Challenge	Strategy	Regional Sustainability Framework	WSCC SCS	Identified Environmental Problems	SEA Topic	Draft SEA Objective	Measures / Indicator
Economy	Regeneration	Enhance social inclusion and the regeneration of deprived or remote areas by enabling disadvantaged people to connect with employment opportunities, key local services, social networks and goods through improving accessibility, availability, affordability and acceptability. Contribute to the reduction in the gap between economic growth rates for different English regions.	Promote equality of opportunity	<p>RSF4 To raise educational achievement levels across the region and develop the opportunities for everyone to acquire the skills needed to find and remain in work</p> <p>RSF9 To ensure high and stable levels of employment so everyone can benefit from the economic growth of the region</p> <p>RSF10 To sustain economic growth and competitiveness across the region by focusing on the principles of smart growth: raising levels of enterprise, productivity and economic activity</p> <p>RSF11 To stimulate economic revival in deprived areas</p> <p>RSF12 To develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities</p> <p>RSF13 To develop and maintain a skilled workforce to support long-term competitiveness of the region</p>	Opportunity for All;		Economic Development	<p>14. To raise educational achievement levels across the county and develop the opportunities for everyone to acquire the skills needed to find and remain in work</p> <p>16. To ensure high and stable levels of employment so everyone can benefit from the economic growth of the county</p> <p>17. To sustain economic growth and competitiveness across the county by matching the growth in population and businesses with the necessary services</p> <p>18. To increase the vitality of town centres and stimulate economic revival in regeneration areas to ensure West Sussex in an excellent business location</p> <p>19. To foster the development of higher value added economic activities, a dynamic, diverse and knowledge-based economy that excels in innovation</p> <p>20. To enhance the skills base of local people and maintain a skilled workforce in order to support long term competitiveness of the county</p>	
	User Benefits	Improve the connectivity and access to labour markets of key business centres.	Support economic growth		Better Place to Live; Opportunity for All; Staying and Feeling Safe		Economic Development		

NATA		LTP OVERARCHING & QoL		Sources Indicating Importance of Objective			SEA		
Objective	Sub-objective	Challenge	Strategy	Regional Sustainability Framework	WSCC SCS	Identified Environmental Problems	SEA Topic	Draft SEA Objective	Measures / Indicator
		Support urban and rural communities by improving the integration of transport into streetscapes and enabling better connections between neighbourhoods and better access to the natural environment.	Improve Quality of Life	RSF6 To create and sustain vibrant communities which recognise the needs and contributions of all individuals	Better Place to Live; Opportunity for All; Staying and Feeling Safe; Better Health for All	Urban Congestion; Development may be restricted by transport infrastructure	Social Inclusiveness	15. To create and sustain vibrant communities which recognise the needs and contributions of all individuals	
	Reliability	Reduce lost productive time including by maintaining or improving the reliability and predictability of journey times on key local routes for business, commuting and freight.	Support economic growth	RSF21 To improve the efficiency of transport networks by enhancing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	Better Place to Live; Opportunity for All; Staying and Feeling Safe		Economic Development	8. To improve the efficiency of transport and communication infrastructure, including the enhancement of travel by sustainable modes	
		Create opportunities for social contact and leisure	Improve Quality of Life	RSF8 To encourage increased engagement in cultural activity across all sections of the community in the South East and promote sustainable tourism	Opportunity for All;		Social Inclusiveness	1. To sustain and develop the county's social and cultural infrastructure and encourage increased engagement across all sections of the community, ensuring West Sussex is valued and understood	
Accessibility	Option Values	Improve the journey experience of transport users of urban, regional and local networks, including at the interfaces with national networks and international networks.	Improve Quality of Life	RSF21 To improve the efficiency of transport networks by enhancing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	Better Place to Live; Opportunity for All;		Population and Human Health	8. To improve the efficiency of transport and communication infrastructure, including the enhancement of travel by sustainable modes	

NATA		LTP OVERARCHING & QoL		Sources Indicating Importance of Objective			SEA		
Objective	Sub-objective	Challenge	Strategy	Regional Sustainability Framework	WSCC SCS	Identified Environmental Problems	SEA Topic	Draft SEA Objective	Measures / Indicator
	Severance	Create opportunities for social contact and leisure	Improve Quality of Life	RSF8 To encourage increased engagement in cultural activity across all sections of the community in the South East and promote sustainable tourism	Better Place to Live; Opportunity for All;		Social Inclusiveness	1. To sustain and develop the county's social and cultural infrastructure and encourage increased engagement across all sections of the community, ensuring West Sussex is valued and understood	<ul style="list-style-type: none"> • To protect and enhance landscape character from impacts of transport • To minimise loss of tranquillity and light pollution caused by transport • To promote a high quality built environment through good planning and design • To prevent the negative impact of transport infrastructure upon designated sites, such as Conservation Areas • To avoid or minimise negative effects of transport on cultural assets, the historic environment and local distinctiveness • To ensure access to areas valued for cultural heritage by sustainable modes
	Access	Enhance social inclusion and the regeneration of deprived or remote areas by enabling disadvantaged people to connect with employment opportunities, key local services, social networks and goods through improving accessibility, availability, affordability and acceptability.	Promote equality of opportunity	<p>RSF2 To improve the health and well-being of the population and reduce inequalities in health</p> <p>RSF3 To reduce poverty and social exclusion and, by improving their performance, close the gap between the most deprived areas in the South East and the rest of the region</p> <p>RSF7 To improve accessibility to all services and facilities including the countryside and the historic environment</p>	Better Place to Live; Better Health for All	Rural Service Access, esp for elderly and car less; decreasing bus availability and use; decreasing community transport schemes	Population and Human Health	<p>21. To improve the health and well-being of the population and reduce inequalities in health and to put people in control of their health by helping them make healthier lifestyle choices</p> <p>22. To reduce poverty and social exclusion and close the gaps between the most deprived areas in West Sussex and the rest of the county</p> <p>23. To improve accessibility to all services and facilities (including countryside and the historic environment, healthcare, suitable accommodation, and social, cultural and leisure opportunities)</p>	<ul style="list-style-type: none"> • To reduce transport related community severance • To improve access to facilities, particularly for disadvantaged groups, the elderly, mobility impaired and those without a car • To improve the integration of and between different modes of travel

NATA		LTP OVERARCHING & QoL		Sources Indicating Importance of Objective			SEA		
Objective	Sub-objective	Challenge	Strategy	Regional Sustainability Framework	WSCC SCS	Identified Environmental Problems	SEA Topic	Draft SEA Objective	Measures / Indicator
Integration	Interchange	Improve the journey experience of transport users of urban, regional and local networks, including at the interfaces with national networks and international networks.	Improve Quality of Life	RSF21 To improve the efficiency of transport networks by enhancing the proportion of travel by sustainable modes and by promoting policies which reduce the need to travel	Better Place to Live; Opportunity for All;		Population and Human Health	8. To improve the efficiency of transport and communication infrastructure, including the enhancement of travel by sustainable modes	
	Land-use Policy	Deliver the transport improvements required to support the sustainable provision of housing, and in particular the PSA target of increasing supply to 240,000 net additional dwellings per annum by 2016.	Support economic growth	RSF1 To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home suitable to their need	Better Place to Live	Lack of affordable housing	Economic Development	13. To ensure that every one has the opportunity to live in decent, sustainably constructed housing (This includes a measure of affordable housing)	• To protect Greenfield land wherever possible
				RSF14 To improve efficiency in land use through the appropriate re-use of previously developed land and existing buildings – including re-use of materials from buildings – and encourage urban renaissance	Better Place to Live;			2. To improve efficiency in land use through the re-use of previously developed land and existing buildings, including re-use of materials from buildings, and encourage urban renaissance	

Appendix 3 - Baseline Data and Plans and Programmes

Analysis of the Environmental Baseline data and a review of the programmes and plans that are relevant to this SEA can be found in the attached Excel spreadsheet.

Indicator & Relevant Data Set	Current Condition (2008)	Comparators/ Targets	Trends	Likely Future Position/Trend	Issues Identified for Plan	Source/Update Frequency
Ramsar Sites	2009 3 Ramsar Sites covering 6,975 Ha	See SSSI target (all Ramsar Sites must first be designated SSSI)	2006 3 Ramsar Sites covering 6,970 Ha	Continued improved protection of existing Ramsar	Ensure no unacceptable impact on Ramsar sites.	Natural England: Annually http://www.natural-england.org.uk/ http://www.wetlands.org/
Special Protection Areas (SPA)	2009 3 SPA (coincident with Ramsar) covering 6,975 Ha	See SSSI target (all SPA must first be designated SSSI)	2006 3 SPA (coincident with Ramsar) covering 6,970 Ha	Continued improved protection of existing SPA	Ensure no unacceptable impact on SPA. Site selection criteria should take SPA into account.	Natural England: Annually http://www.natural-england.org.uk/ http://www.wetlands.org/
Special Areas of Conservation (SAC)	2009 7 Special Areas of Conservation covering 12,199 Ha	See SSSI target (all SAC must first be designated SSSI)	2006 6 Special Areas of Conservation covering 12,095 Ha	Continued improved protection of existing SAC	Ensure no unacceptable impact on SAC.	Natural England: Annually http://www.natural-england.org.uk/
Sites of Special Scientific Interest (SSSI)	2009 78 in West Sussex 91% Favourable or recovering condition	Government target of 95% of all SSSI to be in favourable or recovering condition by 2010	2006 78 in West Sussex 67% Favourable condition	Continued improved protection of existing SSSI	Ensure no unacceptable impact on SSSI.	Natural England: Annually http://www.natural-england.org.uk/
Regionally Important Geological and Geomorphological Sites (RIGS)	2008 66 in West Sussex	Number of RIGS in West Sussex There are no specific targets and indicators for Sussex RIGS other than area based statistics.	2006 60 in West Sussex	Continued improved protection of existing RIGS	Ensure no unacceptable impact on RIGS.	Sussex RIGS Group c/o Booth Museum of Natural History

Indicator & Relevant Data Set	Current Condition (2008)	Comparators/ Targets	Trends	Likely Future Position/Trend	Issues Identified for Plan	Source/Update Frequency
Ancient Woodland (AW)	2008 17,634.2 Ha of Ancient Woodland (Ancient Woodland Inventory, includes woodland greater than 2 ha only. To be updated in 2009)	20 th century has seen a decline in area: i.e., approximately 3,000 Ha lost in West Sussex between 1930 and 2001	2003/04 16,500 Ha of Ancient Woodland	Continued improved protection of existing AW under Voluntary Action Plans and Forestry Commission / Natural England Policies	Ensure no development on AW.	Natural England: Annually http://www.natural-england.org.uk/
National Nature Reserves (NNR)	2008 2 NNR covering 219 Ha	No targets identified	2006 2 NNR covering 219 Ha	Continued improved protection of existing NNR (note that both West Sussex NNR are SSSI)	Ensure no unacceptable impact on NNR.	Natural England: Annually http://www.natural-england.org.uk/
Local Nature Reserves (LNR)	2008 27 LNR covering 2,115 Ha	No targets identified	2006 22 LNR covering 1,898 Ha	Continued Improvement.	Ensure no unacceptable impact on LNR.	Natural England: Annually http://www.natural-england.org.uk/
Sites of Nature Conservation Importance (SINC)	2008 282 SNCI covering 9,891 Ha	Increased percentage of SNCIs in positive conservation management.	2006 278 SNCI covering 9,891 Ha 67% in sympathetic management	Continued Improvement.	Ensure no unacceptable impact on SPA.	WSCC, Customer & Communities, Environment & Heritage Biannually
Sussex Ponds	2002 7,716 ponds	No targets identified		Uncertain as ponds have an unpredictable relationship with longer-term climatic conditions. E.g. Global warming may lead to increased numbers of ephemeral ponds with them drying up in hot, dry summers but more ponds appearing in milder, wetter winters in West Sussex.	Ensure no unacceptable impact on ponds where biodiversity is a key characteristic.	Sussex Biodiversity Record Centre in 2002 http://www.sxbrc.org.uk
Rare Species Inventory	Covers 3,400 species across Sussex.	No targets identified	2003 Covers 3,400 species across Sussex.	Insufficient Data	Ensure no unacceptable impact on rare species in West Sussex. Plan should enhance the number of rare	Sussex Biodiversity Record Centre in 2003 http://www.sxbrc.org.uk/biodiversity/speciesinventories/

Indicator & Relevant Data Set	Current Condition (2008)	Comparators/ Targets	Trends	Likely Future Position/Trend	Issues Identified for Plan	Source/Update Frequency
					species found in the county where practicable.	
Biodiversity Action Plan Species Inventory	BAP now in place.	No targets identified	Species Action Plans for 382 species across the UK. Joint Local Biodiversity Action Plan (LBAP) being prepared for Sussex. Currently 21 Species Action Plans prepared for Sussex.		Plan should enhance biodiversity where practicable.	UK Biodiversity Action Plan http://www.ukbap.org.uk http://www.biodiversitysussex.org
Agricultural land resource	Grades 1/2: 9%; Grade 3: 44%; Grades 4/5: 16%, non-agricultural: 22%, urban: 8% (2001)	Where development on agricultural land in the countryside is unavoidable, should seek to use areas of poor quality land (grades 3b, 4, 5)	Grades 1/2: 9%; Grade 3: 44%; Grades 4/5: 16%, non-agricultural: 22%, urban: 8% (2001)	Increased pressure for development on Grades 1 & 2 as result of increased development demand.	Plan should support preservation of the best agricultural land (grades 1-3)	WSCC Local Transport Plan SEA baseline data DEFRA http://www.defra.gov.uk/
Stock of vacant/ brownfield land	2007 regional data (as % of developed land) All vacant and derelict land = 32% (comprised of previously developed vacant land (15%), derelict land and buildings (12%) and vacant buildings (5%)) (NLUD)	No targets identified	2003 regional data (as % of developed land) Vacant previously developed land = 1.5% (Comprised of Vacant Land (1.2%) and Vacant buildings (0.3%)) (NLUD)	Increasing since 2001	Where possible, allocate new development on previously developed land and therefore reduce proportion of brownfield	DTI Regional Competitiveness Report 2008 BERR http://www.dtistats.net/

Indicator & Relevant Data Set	Current Condition (2008)	Comparators/ Targets	Trends	Likely Future Position/Trend	Issues Identified for Plan	Source/Update Frequency
Use of brownfield land	Gross Housing Completions mid 2001 to 31 st March 2008 = 74.9% on brownfield land	UK target: 60% new houses built on previously used land by 2008	Average for housing: 1996-99 = 45% 2000/03 = 63% on brownfield land 2003-2004 = 73.9% 2004-2005 = 80.2% 2005-2006 = 82.9% 2006-2007 = 78.9% 2007-2008 = 72.7%	Uncertain	None applicable	ODPM Land Use Change (LUCS 20) 2005 CLG http://www.communities.gov.uk/corporate/ West Sussex Land Availability Survey 2008
NO _x /NO ₂ levels	17.2ppb (1999) down from 21 ppb (1998)	UK target: West Sussex target of 40ppb/year (2001-2010) NB. Nature of this indicator makes it inappropriate to compare at regional or national level.	17.2ppb (1999) down from 21 ppb (1998)	Catalytic converters on petrol cars and reductions in emissions from large combustion plants helped reduce levels in the 1990s.	Well below 2010 target, though a number of local problems exist.	WSCC Local Transport Plan SEA baseline data DEFRA http://www.defra.gov.uk/
NO ₂	91.3 tonnes in 2007	NO _x emissions should be below 1181 tonnes by 2010.		Catalytic converters on petrol cars and reductions in emissions from large combustion plants helped reduce levels in the 1990s.	Well below 2010 target, though a number of local problems exist.	Environment Agency (in response to SA scoping report consultation).
Particulate (PM ₁₀) levels	No local data identified National 2006 data: Urban Background = 24 Roadside = 35 (National Statistics, Air quality indicator for sustainable development 2006 (provisional) 13 January 2007) 2007 data (provided by EA): Emissions from regulated sources = 18.85	West Sussex target of 40ppb/year (2001-2010) NB. Nature of this indicator makes it inappropriate to compare at regional or national level.		UK emissions of PM ₁₀ fell by 58 per cent between 1980 and 2003. Emissions from road transport increased by 27 per cent between 1980 - 1988 but by 2003 had fallen to 26 per cent below the 1980 level.	Change in PM ₁₀ threshold in 2010 will bring much of West Sussex to near legal threshold.	WSCC Local Transport Plan SEA baseline data DEFRA http://www.defra.gov.uk/ Sussex Air Quality Partnership http://www.sussex-air.net/local_areas.html 2007 data from EA in response to SA scoping report consultation.

Indicator & Relevant Data Set	Current Condition (2008)	Comparators/ Targets	Trends	Likely Future Position/Trend	Issues Identified for Plan	Source/Update Frequency
Greenhouse gas emissions from sources regulated by EA.	Greenhouse gas emissions from regulated sources in 2007: 565,187.5 tonnes equivalent of Carbon dioxide.	National target of 60% reduction from 1990 levels of carbon dioxide emissions by 2050.		DECC reports that greenhouse gas emissions are reducing year on year. This has been helped by power stations changing from coal power to natural gas.	Continued reduction in carbon dioxide emissions should be supported where possible.	EA response to SA scoping report consultation.
Number of moderate or poor air quality days	No local data identified National 2006 data: Urban Sites = 41 Rural Sites = 57 (National Statistics, Air quality indicator for sustainable development 2006 (provisional) 13 January 2007)		UK number of days of moderate or higher air pollution per site 2004:00:00Rural = 42, Urban = 22 2003R = 61, U = 50 2002R =30, U =20	Weather can cause significant variation from year to year making it difficult to predict.	Consider impact of potential workings on air quality	Sustainable Development http://www.defra.gov.uk/sustainable/government/ DEFRA , Annually http://www.defra.gov.uk/ Office of National Statistics http://www.ons.gov.uk/about/our-statistics/index.html
Existence of air quality management programme	2008 Chichester District has 3 AQMA Adur District has 2 AQMA	None identified.	2006 No management areas designated	Currently several hotspots which may require AQMA in the future.	If AQMA are declared, consider transport-related means to address them.	Sussex Air Quality http://www.sussex-air.net/local_areas.html Chichester Air Quality Action Plan Adur Air Quality Action Plan
Commuting mode	Journey to work trips by sustainable mode – public transport, walk, cycle, car share and motorcycle 2007 32.1%	34.0% by 2010-2011.	2006 34.0%	Uncertain	Plan should include policies that support sustainable modes of transport and reduce the need to travel especially by car.	West Sussex LTP 2000 http://www.westsussex.gov.uk/content/category.jsp?categoryID=75561

Indicator & Relevant Data Set	Current Condition (2008)	Comparators/ Targets	Trends	Likely Future Position/Trend	Issues Identified for Plan	Source/Update Frequency
Road traffic growth (County wide)	Actual Figures (DfT Million Vehicle Kilometres) 2005 7,664(+1%) Projected Figures (DfT Million Vehicle Kilometres) 2006 7,696(+1%) 2007 7,679(-1%)	LTP target to limit growth to 10% pa by 2011 and to reduce growth by 50% by 2016.	Actual Figures (DfT Million Vehicle Kilometres) 2000 7,276 2001 7,365 (+1%) 2002 7,415(+1%) 2003 7,523(+1%) 2004 7,645(+1%)	Forecast growth levels from 2000 levels, based on proposed development: 9% growth by 2006 16% growth by 2011	Plan should include policies that support sustainable modes of transport and reduce the need to travel especially by car.	DfT Area-Wide County Traffic Mileage
Road traffic growth (for targeted areas of population)	2007/08 Chichester –100.3 Worthing –98.3 Horsham – 101.3. Crawley – 100.3 Measured as an index from a base of 100 for the financial year 2006/07	Limit the growth in the number of vehicles entering Crawley, Horsham, Chichester and Worthing between 7am and 10am weekdays to 0.8% per annum (100.8), apart from Crawley which has a target of no growth per annum (100)	New survey – no previous data available			WSCC Local Transport Plan
Chemical river water quality Biological river water quality	West Sussex, 2004/06 67% of 'good quality' (includes very good, good and fairly good) West Sussex, 2004/06 91% of 'good quality' (includes very good, good and fairly good)	Southern region: 2003 89.9% Good or fair 2002 91.9% 2001 92% Southern region: 2003 99% Good or fair 2002 99%	West Sussex: 86% (1998) down to 76% (2001) of good quality	Target of 94% good or fair is on track to be achieved.	Criteria should ensure that development does not pose an unacceptable risk to the quality of surface and ground waters.	Environment Agency State of the Environment: water quality in your patch West Sussex County 2006

Indicator & Relevant Data Set	Current Condition (2008)	Comparators/ Targets	Trends	Likely Future Position/Trend	Issues Identified for Plan	Source/Update Frequency
Bathing water quality	2007 2 beaches rated good (15%) 11 beaches rated excellent (85%) Sites attaining guideline compliance 8 Sites attaining imperative compliance 3 No sites failing compliance.	Kent: 3 good (11%), 25 excellent (89%) East Sussex: 5 good (35%), 9 excellent (65%)	2006 4 beaches (33.3%) rated good 8 beaches (66.7%) rated excellent Sites attaining guideline compliance 9 Sites attaining imperative compliance 2 No sites failing compliance.	Bathing water quality has consistently risen or remained stable on all beaches from 2003/04 except at Bognor Regis, Pagham and Felpham where quality has fallen from excellent to good	Criteria should ensure that development does not pose an unacceptable risk to the quality of bathing waters.	Environment Agency, http://www.environment-agency.gov.uk/default.aspx Water Information System for Europe (WISE) http://water.europa.eu/ Info re guideline compliance/imperative compliance provided by EA in response to SA scoping report consultation.
Estuarine water quality in the South East River Basin Management District	Length of River classified by WFD – 538.3km of which: % Good ecological status = 4.66 % Moderate ecological status = 63.78 % Poor ecological status = 6.10 % Bad ecological status = 5.35 Remainder to be assessed.	To achieve at least good status for all waters by 2015 where possible. By 2015, 35% of estuaries will be at good chemical status.	This is a new measure	Improvements in estuarine water quality.	Criteria should ensure that development does not pose an unacceptable risk to the quality of estuarine waters.	WFD (Water Framework Directive) and the South East River Basin Monitoring Plan data. 2008 http://www.euwfd.com/ EA in response to SA scoping report consultation.
Groundwater condition in the South East River Basin Management District	There are 30 groundwater bodies in the district. 33% of groundwater bodies are classified as good overall	To achieve at least good status for all waters by 2027.	This is a new measure	It may not be possible to achieve objective of good status in all groundwater by 2027	Criteria should ensure that development does not pose an unacceptable risk to the quality of groundwater.	WFD (Water Framework Directive) and the South East River Basin Monitoring Plan data. 2008 http://www.euwfd.com/

Indicator & Relevant Data Set	Current Condition (2008)	Comparators/ Targets	Trends	Likely Future Position/Trend	Issues Identified for Plan	Source/Update Frequency
Abstraction rate of non-tidal water (national data)	UK (megalitres per day): 2004 = 38		UK (megalitres per day): 2001=43.1 2000= 44.1 1999= 40.7	Insufficient data	None applicable	Defra, Sustainable development indicators in your pocket, annually http://www.defra.gov.uk/sustainable/government/progress/data-resources/documents/sdiyp2008_a6.pdf
Water usage per household (national data)	Litres per person per day 2007/08 = 170.1		Litres per person per day 2002/03: unmetered = 162 metered = 148 2005/06 = 151	Consumption is increasing.	Increasing pressure on water resources - ensure water quality is protected.	Defra, Sustainable development indicators in your pocket, annually http://www.defra.gov.uk/sustainable/government/progress/data-resources/documents/sdiyp2008_a6.pdf
Drinking water quality (national data)	2006:00:00 99.96% of tests met required standards	100% meeting Drinking Water Inspectorate tests	2003 99.8% complied with relevant standards.	Quality steadily improving since 1995.	Criteria should ensure that development does not pose an unacceptable risk to the quality of drinking water sources.	Defra, Sustainable development indicators in your pocket, annually http://www.defra.gov.uk/sustainable/government/progress/data-resources/documents/sdiyp2008_a6.pdf
Source Protection Zones	Source Protection Zones Grade 1 – 126 Grade 2 – 89 Grade 3 – 47 Grade 4 – 5 Total for county – 265		Insufficient Data		LTP should include policies which aim to avoid harm to groundwater quality.	Environment Agency http://www.environment-agency.gov.uk/default.aspx

Indicator & Relevant Data Set	Current Condition (2008)	Comparators/ Targets	Trends	Likely Future Position/Trend	Issues Identified for Plan	Source/Update Frequency
Frequency of flood incidents	3 river; 1 coastal - 1999	Not applicable	3 river; 1 coastal - 1999	Insufficient data	Plan should include policies to minimise the contribution of development to climate change and mitigate any negative impacts. Criteria should seek to avoid areas at risk of floods	LA21 indicators review report (2000) West Sussex Strategic Flood Risk Assessment
Water Leakage Rate	Company estimate of total leakage (Ml/d) (Performance, 2006/07) Southern Water – 82 Thames Water – 790 Portsmouth Water – 29 Whole industry – 3,420	Company estimates of total leakage (Ml/d) (Target 2007/08) Southern Water – 92 Thames Water – 755 Portsmouth Water – 30 Whole industry – 3,410 Company estimates of total leakage (Ml/d) (Target 2008/09) Southern Water – 92 Thames Water – 715 Portsmouth Water – 30 Whole industry – 3,350 Company estimates of total leakage (Ml/d) (Target 2009/10) Southern Water – 92 Thames Water – 690 Portsmouth Water – 30 Whole industry – 3,320	Company estimates of total leakage (Ml/d) (Performance 2005/06) Southern Water – 93 Thames Water – 860 Portsmouth Water – 30 Whole industry – 3,575	Insufficient data	Ensure infrastructure development includes verification of location and impact on water utility networks.	Defra, Future Water: The Government's Water Strategy for England http://www.defra.gov.uk/environment/water/strategy/pdf/future-water.pdf OFWAT Security of Supply 2006-07 report

Indicator & Relevant Data Set	Current Condition (2008)	Comparators/ Targets	Trends	Likely Future Position/Trend	Issues Identified for Plan	Source/Update Frequency
River flood hazard - Area at flood risk.	73 flood watches + warnings in places October 2001-2002 10% of West Sussex is currently in flood zone 2.	No targets identified.	73 flood watches + warnings in places October 2001-2002	<p>Climate change is likely to increase flood risks because:</p> <ul style="list-style-type: none"> a) more intense rains, especially in winter, will increase peak river flows. b) of rising sea levels and a potentially greater risk of tidal surges during storms c) soils will tend to be wetter on average in winter. <p>Across the UK peak river flows could be 20% higher by 2080. Meanwhile, the Southeast is sinking. Estuaries and low coastal land will be inundated unless sea defences are raised. And eroding cliffs will retreat ever faster as rising tides and more vigorous waves and storms rip at their exposed faces.</p>	Plan should include the risk of flooding.	<p>Environment Agency http://www.environment-agency.gov.uk/default.aspx</p> <p>Percentage of West Sussex within flood zone 2 provided by EA in response to SA scoping report consultation.</p>

Indicator & Relevant Data Set	Current Condition (2008)	Comparators/ Targets	Trends	Likely Future Position/Trend	Issues Identified for Plan	Source/Update Frequency
Energy from renewable resources	There are 6 operational renewable energy technologies identified in the East and West Sussex sub-region. This equates to 1.26 MWe (Renewable Electricity) and 3.19 MWth (Renewable Heat). 2 of the 6 installations are in West Sussex.	National = 2.7% (2003) Regional target by: 2010 to achieve 620MW 2016 = 895 2020 = 1130 2007:00:00 385 operational and 106 planned renewable energy technologies in the South East region. This equates to 343.47 MWe (Renewable Electricity) and 29.09 MWth (Renewable Heat).		Production dropped in 2003 due to low output from hydro-electric power stations	Plan should support the development of renewable energy.	Sustainable Development http://www.sustainable-development.gov.uk/performance/4.htm DTI http://www.dti.gov.uk/energy/inform/energy_trends/renewable_art_dec2001.pdf Draft South East Plan policy EN3 www.SEE-SATS.co.uk
Greenhouse gas emissions	2007 639 mt (17% below 1990)	UK Target: cut CO ₂ emissions 20% by 2010	2006 652.3 mt 2005 655.2 mt	Development in the Southeast and in West Sussex is likely to increase greenhouse gas emissions.	Plan should include policies to minimise the contribution of development to climate change and mitigate any negative impacts	Climate Change: The UK Programme Http://www.defra.gov.uk/environment/climatechange/cm4913/pdf/section1.pdf Sustainable development indicators in your pocket 2008 - Defra
Greenhouse Gas Emissions from transport	2006139.3 mt	UK target by 2008 reduce emissions by 12.5% of 1990 levels - reduce CO ₂ by 20% [UK]. By 2050, reduce greenhouse gas emissions from activities within SE region by 60%.	UK is not yet on track to meet 2008 target after CO ₂ emissions increased in 2004 from 2003.	The advantages of increased fuel efficiency is likely to be outweighed if the use of the cars and the need to travel are not also addressed. In 2003, emissions from transport were 8% higher than 1990 levels.	Plan should include policies that support sustainable modes of transport and reduce the need to travel. Criteria should include the proximity principle.	Climate Change: The UK Programme http://www.defra.gov.uk/environment/climatechange/cm4913/pdf/section1.pdf http://www.sustainable-development.gov.uk/performance/2.htm

Indicator & Relevant Data Set	Current Condition (2008)	Comparators/ Targets	Trends	Likely Future Position/Trend	Issues Identified for Plan	Source/Update Frequency
Greenhouse Gas Emissions from other combustion sources	No data source identified	Reduce emissions by 20% by 2010. To double the UK CHP capacity/increase it to 10 gigawatts per year by 2010. Electricity suppliers will be obliged to increase the proportion of electricity provided by renewable sources to 10% by 2010. UK produced 4,742 MWe of CHP energy in 2002, a slight decrease from production in 2001.		Insufficient data.	Plan policies should support sustainable energy generation and consumption. Plan policies should support recycling and reuse.	Defra, Climate Change: The UK Programme 2006 http://www.defra.gov.uk/environment/climatechange/uk/ukccp/pdf/ukccp06-all.pdf Indicators of Sustainable Development http://www.sustainable-development.gov.uk/sustainable/quality04/maind/04n.htm
Greenhouse Gas Emissions from landfill	No data source identified	Targets based on waste production for 1995 Reduction to 75% of total produced by 2010 Reduction to 50% of total produced by 2013 Reduction to 35% of total produced by 2020		Insufficient data.	Plan should support a reduction in emissions of greenhouse gases from landfill.	Defra, Climate Change: The UK Programme 2006 http://www.defra.gov.uk/environment/climatechange/uk/ukccp/pdf/ukccp06-all.pdf

Indicator & Relevant Data Set	Current Condition (2008)	Comparators/ Targets	Trends	Likely Future Position/Trend	Issues Identified for Plan	Source/Update Frequency
% of energy from renewable sources	UK: 4.6% in 2006, up from 4.2% in 2005 11,444 GWh (3%) in 2003.	UK target of 5% by 2003, 10% by 2010. (was 2.5% in 1998) Electricity suppliers must provide 10% of electricity from renewable sources by 2010.	UK: 11,444 GWh (3%) in 2003.	Generally rising at national level, including rising use of landfill gas, municipal solid waste and waste	Plan should support the production of energy from renewable sources.	Sustainable Development http://www.sustainable-development.gov.uk/performance/4.htm Office of National Statistics http://www.statistics.gov.uk/STATBASE/Expodata/Spreadsheets/D7281.xls energy white paper Defra, Climate Change: The UK Programme 2006 http://www.defra.gov.uk/environment/climatechange/uk/ukccp/pdf/ukccp06-all.pdf
South Downs National Park	2009 - Final proportion of National Park within West Sussex has not yet been set, as it has yet to be decided whether or not some areas will be included.	Not applicable		Not applicable	Planning policies for the National Park are generally the same as for undesignated areas.	Natural England

Indicator & Relevant Data Set	Current Condition (2008)	Comparators/ Targets	Trends	Likely Future Position/Trend	Issues Identified for Plan	Source/Update Frequency
Landscape and Historic Character and Local Distinctiveness	Indicators of the health and robustness of regional landscape character areas are being measured through the <i>Countryside Quality Counts</i> initiative being pursued by the Natural England and the relevant local authorities in the South East. The recent West Sussex Landscape Character Assessment (November 2003) provides baseline data against which the success of landscape conservation and creation measures related to minerals and waste sites can be assessed.	The characterisation programme and the policy and guidance arising from it will cover varying areas including the whole county (Historic Landscape Characterisation, landscape character assessments and guidance on local distinctiveness and land management); AONBs; National Park and Borough and District areas (mainly landscape character assessments). The Character of West Sussex Partnership Programme is led by WSCC in conjunction with the Borough and District councils, AONB agencies and stakeholders. The main aims of the Partnership are to produce a range of interlocking characterisation studies; to produce planning and land management guidance; and to raise public and community awareness of character as a vital and attractive ingredient of the environment of the county. Various characterisation studies are mentioned below.	Indicators of the health and robustness of regional landscape character areas are being measured through the <i>Countryside Quality Counts</i> initiative being pursued by Natural England and the relevant local authorities in the South East. The recent West Sussex Landscape Character Assessment (November 2003) provides baseline data against which the success of landscape conservation and creation measures related to minerals and waste sites can be assessed.	The characterisation studies will be used to underpin policy and guidance documents being prepared by the Partnership members: <ul style="list-style-type: none"> • Strategies • LDF Core Strategies and Local Plan Policies • Supplementary Planning Documents (SPDs) • Land Management Guidelines • Local Distinctiveness Guidelines. 	Lead given by PPS7, the South East Plan, the County Strategy and the County Landscape Strategy. Plan should aim to protect and where possible enhance the distinctive character of towns, villages and countryside.	Sussex Historic Landscape Characterisation (HLC) Access database (2003-08) (contact Historic Environment Records Officer 01243 382230). Landscape Character Assessments – see Landscape Character below. Local Distinctiveness Study of West Sussex (2004-06) – unpublished (contact Historic Environment Records Officer 01243 382230). Sussex Extensive Urban Surveys (EUS) of 41 historic towns and Intensive Urban Survey (IUS) of Chichester/ Fishbourne (2004-08) (contact Historic Environment Records Officer 01243 382230). Under the Character of West Sussex Partnership Programme, all proposed landscape character strategies and assessments are complete or nearing completion: A Strategy for the West Sussex Landscape (October 2005). A

Indicator & Relevant Data Set	Current Condition (2008)	Comparators/ Targets	Trends	Likely Future Position/Trend	Issues Identified for Plan	Source/Update Frequency
						Landscape Character Assessment of West Sussex (November 2003) – preliminary consultant's report. Land Management Guidelines for West Sussex (2005 and continuing). Landscape Character Assessment for Horsham District (Oct 2003).
Areas of Outstanding Natural Beauty	2008 Chichester Harbour = 74km ² High Weald = 1460 km ² (these designations are not wholly within West Sussex) The Sussex Downs AONB has now been rescinded and replaced by National Park designation	There are 36 AONB in England, covering 15% of the landscape.	2008 Chichester Harbour = 74km ² Sussex Downs = 983 km ² High Weald = 1460 km ² (these designations are not wholly within West Sussex)	Sussex Downs AONB has now been rescinded and replaced by National Park designation.	All public bodies now have a duty of regard for the purposes of AONB when undertaking their work and there is now an ability to set up special managing bodies known as Conservation Boards.	Natural England http://www.natural-england.org.uk/
Area of Green Belt land	None listed in Green Belt Statistics 2007	554,240 ha in London and wider South East (2007) 600,470 ha in South East (2003) 10 ha in West Sussex (2003)	10 ha (2003)	No change in area in West Sussex	The LTP will aim to minimise the impact of minerals and waste workings on Green Belt	CLG Local Planning Authority Green Belt Statistics, 2007 http://www.communities.gov.uk/document/s/planningandbuilding/pdf/679239.pdf

Indicator & Relevant Data Set	Current Condition (2008)	Comparators/ Targets	Trends	Likely Future Position/Trend	Issues Identified for Plan	Source/Update Frequency
% of landscape classed as tranquil	Early 1960s: 30.06% disturbed - 69.94% tranquil Early 1990s 54.99% disturbed - 45.01% tranquil 2007 65% disturbed - 35% tranquil CPRE local tranquillity score is: -6.18	No target identified	35% (2007)	Tranquillity reducing.	Criteria should include public amenity.	http://www.cpre.org.uk/news/view/435 Related Document - 'England's Fragmented Countryside South East and London'.
Number and extent of statutory and non-statutory designated historic sites	2008 Listed Buildings = 7941 Conservation Areas = 237 Scheduled Ancient Monuments = 408 Historic Parks and Gardens = 34 Reported archaeological sites and finds = 8300 (2007 figure) Historic Parkscapes = 271	2004 Listed Buildings = 7515 Conservation Areas = 230 Scheduled Ancient Monuments = 351 (2005 figure) Historic Parks and Gardens = 34 (2005 figure) Reported archaeological sites and finds = 7825 Historic parkscapes = 271 2003 Listed Buildings = 7509 Conservation Areas = 230 Scheduled Ancient Monuments = 352 Historic Parks and Gardens = no figure Reported archaeological sites and finds = no figure Historic parkscapes = no figure		Number of known sites likely to increase in future	Development should not be permitted unless designated historic sites will be protected and, where practicable, enhanced.	English Heritage http://www.english-heritage.org.uk/serve/r/show/nav.855 WSCC Sites and Monuments Record West Sussex Environment Strategy 2008

Indicator & Relevant Data Set	Current Condition (2008)	Comparators/ Targets	Trends	Likely Future Position/Trend	Issues Identified for Plan	Source/Update Frequency
Accessibility & condition of Public Rights of Way	2008 4071km (Up from 4035km) of Public Rights of Way including footpaths, bridleways, roads used as public paths and byways open to all traffic. No. of PROW diversions (2008): 9 No. of PROW stopped up (2008): 2 No. of new PROW opened (2008): 6	All Public Rights of Way must remain open and available for public use at all times unless the Local Authority has undertaken the relevant legal procedure. Planning permission alone does not allow the right of way to be obstructed or moved in any way.	2006 4035km of Public Rights of Way including footpaths, bridleways, roads used as public paths and byways open to all traffic.	Insufficient data	Ensure, where possible, that Public Rights of Way are retained with maximum user safety and convenience where minerals development impinges on existing Public Rights of Way.	http://www.westsussex.gov.uk/ccm/navigation/leisure-and-tourism/public-rights-of-way/ Rights of Way Officer, WSCC

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INTERNATIONAL				
Kyoto Climate Change Protocol (1997)	To limit and/or reduce greenhouse gas emissions in waste management, transport and distribution of energy	UK target to reduce greenhouse gas emissions by 12.5% of 1990 levels by 2012.	<ul style="list-style-type: none"> Plan should encourage support reduction in emissions of greenhouse gases. 	Consider inclusion of objectives to support reduction in emissions of greenhouse gases.
Ramsar Convention – Convention on Wetlands of International Importance (Treaty signed in 1971)	To promote the conservation and wise use of all wetlands through local, regional and national actions and international co-operation, as a contribution towards achieving sustainable development throughout the world	The number of Ramsar sites being designated in the UK.	<ul style="list-style-type: none"> Plan should promote the conservation and make wise use of all wetland areas. 	Consider inclusion of policies which aim to promote conservation and wise use of wetland areas.

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EU Habitats Directive (92/43/EEC) EU Conservation of Wild Birds Directive (79/409/EEC), - implemented by UK Conservation (Natural Habitats & c.) 1994 and UK Conservation (Natural Habitats & c.) (Amendment) Regulations 07 (07/1843)	To conserve fauna and flora and natural habitats of EU importance. To establish a network of protected areas throughout the European Community designed to maintain both the distribution and abundance of threatened species and habitats. The UK Regulations transpose the EU Directive into national law. The Regulations require the compilation and maintenance of a register of European sites (Special Areas of Conservation - SACs, Special Protection Areas – SPAs). The 2007 Amendments simplifies the species protection regime to better reflect the Habitats	Identifies endangered species and sub-species in need of protection prior to development. Target actions include: • Creation of protected areas • Upkeep and management • Re-establishment of destroyed biotopes.	<ul style="list-style-type: none"> Plan should take into account the location of SPA and SAC. Plan should ensure that provision is made for undertaking appropriate assessments in locations that could impact negatively on the environment. 	Consider inclusion of objectives to protect and, where possible, enhance biodiversity.
EU Air Quality Directive 2008/50/EC, (replaces Directive 1999/30/EC).	Establishes limit values and alert thresholds for concentrations of sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead in ambient air. Maintain ambient air quality where it is good and improve it in other cases.	Sets limit values and alert thresholds for concentrations of sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead which must be abided by.	<ul style="list-style-type: none"> Plan should consider the levels of pollutants in ambient air. Plan should consider maintaining ambient air quality where it is good and improve it in other cases with respect to identified pollutants. 	Consider inclusion of objectives with the aim of reducing air pollution and, where possible, enhancing air quality in respect of sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead.
EU Water Framework Directive (2000/60/EC)	Expanding the scope of water protection to all waters, surface waters and groundwater Achieving 'good status' for all waters by a set deadline Water management to be based on river basins 'Combined approach' of emission limit values and quality standards Closer involvement of community	<ul style="list-style-type: none"> Ensure all aquatic ecosystems and terrestrial ecosystems and wetlands meet 'good status' by 2015. Establish river basin districts and for each of these a river basin management plan. Develop a cyclical process where river basin management plans are prepared, implemented and reviewed every six years. 	<ul style="list-style-type: none"> Plan should ensure that all infrastructure is assessed in relation to the potential impact on hydrological and hydro-geological factors. Adequate consultation with appropriate authorities, i.e. Environment Agency and water providers as part of plan process to ensure integration with existing catchment management plans. 	Consider inclusion of objectives to protect and, where possible, enhance water resources, water quality and the function of the water environment

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EU Waste Framework Directive (2008/98/EC)	Sets the basic concepts and definitions related to waste management and lays down waste management principles such as the "polluter pays principle" or the "waste hierarchy". Aims to reduce landfill and associated greenhouse gas emissions through increasing waste prevention and recycling rates and encouraging use of waste as a secondary resource. Applies a 5-step hierarchy of waste prevention – reuse – recycling – recovery – disposal.	Sets targets for recycling rates; 50% recycling rates for household waste and 70% for C&D waste by 2020.	<ul style="list-style-type: none"> Plan should reflect the waste hierarchy. Plan should make provision for infrastructure to ensure targets can be met. 	Consider objectives to provide an adequate supply of suitable waste facilities, to reduce waste, and to reduce waste sent to landfill.
NATIONAL				
Climate Change: The UK Programme (March 2006)	Strategic package of policies and measures to cut greenhouse gases. Energy supply: Emphasises the role that renewable energy sources may have in reducing future greenhouse gas emissions. Transport: Emphasises the contribution that LPA can make to reducing transport related emissions of greenhouse gases. Key objective of reducing the number of car journeys. Waste: Reduce methane emissions through reducing the amount of waste sent to Landfill, combined with increased collection of Landfill gas. Use waste to generate energy.	Reduce carbon dioxide emissions by 20% below 1990 levels by 2010.	<ul style="list-style-type: none"> Council should consider having a Climate Change strategy within the Plan due to the important role local action could have. Plan should contain policies to encourage sustainable generation of energy. Development criteria should include accessibility without need for car journeys. Plan policies should promote sustainable waste management. 	Consider inclusion of objectives to increase the supply of energy from renewable sources. Consider inclusion of objectives to reduce the number of car journeys generated. Consider inclusion of objectives that serve to increase access to facilities, without generating additional car journeys. Consider inclusion of objectives which promote sustainable waste management.

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UK Government Transport Ten Year Plan (2000)	The key government transport document. Sets out ten-year vision, predicted use statistics, spending priorities and investment plans for UK transport.	The overarching strategy for transport is to tackle congestion and pollution by improving all types of transport - rail and road, public and private - in ways that increase choice. The ten-year plan sees the following as key: - Integrated transport: looking at transport as a whole, matching solutions to specific problems by assessing all the options. - Public and private partnership: government and the private sector working more closely together to boost investment. - New projects: modernising our transport network in ways that make it bigger, better, safer, cleaner and quicker.	<ul style="list-style-type: none"> The Plan should reflect these key elements as they provide the overarching structure for transport planning within the UK for the period up until 2010 	Consider inclusion of objectives to meet strategy objectives
National Air Quality Strategy	The UK Government published the latest Air Quality Strategy in July 2007. The Strategy: <ul style="list-style-type: none"> sets out a way forward for work and planning on air quality issues sets out the air quality standards and objectives to be achieved introduces a new policy framework for tackling fine particles identifies potential new national policy measures which modelling indicates could give further health benefits and move closer towards meeting the Strategy's objectives. 	As per International targets	<ul style="list-style-type: none"> Plan should reflect the targets identified. 	Consider air quality targets

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National Transport Strategy - Developing a Sustainable Transport System (DaSTS)	<p>DaSTS Goals:</p> <ul style="list-style-type: none"> • To support national economic competitiveness and growth, by delivering reliable and efficient transport networks • To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change • To contribute to better safety security and health and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health • To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society • To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment 	Targets to be developed	<ul style="list-style-type: none"> • Plan needs to consider all of the DaSTS goals when developing transport and access infrastructure. 	Meeting climate change objectives set locally.
Waste Strategy (2007)	<p>Principal objectives to:</p> <p>Decouple waste growth in all sectors from economic growth and put more emphasis on waste prevention and re-use.</p> <p>Meet and exceed the Landfill Directive diversion targets for 2010, 2013, 2020.</p> <p>Increase diversion from landfill of non-municipal waste and secure better integration of treatments for municipal and non municipal waste.</p> <p>Secure the investment in infrastructure needed to divert waste from landfill and for the management of hazardous waste</p> <p>Get the most environmental benefit from that investment, through increased recycling of resources</p>	<p>Reduce the amount of household waste not re-used, recycled or composted from over 22.2 million tonnes in 2000 by 29% to 15.8 million tonnes in 2010 with an aspiration to reduce it to 12.2 million tonnes in 2020 – a reduction of 45%.</p> <p>Recycling and composting of household waste – at least 40% by 2010, 45% by 2015 and 50% by 2020</p> <p>Recovery of municipal waste – 53% by 2010, 67% by 2015 and 75% by 2020.</p> <p>Commercial and industrial waste landfilled is expected to fall by 20% by 2010</p>	<ul style="list-style-type: none"> • Plan policies should promote recovery of value from waste through reduction, reuse and recovery. • Recycling and composting should be promoted. 	Consider inclusion of objectives to reduce, recover and recycle waste.

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	and recovery of energy from residual waste using a mixture of techniques.	compared to 2004. The Government is considering, in conjunction with the construction industry, a target to halve the amount of construction, demolition and excavation wastes going to landfill by 2012 as a result of waste reduction, re-use and recycling.		
A Strategy for England's Trees, Woods and Forests (2007)	To provide, in England, a resource of trees, woods and forests in places where they can contribute most in terms of environmental, economic and social benefit now and for future generations; Ensure that existing and newly planted trees, woods and forests are resilient to the impacts of climate change and also contribute to the way in which biodiversity and natural resources adjust to a changing climate Protect and enhance the environmental resources of water, soil, air, biodiversity and landscapes (both woodland and non-woodland), and the cultural and amenity values of trees and woodland Increase the contribution that trees, woods and forests make to the quality of life for those living in, working in or visiting England Improve the competitiveness of woodland businesses and promote the development of new or improved markets for sustainable woodland products and ecosystem services where this will deliver identifiable public benefits, nationally or locally, including the reduction of carbon emissions	The strategy identifies some possible indicators including: Proportion of woodland Sites of Special Scientific Interest (SSSIs) in favourable condition; Woodland bird indicator - bird population associated with woodland; Access to and use of woodland; and Trends in all plants and ancient woodland indicator plants (specifically climate change sensitive populations). Use of woodlands for healthy activity - household public opinion survey	<ul style="list-style-type: none"> Plan should to promote the sustainable management of existing woods and forests. Plan should, where appropriate, seek a steady expansion of woodland areas to provide more benefits for society and our environment. Plan should avoid fragmentation of woodlands. Plan should play a role in delivering Green Infrastructure Plan. 	Consider inclusion of objectives to promote sustainable management of our existing woods and forests. Consider inclusion of objectives which aim to promote the expansion, enjoyment and understanding of woodland areas Consider developing Green Infrastructure Plan to enhance woodland resource

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Securing the Future: UK Sustainable Development Strategy (2005)	Prioritising four key issues of sustainable consumption and production, climate change, natural resource protection and sustainable communities.	Targets set locally based on PSA.	<ul style="list-style-type: none"> Plan should take account of climate change and promote sustainability. 	Consider objectives to mitigate and adapt to climate change, to use resources responsibly, promoting secondary use where possible and increase reuse and recycling to reduce land-filled waste. Consider developing Green Infrastructure Plan to enhance woodland resource
Underground, Under Threat - Groundwater Protection: Policy and Practice (GP3)	To prevent pollution of groundwater.	To meet Water Framework Directive requirements for groundwater quality.	<ul style="list-style-type: none"> Plan should recognise the importance and vulnerability of groundwater resources and ensure that they are not detrimentally affected by infrastructure development or management. 	Consider objective to protect water quality.
PPS1 Creating Sustainable Communities (2005)	<p>LDFs must have an integrated approach to sustainable development.</p> <ul style="list-style-type: none"> Promote sustainable economic growth to support efficient competitive and innovative business, commercial and industrial sectors. Enhance as well as protect biodiversity Address the causes and impacts of climate change, pollution and waste and resource management impacts Reduce the need to travel and encourage use of public transport Promote communities which are inclusive, healthy, safe and crime free, whilst respecting the diverse needs of communities. Promote the more efficient use of land through higher density mixed-use development and the use of suitable previously 	No specific targets identified.	<ul style="list-style-type: none"> Plan should enhance and protect biodiversity and address the causes and impacts of climate change. Plan should promote sustainable communities. Plan policies should promote sustainable economic growth Policies should encourage minimisation of the use of resources, maximisation use of renewable energy sources Plan should include policies to maintain and improve local employment levels. Plan should include policies to protect and, where possible, enhance public amenity, health and well-being. Plan should include policies to protect the countryside and promote development, where possible, on previously developed land. 	<p>Consider inclusion of objectives consistent with minimising (and mitigating against) the detrimental environmental effects of transport and associated development.</p> <p>Consider inclusion of objectives to promote public amenity, health and well-being.</p> <p>Consider inclusion of objectives to promote economic growth and encourage investment.</p> <p>Consider inclusion of objectives that recognise the importance to enhance, as well as protect, biodiversity</p> <p>Consider inclusion of objectives to support waste reduction and the re-use and recycling of materials.</p> <p>Consider inclusion of objectives to make the best use of previously developed land and reduce the need for Greenfield sites.</p>

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	developed land and buildings.			
Planning and Climate Change Supplement to PPS1 (2007)	<p>This PPS supplement sets out how planning, in providing for the new homes, jobs and infrastructure needed by communities, should help shape places with lower carbon emissions and resilient to the climate change now accepted as inevitable.</p> <ul style="list-style-type: none"> • Make a full contribution to delivering the Government's Climate Change Programme • Secure the highest viable resource and energy efficiency and reduction in emissions in providing for infrastructure • Minimise vulnerability, and provide resilience to climate change • Conserve and enhance biodiversity. 	No specific targets identified.	<ul style="list-style-type: none"> • The Plan should include policies to reduce carbon emissions. • The Plan should promote centralised renewable or low carbon energy. • The Plan should incorporate policies that minimise future vulnerability to climate change impacts. • The Plan should incorporate policies that promote design that mitigates against, and adapts to, the impacts of climate change. 	<p>Consider the inclusion of objectives to reduce carbon emissions.</p> <p>Consider the inclusion of objectives to incorporate mitigation against and adaptation to the impacts of climate change. This should include the provision of renewable energy.</p>

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PPS3 Housing (2006)	<ul style="list-style-type: none"> To achieve a wide choice of high quality homes, both affordable and market housing, to address the requirements of the community. To widen opportunities for home ownership and ensure high quality housing for those who cannot afford market housing, in particular those who are vulnerable or in need. To improve affordability across the housing market, including by increasing the supply of housing. * To create sustainable, inclusive, mixed communities in all areas, both urban and rural. 	No specific targets identified.	<p>Plan should seek to ensure that housing:</p> <ul style="list-style-type: none"> Is easily accessible and well-connected to public transport and community facilities and services, and is well laid out so that all the space is used efficiently, is safe, accessible and user-friendly. Provides, or enables, good access to community and green and open amenity and recreational space. Is well integrated with, and complements, the neighbouring buildings and the local area in terms of access. Facilitates the efficient use of resources, and seeks to adapt to and reduce the impact of climate change. * Takes a design-led approach to the provision a high quality public realm with streets that are pedestrian, cycle and vehicle friendly. 	Consider role of housing in delivering sustainable community objectives - economic, environmental and social
PPS6 Planning for Town Centres	<p>The Government's key objective for town centres is to promote their vitality and viability by:</p> <ul style="list-style-type: none"> planning for the growth and development of existing centres promoting and enhancing existing centres, by focusing development in such centres and encouraging a wide range of services in a good environment, accessible to all. 	No specific targets identified.	<ul style="list-style-type: none"> Plan should ensure that all infrastructure is delivered in such a way as to improve accessibility through towns and avoid fragmentation 	Consider role of access to town centres

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PPS7 Sustainable Development in Rural Areas (2004)	All development in rural areas should be well designed, in keeping and scale with its location, and sensitive to the character of the countryside and local distinctiveness; Ensure the quality and character of the wider countryside is protected, or enhanced and seek to protect natural resources; Take particular notice of areas with statutory protection; Support a wide range of economic activities in rural areas; Where development on agricultural land in the countryside is unavoidable local planning authorities should seek to use areas of poor quality land (grades 3b, 4 and 5).	No specific targets identified.	<ul style="list-style-type: none"> Plan should include policies that reflect the hierarchy of quality of agricultural land to preserve the best agricultural land, countryside character and promote diversity in the rural economy. Consideration should be given to the potential use of Brownfield sites in rural areas. Plan should support a wide range of economic activities in rural areas. Plan should include policies to ensure protection of the natural beauty of the countryside, particularly in designated areas 	Consider inclusion of objectives consistent with protecting agricultural land rated 1-3, protect the character of the countryside and encourage diversity in the agricultural economy. Consider inclusion of objectives consistent with supporting economic activity in rural areas.
PPS9 Biodiversity and Geological Conservation (2005) & ODPM Circular 06/2005 – Statutory Obligations and their Impact within the Planning System	To ensure biodiversity and geological conservation are conserved and enhanced so that land use policies and decisions integrate biodiversity and geological diversity with other considerations. To conserve, enhance and restore the diversity of England's wildlife and geology by sustaining, and where possible improving, the quality and extent of natural habitat and geological and geomorphological sites; the physical processes on which they depend; and the populations of naturally occurring species which they support. To contribute to rural renewal and urban renaissance by enhancing biodiversity, and ensuring that developments take account of the economic and social benefits of biodiversity.	No specific targets identified.	<ul style="list-style-type: none"> Plan should aim to maintain, and enhance, restore or add to biodiversity and geological conservation during site use and particularly restoration. Development on land in or outside a SSSI that is likely to adversely affect the SSSI, should not normally be granted planning permission. 	Consider inclusion of objectives to protect and, where possible, enhance the biodiversity and geodiversity.

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PPS10 Planning for Sustainable Waste Management (2005)	Planning authorities should: drive waste management up the waste hierarchy provide a framework in which communities take more responsibility for their own wastehelp implement the national waste strategy prevent harm to human health and the environment enable waste to be disposed near its point of origin protect green belts	Support national waste strategy targets	<ul style="list-style-type: none"> Plan should promote reduction, reuse and recovery as well as providing facilities for disposal. Sites/areas for waste management facilities should help to support PPS10; consider physical and environmental constraints, cumulative effects of previous waste disposal facilities, capacity of the transport infrastructure; and give priority to previously developed land and redundant agricultural/forestry buildings. 	Policies should address the waste hierarchy and recognise the wider environmental and economic benefits of sustainable waste management. Check policies support increasing the recovery, reuse and reducing waste. Check Plan sets a framework to provide sufficient and timely waste management facilities to meet the needs of the local community and to enable regional self-sufficiency.
PPS11 Regional Spatial Strategy	The main principles of the new arrangements are to deliver policy better at the regional level and contribute to the culture change necessary to deliver the Government's Sustainable Communities Plan	No specific targets, but provides framework for delivery of South East Plan and related Regional Transport Strategy	<ul style="list-style-type: none"> Transport policies need to reflect and support the aims of the spatial strategy Land use planning in turn needs to take account of the existing transport network and plans for its development in order to deliver more sustainable travel patterns and to identify locations for development and essential services in areas of high public transport accessibility. <p>Of key importance to achieving this integration is the preparation of a Regional Transport Strategy (RTS) as an integral and clearly identifiable part of a RSS.</p>	Consider regional dimension to plan policies
PPS12 Local Spatial Planning (2008)	Explains what local spatial planning is, and how it benefits communities. It sets out how local spatial plans should be prepared.	No specific targets but includes requirements for delivery strategies to contain clear targets.	<ul style="list-style-type: none"> Plan should be prepared in accordance with the guidance in PPS12. 	The SA should ensure that the objectives and policies of the Plan take account of sustainable development and positive action on climate change.

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PPG13 Transport Circular 04/2001 - Countryside and Rights of Way Act 2000 DETR.	Promote more sustainable transport choices for both people and for moving freight. Reduce the need to travel, especially by car. Makes provision for suitable access to and enjoyment of the countryside. Promotes the conservation of biodiversity and SSSIs. Makes provision for better management and protection of AONBs.	No specific targets.	<ul style="list-style-type: none"> Plan should contain policies on sustainable modes for transport of minerals and waste. Plan should address the proximity principle, access and local road networks. 	Consider inclusion of objectives on reducing transport impacts and consistent with promoting sustainable transport choices especially a reduction in the need to transport minerals and waste by road.
PPG15 Historic Environment	Protection of the historic environment, listed buildings, conservation areas, parks and gardens, battlefields and the wider historical environment.	Monitor listed buildings and unlisted buildings, which make a positive contribution to conservation areas by means of a regular updated simple survey.	<ul style="list-style-type: none"> The plan should consider the historic baseline in West Sussex and include relevant policies to ensure their protection. 	Consider inclusion of objectives supporting preservation and enhancement of the historic environment. Consider linkages to Green Infrastructure Plans
PPG16 Archaeology	Identifies archaeological resources as finite, which should be identified, recorded and in certain cases preserved from development.	Site and Monument Records (SMRs)	<ul style="list-style-type: none"> The Plan should include a policy on archaeological preservation and state a presumption in favour of physical preservation in-situ. 	Consider inclusion of objectives supporting the protection, enhancement and preservation of archaeological sites and their settings. Consider implications for Green Infrastructure Planning.
PPG17 Open Spaces	Support a rural renewal; promote social inclusion and community cohesion, and health and well being; Promote more sustainable development - open spaces, sports and recreational facilities.	No specific targets	<ul style="list-style-type: none"> The Plan should promote policies to provide amenity value and accessibility. 	Consider inclusion of objectives supporting safeguarding of existing leisure and community facilities.

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PPS22 Renewable Energy	PPS22 sets out the Government's energy policy, including its policy on renewable energy, and to maintain reliable and competitive energy supplies. The development of renewable energy, alongside improvements in energy efficiency and the development of combined heat and power, will make a vital contribution to these aims.	Aim in UK to cut carbon dioxide emissions by some 60% by 2050, with real progress by 2020. The Government has already set a target to generate 10% of UK electricity from renewable energy sources by 2010, but has an aspiration to double that figure to 20% by 2020.	<ul style="list-style-type: none"> • Policies contained in the Plan will play a significant role in achieving carbon reduction, and provide opportunities to generate energy generation. 	Consider inclusion of objectives to reduce CO ₂ emissions
PPS23 Planning and Pollution Control	LDDs should set out criteria against which to consider applications for potentially polluting developments. To encourage close consultation and prevent unnecessary duplication and conflict of interest between planning and pollution control authorities in order to protect the environment from the potential harm caused by development and operations.	No specific targets	<ul style="list-style-type: none"> • Plan should consider the potential of cumulative impacts of development and prevent impacts meeting critical levels. • Plan should address pollution control and remediation. 	Consider inclusion of objectives consistent with pollution minimisation where developments may contribute to pollution. Check Plan policies promote a reduction in pollution through objectives and appraisal criteria. Check site selection criteria considers the cumulative impacts of development.
PPG24 Planning and Noise	Development involving noisy activities should, where practicable, be sited away from noise-sensitive land uses. Local planning authorities should consider whether it is practicable to control or reduce noise levels, or to mitigate the impact of noise, through the use of conditions or planning obligations.	Recommends noise exposure levels for certain forms of development and mitigation measures	<ul style="list-style-type: none"> • Policies should seek to protect general environmental quality and amenity from noise pollution. • Policies should ensure noise implications are taken into account when siting new infrastructure. 	Consider inclusion of objectives to monitor and mitigate against the impacts of noise related to development. Check that policies consider the impacts of noise.
PPS25 Development and Flood Risk	To ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. Local Planning Authorities should prepare and implement strategies that help deliver sustainable development that: Appraise risk, manage risk and reduce risk	Frequency of fluvial and coastal flooding.	<ul style="list-style-type: none"> • A risk-based approach to planning for development and to inform sustainability appraisal should be followed. • Plan should include policies that avoid flood risk and manage it. 	Undertake preparation of SFRA as part of the SA process. Consider inclusion of objectives to promote a reduction in flood risk through a sequential approach to site selection. Consider inclusion of objectives to reduce the level of development in flood risk areas while considering the principles of sustainable development.

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Disability Discrimination Act (1995)	An Act to make it unlawful to discriminate against disabled persons in connection with employment, the provision of goods, facilities and services or the disposal or management of premises; to make provision about the employment of disabled persons; and to establish a National Disability Council.		<ul style="list-style-type: none"> Plan should consider need to deliver improved accessibility 	Consider objectives that take on board the requirement to comply with the DDA
Making the Connections (SEU – Social Exclusion) (2003)	The Social Exclusion Unit published a report (Making the connection; final report on transport and social exclusion) on 26 February 2003, which examines the barriers to transport and accessibility experienced by the socially disadvantaged. It sets out a range of measures to improve life chances and opportunities for people on low incomes, by improving transport links and making changes to the way services are delivered.			
REGIONAL				

Document title and reference points	Key Relevant Objectives	Key Relevant Targets and Indicators	Key Implications	Key Implications for the SA
The South East Plan – Regional Spatial Strategy for the South East	<p>The Regional Spatial Strategy (RSS) for the South East of England (known as the South East Plan) sets out the long term spatial planning framework for the region over the years 2006-2026.</p> <p>The Plan includes spatial policies for:</p> <ul style="list-style-type: none"> the scale and distribution of new housing priorities for new infrastructure and economic development the strategy for protecting countryside, biodiversity and the built and historic environment tackling climate change and safeguarding natural resources, for example water and minerals <p>The Plan also incorporates the Regional Transport Strategy (RTS) and will be supported by an implementation plan.</p>	<p>i. to provide consistently good access between the United Kingdom and the world through gateway ports and airports</p> <p>ii. to maintain high quality radial connectivity to London, and develop orbital routes around London</p> <p>iii. to deliver transport measures which address severe deprivation</p> <p>iv. to address unpredictable journeys in buoyant areas</p> <p>v. to reduce the impact of the transport system on the environment.</p>	<ul style="list-style-type: none"> * The transport strategy and policies are focused on a set of core principles: <ul style="list-style-type: none"> i managing and investing ii mobility management iii road pricing and charging iv communications technology v the rural dimension vi regional hubs and spokes vii the gateways, airports and ports viii freight. 	Transport Strategy: consider the wider impacts of transport on the environment, economy and society.

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Regional Sustainability Framework (2008)	To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home suitable to their need	<p>Indicators:</p> <p>Net additional dwellings for the current year</p> <p>Affordable housing Completions</p> <p>Number of non-decent homes per 1,000 dwellings</p> <p>Ratio of lower quartile house price to lower quartile income by district</p> <p>Households on the Housing Register</p> <p>Percentage of new build and retrofit homes meeting EcoHomes Very Good standard or above or equivalent Code for Sustainable Homes</p> <p>Targets:</p> <p>To reduce the numbers of homeless households in priority need and the number of households in housing need on the housing register</p> <p>To reduce the percentage of unfit/non-decent homes, with a specific target to eliminate them in the public sector by 2010</p> <p>Proposed national target that all new homes be carbon neutral by 2016</p> <p>To fully meet the housing completion targets in the South East Plan Regional target for affordable housing: 25% social rented, 10% intermediate</p>	<ul style="list-style-type: none"> Plan should have, as its key objective, to meet the regional apportionment within the plan period. 	Consider inclusion of objective to sustain economic growth through the provision of an adequate supply of construction and other materials.

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	To improve accessibility to all services and facilities including the countryside and the historic environment	Indicators: Access to key services and facilities by public transport, walking and cycling Percentage of rural households at set distances from key services Access to natural greenspace	<ul style="list-style-type: none"> Plan to provide Infrastructure and facilities that are accessible. 	Consider inclusion of objective to ensure that facilities are accessible.
	To ensure high and stable levels of employment so everyone can benefit from the economic growth of the region	Indicators: Overall employment rate Change in the economic activity rate The business stock per 1,000 inhabitants businesses in the area Change in the number of businesses run by women Targets: Improve the productivity of the workforce and increase economic activity from 82% to 85% by bringing 110,000 net additional South East residents of working age into the labour market by 2016 (as a step towards bringing up to 250,000 residents into the labour market by 2026) Increase the business stock by 35% from 35 businesses per 1,000 inhabitants in 2005 to 44 businesses per 1,000 inhabitants by 2016, including 10,000 new businesses run by women by 2010	<ul style="list-style-type: none"> Plan includes policies to secure employment. 	Consider inclusion of objectives to maintain stable levels of employment in the local minerals industry and retain and enhance other factors that are conducive to maintaining and improving economic growth and encouraging investment

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	To reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment	<p>Indicators:</p> <p>Properties at risk from flooding</p> <p>Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence grounds</p> <p>New development with sustainable drainage installed</p> <p>Number of additional houses where flood risk has been reduced</p> <p>Targets:</p> <p>To prevent all inappropriate development in the flood plain</p> <p>All new development applications to show that sustainable drainage has been considered and implemented if appropriate</p> <p>By 2010, to increase the numbers of properties adequately protected by 15,000</p>	<ul style="list-style-type: none"> Plan to include policies that ensure there is no risk of flooding and to guide the development of infrastructure in areas at low risk of flooding. 	Consider inclusion of objectives to reduce the risk of flooding and resulting detrimental impact on public well-being, the economy and environment.
	To reduce air pollution and ensure air quality continues to improve	<p>Indicators:</p> <p>Days when air pollution is moderate or high</p> <p>Targets:</p> <p>Local authorities to seek an improvement in air quality in their areas so that there is a significant reduction in the number of days of medium and high air quality pollution by 2026</p> <p>To establish Air Quality Action Plans in areas which are unlikely to meet national air quality objectives</p>	<ul style="list-style-type: none"> Plan includes policies to secure safe, sensitive, and environmentally sound work practices and to protect the amenity of residents, businesses, and visitors. Plan strategy to guide development to locations which reduce the use of rural roads and maximise imports of minerals by rail and sea. 	Consider inclusion of objective to reduce air pollution and protect and, where possible, enhance air quality.

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	To address the causes of climate change through reducing emissions of greenhouse gases	Indicators: Emissions of greenhouse gases by source Per capita CO ₂ emissions Targets: To reduce the region's carbon dioxide emissions by at least 20% below 1990 levels by 2010 and by at least 25% below 1990 levels by 2015 – South East Plan targets National Target – by 2050, reduce greenhouse gas emissions from activities within the region by 60%	<ul style="list-style-type: none"> LTP include policies to minimise, where possible, the transportation of minerals and waste by road. 	Consider inclusion of objective to reduce the emission of greenhouse gases.

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	To conserve and enhance the region's biodiversity	<p>Indicators: Population of wild birds Condition of Sites of Special Scientific Interest (SSSIs) Extent and condition of key habitats for which Biodiversity Action Plans (BAPs) have been established</p> <p>Targets: To ensure that there is no further loss, damage or deterioration of SSSIs By 2010, achieve a sustained increase in the regional wild bird population index (including to reverse the historical declines in the indices in the farmland and woodland species) By 2010, to ensure that 95% of SSSIs are in favourable or recovering condition To maintain the condition of all key regional habitats which are judged to be at a favourable status To restore and/or recreate key regional habitats so these reach a favourable conservation status Achieving the 2010 and 2026 Regional biodiversity targets set out in the South East Plan.</p>	<ul style="list-style-type: none"> • LTP include policies to protect and, where possible, enhance biodiversity. • Avoid policies that fragment existing green infrastructure. • Include policies that actively seek to link areas of open green space. 	Consider inclusion of objective to protect and, where possible, enhance biodiversity

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	To protect and enhance the region's countryside and historic environment	Indicators Number and area of sites damaged/destroyed by development Area of land covered by HLS and ELS environmental stewardship schemes Change in the character of the landscape Designated Heritage Assets Targets: No loss of designated assets and a reduction of those at risk	<ul style="list-style-type: none"> LTP include policies to protect and, where possible, enhance areas of landscape importance and historic environment. Include policies that actively seek to link existing green infrastructure, by utilising transport infrastructure. 	Consider inclusion of objectives to protect and, where possible, enhance landscape character and the historic environment.
	To reduce the global social and environmental impact of consumption of resources by using sustainably and ethically produced, local or low impact products	Indicators: Regional Ecological Footprint Percentage of commercial buildings meeting BREEAM Very Good Standard or above or equivalent Targets: To stabilise the Ecological Footprint by 2016 and reduce it thereafter	<ul style="list-style-type: none"> LTP include policies aimed at promoting the efficient use and recycling of materials. 	Consider inclusion of objectives to sustain economic growth through the provision of an adequate supply of construction and other materials and to maintain stable levels of employment in the local minerals industry.
	To reduce waste generation and disposal, and achieve the sustainable management of waste	Indicators: Inter-regional movement of waste Total types of all waste arisings and method used for its management Targets: To increase diversion of all waste from landfill in the region to 71% by 2010 and 86% by 2025 To increase recycling and composting of all waste in the region to 50% by 2010 and 65% by 2025. To reduce growth of all waste in the region 1% per annum by 2010, and 0.5% per	<ul style="list-style-type: none"> LTP include policies to promote the efficient use and recycling of suitable materials. 	Consider inclusion of objectives to support waste reduction and the re-use and recycling of materials.

Document title and reference points	Key Relevant Objectives	Key Relevant Targets and Indicators	Key Implications	Key Implications for the SA
		annum by 2020		
	To maintain and improve the water quality of the region's rivers, ground waters and coasts, and to achieve sustainable water resources management	Indicators: Rivers of Good or Fair chemical and biological water quality Compliance with EC Bathing Waters Directive Nitrate status of groundwater/% of sites not meeting standard GQA nutrient status of freshwaters for Phosphate and Nitrate Per capita consumption (PCC) of water Targets: By 2005, for 91% of river length to achieve compliance with Environment Agency River To ensure that all waters in the region comply with the EC Bathing Waters Directive in all years To stabilise and then reduce the per capita consumption of water to 135 litres per day by 2016	<ul style="list-style-type: none"> LTP include policies to secure safe, sensitive and environmentally sound work practices 	Consider inclusion of objectives to protect and, where possible, enhance water quality and the function of the water environment.
	To increase energy efficiency, security and diversity of supply and the proportion of energy generated from renewable sources in the region	Indicators: Energy use per capita Installed capacity for energy production from renewable sources Targets: By 2010, install 620MW of renewable energy (5.5% of generation capacity) By 2016, install 895MW of renewable energy (8% of generation capacity) By 2026, install 1,750MW of renewable energy (16% of generation capacity) Proposed European target to provide 20% of energy from renewable sources by 2020	<ul style="list-style-type: none"> LTP to include policies which enable sustainable technologies to come forward as part of transport proposals. 	Consider inclusion of objectives to increase the proportion of proposals which generate energy from renewable/sustainable sources.

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SEEDA Regional Economic Strategy for South East England 2006-2016	The key challenges that must be met by the RES are: The Global Challenge: maintaining competitiveness in the global economy. Become more enterprising, skilled and innovative. Smart Growth: Higher levels of prosperity without increasing the ecological footprint of the south east. This is to be met by investing in areas of potential and enterprise. Sustainable Prosperity: Long term regional economic prosperity. Invest in the quality of life.	Reduce the rate of increase in the region's ecological footprint (from 6.3 global hectares per capita in 2003, currently increasing at 1.1% per capita per annum), stabilise it and seek to reduce it by 2016. Reduce CO ₂ emissions by 20% from the 2003 baseline by 2016. Increase the contribution of renewable energy to at least 10% of energy supply.	LTP must reduce road congestion and pollution levels by improving travel choice, promoting public transport, managing demand and facilitating modal shifts. <ul style="list-style-type: none"> Invest in transport to support strategic economic corridors Invest in integrated, inter-modal transport hubs of national and international economic significance Develop deliverable and sustainable solutions for regional road, rail and light rail schemes of national and regional significance. 	Include an objective that promotes the reduction of travel so that the ecological footprint of the South East can be reduced Check the plan reduces demand for travel by locating development close to existing services or sustainable modes of travel. Check the plan identifies the Growth Areas and required infrastructure.
The South East England Health Strategy – A strategy for Improving Public Health and Well-being	The objective of the Health Strategy is to improve the health of the population and tackle these inequalities by focusing the work of the NHS, Local Authorities, the voluntary and community sector and other partners on six key themes <ul style="list-style-type: none"> reducing health inequalities promoting a sustainable region developing safer communities increasing the positive relationship between employment and health improving outcomes for children and young people improving outcomes in later life 		<ul style="list-style-type: none"> Consider policies that reduce health impact of development or transport. Develop policies that encourage more active forms of transport Adopt policies that reduce health inequalities across the County. 	
LOCAL				

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West Sussex Local Transport Plan 2006-2016	<p>To widen travel choice and promote the most sustainable transport modes</p> <p>Improve road safety and personal safety for the travelling public</p> <p>Integrate transport and land use planning, the different types of transport and the various providers of services in order to maximise the efficiency of our transport systems</p> <p>To assist in the promotion of an efficient economy and the achievement of sustainable economic growth</p> <p>Reduce traffic growth, pollution and congestion in order to protect and enhance the built and natural environment</p> <p>Promote access for services and facilities for all</p> <p>Improve overall quality of life in West Sussex.</p>	<p>Local Agenda 21 indicators:</p> <p>Percentage change in traffic growth over 1991 figures;</p> <p>Percentage of trips to work by public transport, bicycle and foot;</p> <p>Number of school travel plans;</p> <p>Reported deaths/injuries from road accidents</p> <p>Number of community transport schemes;</p> <p>Number of train services;</p> <p>Number of bus routes;</p> <p>Number of additional timetable cases/bus shelters provided</p>	<ul style="list-style-type: none"> LTP include policy which should contribute to sustainable forms of transport LTP should include policies which consider road safety and personal safety for the travelling public LTP include policies which should consider the efficiency of transport systems LTP include policies which should assist in the promotion of an efficient economy and the achievement of sustainable economic growth LTP include policies which should aim to reduce traffic growth, pollution and congestion in order to protect and enhance the built and natural environment LTP include policies which should promote access for services and facilities for all 	<p>Consider objectives aiming to minimise use of rural roads and maximise use of the strategic road network and advisory lorry routes</p> <p>Consider objectives to protect and, where possible, enhance the well being of the public</p> <p>Consider objectives to sustain economic growth and through the provision of an adequate supply of construction and other materials</p> <p>Consider objectives to protect the amenity of residents and neighbouring land-users</p> <p>Consider objectives to reduce air pollution, minimise the use of the best and most versatile land and protect water quality and the function of the water environment</p> <p>Consider objectives to reduce the emission of greenhouse gases</p>
Time for Action: A Strategy for a Sustainable West Sussex (Feb 2005)	<ul style="list-style-type: none"> Adopt and encourage healthy lifestyles Minimise waste and aim to consume less Protect and enhance our natural and built environment, wildlife and heritage Ensure everyone has access to knowledge, information and skills to enable them to make their personal contribution to society Adapt to changes in the environment of West Sussex Encourage democracy and support public participation 	<ul style="list-style-type: none"> Life Expectancy % of people that walk or cycle to work % of households, with at least one pensioner without central heating Total carbon dioxide emissions from energy use Kilograms of waste collected per head % of household waste recycled % of housing completions on brownfield sites % area of land designated 	<ul style="list-style-type: none"> LTP include policies to ensure that current and new infrastructure does not create sources of significant harm to human health or natural systems Development identified in DPD need to evaluate likely impact upon local biodiversity, natural habitats and heritage. LTP should promote practices that limit harm to habitats and diversity during site use. LTP should consider the potential for improving habitats and promoting biodiversity through 	<p>Consider inclusion of objectives promoting the health and well-being of the public.</p> <p>Consider including objectives to support waste reduction and the re-use and recycling of materials.</p> <p>Consider inclusion of objectives to protect and, where possible, enhance biodiversity, natural habitats and the historic environment of West Sussex.</p> <p>Consider inclusion of objectives to maintain stable levels of employment.</p> <p>Consider inclusion of objectives to</p>

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	<ul style="list-style-type: none"> • Create a society in which everyone is included • Reduce the causes of crime and persecution • Respect the diversity of cultures and local distinctiveness in the county • Work in a fairly paid employment in a diverse, vibrant local economy 	<p>as an SNCI within the local authority area</p> <ul style="list-style-type: none"> • Number of Farmers Markets held in the County • Library members as a % of the population • Water consumption by use per capita • Number of houses with increased protection from flooding • Older people helped to live at home per 1000 population aged 65 and over • Economically active disabled residents as a % of the population who are economically active • Number of Dial a ride journeys in the County • The % of people that think that vandalism, graffiti and other deliberate damage to property or vehicles is a very big or fairly big problem in their area • % of citizens who feel their local area is a place where people from different backgrounds and communities can live harmoniously / get on well together • % of the working age population who are in employment 	<p>appropriate management</p> <ul style="list-style-type: none"> • LTP include policies that support, where possible, local industry and make best use of local facilities and services • LTP should include policies that support good accessibility and limit the number of car journeys generated • LTP include policies to encourage education, information and skills opportunities to the local community. • LTP include policies to minimise negative impact of transport on climate change and flood risk. Plan include policies to protect and, where possible, enhance local distinctiveness in West Sussex. • LTP include policies to maintain stable levels and support local employment levels. 	<p>promote skills and education. Consider inclusion of objectives to reduce, where possible, the risk of flooding and reduce carbon emissions.</p> <p>Consider inclusion of objectives to protect and, where possible, enhance landscape character</p> <p>Consider inclusion of objectives to safeguard the vitality and viability of the local tourism and leisure industry</p>

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Sustainable Community Strategy for West Sussex 2008 - 2020	<p>A better place to live Do more to reduce our contribution to climate change and adapt to its adverse impacts</p> <p>Opportunity for all Give everyone the chance to learn and develop their skills throughout their life and by helping the workforce help our companies and the economy</p> <p>Better health for all Reduce the difference in life expectancy in different parts of the county particularly through reducing avoidable premature deaths.</p> <p>Staying and feeling safe Increase everyone's safety and their feelings of security, particularly children and young people.</p>	No specific targets	<ul style="list-style-type: none"> • The LTP should include policies to reduce as far as possible the pressure on the road network. • LTP should explore opportunity for improving energy efficiency • Promote the reduction of harmful emissions and waste creation. • Policies should protect the natural and historic environment. • (Achieved through Infrastructure development and place shaping, mitigating and adapting to climate change and man-made pollution hazards) 	Objectives to ensure that alternative forms of transport are easily accessible. Objectives should be set to identify the opportunity for using or generating renewable energy. Consider objective to reduce harmful emissions. Consider objective to protect the natural and historic environment.

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Economic Strategy for West Sussex	<p>West Sussex will have a strong, diverse and sustainable economy which provides quality jobs and excellent opportunities for all those who live and work in the county.</p> <p>Underpinning the vision are four strategic objectives:</p> <ul style="list-style-type: none"> • to ensure that West Sussex is an excellent location in which to do business • to foster the development of higher value-added economic activities • to enhance the skills base of local people • to improve the transport and communications infrastructure 	<p>Supported the growth and development of the West Sussex economy by:</p> <ul style="list-style-type: none"> • Setting the strategic framework for corporate work on economic prosperity - the County Council's Economic Strategy - delivered via annual programmes of economic development and business support. • Providing economic intelligence & information - feeding into the development of strategies and plans at the county and regional levels, and providing valuable information to business support bodies and businesses. • Building and working in partnership with business, the public and voluntary sectors - at every level from local through to European. 		

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Cultural Strategy for West Sussex	<p>The Cultural Strategy is a wide-ranging document, not solely concerned with local government services, but for the area served by the county and district councils. It:</p> <ul style="list-style-type: none"> • Sets out a vision for cultural provision across the county, exploring what kind of cultural life we aspire to, and why investment in our culture is important • Suggests ways in which cultural provision, and access to culture, might be improved in West Sussex • Calls for a genuinely partnership-based approach to sustaining, developing and improving the cultural life of the county. 	<ul style="list-style-type: none"> • To maximise the contribution culture makes to the well being of individuals and communities across the county. • To improve access to cultural provision, particularly for individuals and communities who experience isolation, exclusion or deprivation. • To explore and establish ways of developing lifelong active citizenship through investment in culture and cultural activity. • To sustain and develop the county's cultural economy, and its contribution to the economy of the county as a whole. • To sustain and develop the county's cultural infrastructure. • To promote the culture and cultural provision of the county. • o To ensure that all those with a responsibility for developing culture in the county work together in effective partnerships to deliver this strategy. 		

Document title and reference points	Key Relevant Objectives	Key Relevant Targets and Indicators	Key Implications	Key Implications for the SA
Sussex Biodiversity Action Plan	<p>To maintain and, where practicable, enhance the wildlife and habitats that give Sussex its character and natural diversity</p> <p>To identify priority habitats and species that which are important in Sussex and/or where there is a special responsibility to care for something which is important on a national or international scale</p> <p>To set realistic but ambitious targets and timescales for priority habitats and species and to monitor progress of action plans against those targets</p> <p>To ensure that biodiversity action continues as a joint initiative, evolving a dynamic framework for nature conservation</p> <p>To raise public awareness and encourage involvement in biodiversity action</p>	<p>Sussex Biodiversity Record</p> <p>Centre inventory statistics for species and habitats e.g.</p> <p>Rare Species Inventory</p> <p>Biodiversity Action Plan</p> <p>Species Inventory</p> <p>Pond Inventory</p>	<ul style="list-style-type: none"> LTP include policies to enhance, where possible, the wildlife and habitats that give West Sussex its character and natural diversity LTP include policies that are as consistent, as practicably possible, with a dynamic nature conservation framework. 	<p>Consider inclusion of objectives to protect and, where possible, enhance biodiversity and landscape character</p>
West Sussex Environment Strategy	<p>The Environment Strategy has been developed by West Sussex County Council (WSCC) in consultation with key partners and stakeholders to provide a framework for achieving an environment in West Sussex that is:</p> <ul style="list-style-type: none"> clean, healthy, biologically diverse valued and understood by the people of the county managed more holistically and innovatively in the face of a wide range of pressures able to adapt to and mitigate the challenges of climate change 			

Document title and reference points	Key Relevant Objectives	Key Relevant Targets and Indicators	Key Implications	Key Implications for the SA
Rural Strategy	<p>A Vision for rural West Sussex</p> <ul style="list-style-type: none"> Needs to build upon the visions and policies already adopted within the County Build consensus and involve as wide a group of stakeholders as possible Is iterative in that it needs to be both aspirational but also attainable and, therefore, needs to be reviewed on a regular basis to ensure they remain future focused and challenging. 	<p>Economic and social regeneration</p> <p>To create and maintain a thriving rural economy, contributing fully to the prosperity of the county and wider south east region.</p> <p>Social justice for all</p> <p>To create and maintain vibrant, sustainable rural communities</p> <p>Enhancing the value of our countryside</p> <p>To maintain a high quality rural environment that is accessible to all.</p>		
Catchment Flood Management Plans for River Arun, River Adur and West Sussex Rifes	To identify and develop policies for sustainable flood risk management. Policies must take into account the likely impacts of climate change, the effects of land use and land management, as well as delivering multiple benefits and contributing to sustainable development	Indicator: Coastal and fluvial flood frequency; Environment Agency annual indicative flood zone updates Environment Agency quarterly indicative flood plain mapping	<ul style="list-style-type: none"> LTP include policies consistent with sustainable flood risk management 	Consider inclusion of objectives to reduce the risk of flooding and the impact on society, the economy and the environment and to protect and enhance the historic environment

Document title and reference points	Key Relevant Objectives	Key Relevant Targets and Indicators	Key Implications	Key Implications for the SA
Catchment Abstraction Management Strategies for River Arun and Western Streams	To control abstraction for public water supply and agriculture through the residual flow requirement at Hardham Address the impacts of surface water abstractions on low river Flows Address the impacts of groundwater abstractions on river flow Evaluate the sustainability of existing abstractions Address the extent to which the major chalk aquifer is already exploited Address how abstraction should be controlled in the rifes draining to Pagham and Chichester Harbours	Indicator: Coastal and fluvial flood frequency; Environment Agency annual indicative flood zone updates Environment Agency quarterly indicative flood plain mapping	<ul style="list-style-type: none"> LTP include policies consistent with management of catchment area, in particular with regard to surface drainage, and abstraction for new development. 	Consider inclusion of objectives to reduce the risk of flooding and the impact on society, the economy and the environment and to protect and enhance the historic environment

Document title and reference points	Key Relevant Objectives	Key Relevant Targets and Indicators	Key Implications	Key Implications for the SA
High Weald AONB Management Plan	To reduce the rate at which flood waters pass down the middle and upper reaches of the AONBs catchments by restoring natural hydrological and geomorphological characteristics To shift the balance between the quantity of floodwater conveyed directly to the outfalls and the quantity into temporary storage on floodplains by restoring natural hydrological and geomorphological characteristics To protect the sandstone outcrops of the AONB To reconnect settlements, residents and their supporting economic activity with the surrounding countryside To maintain the historic pattern and features of routeways To maintain existing extent of woodland and, particularly, ancient woodland To protect the archaeology of AONB woodlands To secure agriculturally productive use for the fields of the High Weald AONB, especially for local markets, as part of sustainable land management. To maintain the pattern of small irregularly shaped fields bounded by hedgerows and woodlands To enhance the environmental functions of field and heath as part of the complex mosaic of High Weald habitats To protect the historic features of field and heath	Targets for 2009: Reduction in conveyance of flood waters and reduction in run-off Increased use in reclaimed marshland as functional floodplain No loss of sandstone outcrops No further loss of ancient woodland Obtain increase in grants Indicators: West Sussex 2003 (baseline) hedgerow and habitat survey data Proportion of land classified as Ancient Woodland	<ul style="list-style-type: none"> • LTP include policies to consider the impact of transport on AONB • LTP should be consistent, as far as possible, with strategies to reconnect settlements, residents and their supporting economic activity with the surrounding countryside • LTP include policies consistent with maintaining and protecting, where possible, the archaeology of AONB woodlands • LTP include policies to protect and, where possible, enhance the character and environmental quality of the West Sussex landscape • LTP should include policies consistent with securing agriculturally productive use for the fields of the High Weald AONB, especially for local markets, as part of sustainable land management. 	Consider inclusion of objectives to protect and, where possible, enhance landscape character and the historic environment. Consider inclusion of objectives to reconnect and maintain stable levels of employment in the local minerals and waste industry Consider inclusion of objectives to protect and, where possible, enhance the historic environment Consider inclusion of objectives to protect and, where possible, enhance biodiversity and landscape character Consider inclusion of objectives to make the best use of previously developed land and reduce the need for Greenfield sites

Document title and reference points	Key Relevant Objectives	Key Relevant Targets and Indicators	Key Implications	Key Implications for the SA
South Downs Management Plan 2008-2013	<p>To protect, conserve and enhance the natural beauty of and amenity of the South Downs, including its physical, ecological and cultural landscapes and natural resources (Land).</p> <p>To promote the quiet informal enjoyment of the South Downs by the general public but only so far as is consistent with the first objective (people).</p> <p>Generally to promote sustainable forms of economic and social development, especially working with local communities, farmers and landowners to encourage land management which supports the two objectives above (Work).</p>	<p>South Downs Management Plan State of the South Downs Indicators</p> <p>Other Indicators: West Sussex 2003 (baseline) hedgerow and habitat survey data Proportion of land classified as Ancient Woodland</p>	<ul style="list-style-type: none"> LTP should include policies that are consistent, as far as practicably possible, with protecting, conserving and enhancing the natural beauty and amenity of the South Downs, including its physical, ecological and cultural landscapes and natural resources 	<p>Consider inclusion of objectives to protect and, where possible, enhance biodiversity and landscape character</p>
Chichester Harbour AONB Management Plan 2009-2014	<p>To strike a balance between the needs of those who live, work and enjoy the harbour, with the integrity of the protected habitats and species which make up the rich and diverse land and seascape of Chichester Harbour AONB. To encourage sustainable and safe enjoyment of the harbour and AONB, through education and awareness-raising, to safeguard its special qualities for future generations. Protecting and improving the special qualities of the AONB. Sustainability and wise use of the AONB. Increasing knowledge and understanding. Helping people enjoy the AONB Supporting the local community and economy. Working in partnership.</p>	<p>Biodiversity - Inventories of flora and fauna, wildlife and habitats.</p> <p>Landscape – Tree and hedgerow planting. Historic environment - Condition of recorded archaeological sites at risk.</p> <p>Education – numbers of student sessions offered, educational trips arranged and volunteer work parties held.</p> <p>Recreation and amenity – length and number of PROW, land and water based recreation.</p> <p>Planning – number of CHC recommendations accepted by LPA, development within AONB.</p> <p>Water – Meeting Shellfish Directive standards, Number of berths and harbour dues subscriptions, water quality meeting Bathing water</p>	<ul style="list-style-type: none"> LTP should be consistent with conserving and enhancing the natural beauty of Chichester Harbour AONB LTP should be consistent, as far as possible, with supporting landscape and nature conservation designations of Chichester Harbour AONB. 	<p>Consider inclusion of objectives to protect and, where possible, enhance biodiversity and landscape character</p>

Document title and reference points	Key Relevant Objectives	Key Relevant Targets and Indicators	Key Implications	Key Implications for the SA
		standards. Delivery of Management Plan actions		

Appendix 4 - Sustainability Appraisal Stages and Tasks

Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope	
A1: Identifying other relevant plans, programmes, and sustainability objectives	To document how the plan is affected by outside factors and suggest ideas for how any constraints can be addressed.
A2: Collecting baseline information	To provide an evidence base for sustainability issues, effects prediction and monitoring.
A3: Identifying sustainability issues	To help focus the SA and streamline the subsequent stages, including baseline information analysis, setting of the SA Framework, prediction of effects and monitoring.
A4: Developing the SA Framework	To provide a means by which the sustainability of the plan can be appraised.
A5: Consulting on the scope of the SA	To consult with statutory bodies with social, environmental, or economic responsibilities to ensure the appraisal covers the key sustainability issues.
Stage B: Developing and refining options and assessing effects	
B1: Testing the plan objectives against the SA Framework	To ensure that the overall objectives of the plan are in accordance with sustainability principles and provide a suitable framework for developing options.
B2: Developing the LTP options	To assist in the development and refinement of the options, by identifying potential sustainability effects of options for achieving the plan objectives.
B3: Predicting the effects of the LTP	To predict the social, environmental and economic effects of the options being considered in the LTP process.
B4: Evaluating the effects of the LTP	To evaluate the significance of the likely effects of the LTP.
B5: Considering ways of mitigating adverse effects and maximising beneficial effects	To ensure that there are significant measures to prevent, reduce or offset any significant adverse effects of implementing the LTP.
B6: Proposing measures to monitor the significant effects of implementing the LTP.	To ensure that the effects of implementing the LTP are tested against those predicted in the SA.
Stage C: Preparing the Sustainability Appraisal Report	
C1: Preparing the Sustainability Appraisal Report	To provide a detailed account of the SA process, including the findings of the appraisal and how it influenced the development of the plan, in a format suitable for public consultation and decision-makers.
C2: Assessing the effects of the LTP	To assess the significance of the predicted effects of the plan and plan options and assist in the refinement of the plan.
C3: Mitigating adverse effects and maximising	To ensure all potential mitigation measures and measures for maximising beneficial effects are

beneficial effects	considered and as a result residual effects identified.
C4: Developing proposals for monitoring	To detail the means by which the sustainability performance of the plan can be assessed.
C5: Preparing the SA Report	To provide a detailed account of the SA process, including the findings of the appraisal and how it influenced the development of the plan, in a format suitable for public consultation and decision-makers.
Stage D: Consulting on the preferred options of the LTP and the (Draft) Sustainability Appraisal Report	
D1: Public participation on the preferred options of the LTP and the Sustainability Appraisal Report	To provide the public and statutory bodies with an effective opportunity to express their opinions on the SA Report and to use it as a reference point in commenting on the plan.
D2(I): Appraising significant changes	To ensure that any significant changes to the plan are assessed for their sustainability implications and influence the revision of the plan.
D2(ii): Appraising significant changes resulting from representations	To appraise the soundness of the LTP using the SA, and updating the SA as necessary.
D3: Decision-making and providing information	To provide information on how the SA Report and consultees' opinions were taken into account in preparing the plan.
Stage E: Monitoring the significant effects of implementing the LTP	
E1: Finalising aims and methods for monitoring	To finalise suitable methods for monitoring the performance and effects of the LTP and informing future decision making.
E2: Responding to adverse effects	To ensure that the adverse effects can be identified and appropriate responses develop

Appendix 5 - Implications for Provisional LTP3 prior to final amendments

This table attempts to highlight all of the issues that have been raised in the development of the Strategic Environmental Assessment and LTP up to July 2010. The final LTP is required to take note of the implications and ensure that they have all been considered before LTP3 is adopted.

Implications of SEA for LTP3

Problem	Evidence	Implications for LTP
Urban traffic congestion	West Sussex continues to see an increase in its dependence on cars for commuting and a decrease in use of other modes of transport, leading to increase in traffic congestion	<p>Future development is likely to exacerbate these problems. It is therefore essential that all possible measures are investigated to resolve the problem. There should be an assumption towards encouraging people to travel less, or by more sustainable means rather than by providing more infrastructure. Evidence suggests that building more roads is a temporary solution at best.</p> <p>Lack of transport infrastructure may restrict the amount of development possible in some towns. Development should therefore encourage the use of sustainable modes.</p>
Large numbers of cars on school run	<p>The current LTP estimates that a significant proportion of all trips (perhaps up to $\frac{1}{3}$) in the County in any one day are school related.</p> <p>Many school travel plans have proven to be very effective in promoting a shift away from car.</p>	Continue to increase the emphasis on school travel plans, Safe Routes to School, concessionary fare scheme and other ways of reducing car journeys to school.
Reduction in commercially operated bus services, particularly in rural areas	<p>There is a continuing trend for commercial bus operators to reduce services in rural areas.</p> <p>The Council is tending to provide fewer supported traditional services where commercial services are no longer viable, relying instead on providing more demand-response ("Dial-a-Ride") services. The availability of demand responsive travel is also declining.</p>	<p>Continue to support bus services, particularly evening and weekend services.</p> <p>Extending concessionary fares could be an option to encourage more people from rural communities to utilise public transport</p> <p>Continue to provide demand responsive bus services and coordinate community transport services.</p> <p>Investigate new approaches to bus service provision.</p>
Reduction in	In the early 1960s, about 69% of	Take tranquillity into account when

Problem	Evidence	Implications for LTP
tranquillity	the land area of West Sussex was tranquil compared with about 35% in the early 2007.	planning new infrastructure.
Air Quality	Mainly well within targets but with some hotspots. Currently there are 6 Air Quality Management Areas (AQMAs) in West Sussex; 3 in Chichester, 2 in Shoreham, 1 in Worthing	Reducing the need to travel and improving non-car alternatives should reduce traffic levels and help to improve air quality. When Air Quality Management Areas are declared, consider transport related means to address them.
Accident rates on roads is to high	Accident rates in West Sussex are generally good. However, there is a need to set more stringent targets for casualty reduction in future years.	Liaise with Highways Agency to improve the unimproved sections of the A23 and A27. Work towards achieving the targets for reducing accidents.
Declining environmental quality (including biodiversity, landscape character, historic landscape)	Habitat surveys carried out by the county council show a continued loss of semi natural habitats.	Green Infrastructure Planning should highlight potential impacts on the landscape Manage road verges to preserve and improve biodiversity. As a last resort ensure that new transport infrastructure minimises habitat fragmentation.
New development will increase traffic	West Sussex's population is growing fast. There is a need to accommodate new development in the county.	Ensure new developments take on principles of sustainability and develop travel plans and encourage the use of sustainable modes. New developments should not be built in areas where no sustainable alternatives are possible.
Road condition worsening	Road maintenance levels in West Sussex continue to be broadly within acceptable limits. However, extreme weather events can quickly impact the condition of the asset. Contingency plans are in place, but will impact the delivery of other services, which may reduce long-term strain on the system.	Consider re-prioritising management of asset to reduce traffic volumes. Implement better planning and co-ordination of streetworks. Prioritise non-motorised asset management (pavements and cycleways) to encourage use.
Rural access especially for elderly / car less	Rural areas in West Sussex are very dependent on the car, partly because of limited public transport and lack of local	Continue roll-out of TravelWise scheme to increase use of local services and decrease unnecessary travel.

Problem	Evidence	Implications for LTP
	<p>facilities. This dependence is likely to increase on the basis of current trends.</p> <p>Access to secondary schools and doctors' surgeries.</p>	<p>Aim to improve public and community transport services in rural areas and other areas that are currently under provided.</p> <p>Maintain rail services at "rural" stations.</p>

Appendix 6 - Summary of Implications of the Sustainability Appraisal for LTP3

Before Consultation on Provisional LTP Stage

Environmental and sustainability problems that affect the West Sussex LTP were identified through an analysis of the baseline data. They are summarised below and were borne in mind during the development of the LTP.

Implications for LTP
Climate Change
<ul style="list-style-type: none"> • The impacts of new development on traffic congestion are considered, and that all possible measures are investigated to resolve future problems. There should be an assumption towards encouraging people to travel less, or by more sustainable means rather than by providing more infrastructure (travel planning). • Demonstrate the impact soft measures can have in tackling emissions. Possible improvements include: maintenance and asset management, cycling, RoWIP, Travel Planning, Smart Ticketing solutions, public transport priority solutions, RTPI, Business Travel Planning, and short-term parking / loading spaces • Increase the emphasis on school travel plans, Safe Routes to School, concessionary fare scheme and other ways of reducing car journeys to school. • Demonstrate possible carbon savings or implications of proposed schemes as integral component of impact assessment (cost benefit analysis)
Economy
<ul style="list-style-type: none"> • The economic / sustainable development evidence base needs to be developed through LTP3 plan period • Lack of transport infrastructure may restrict the amount of development possible in some towns. Development should therefore encourage the use of sustainable modes. New developments should not be built in areas where no sustainable alternatives are possible. • Consider freight movement and measures which reduce congestion, and improve safety and connectivity. • Consider re-prioritising management of asset to reduce traffic volumes. • Implement better planning and co-ordination of street works. • Locate key services close to transport infrastructure and / or using local delivery of services to facilitate travel need reduction. • Expand service provision to meet business need and provide access to necessary facilities such as hospitals, post offices, shops, and education.
Accessibility
<ul style="list-style-type: none"> • Engage the whole population in the consultation process by utilising a wide range of imaginative communication methods. • A wide range of accessibility needs should be considered, including education, healthcare, food, shops, and work. Personal travel planning will be able to address many of the issues raised. • Schemes should seek to increase use of local services and decrease unnecessary travel. • Improve satisfaction in transport provision by tackling key issues such as customer care training, information provision, appropriate street furniture, easy access buses, and affordability. • Consider the future role of public and community transport in accessibility solutions and investigate new approaches to bus service provision, particularly in rural areas. • Continue to work with partners including the Train Operating Companies and Network Rail to improve station accessibility, particularly at rural stations. • Educational programmes, and ensuring buses run reliably will build personal confidence to travel on buses.

- An awareness of cultural issues will help in transport and travel planning.
- Increase affordable, accessible public and / or sustainable transport options, which can also tackle safety and environmental concerns, with specific concern to those with specific travel needs.
- All policies need to have implementation plans that address the communication needs of the whole community.

Safety Security and Health

- Proposals should contribute to a reduction in health inequalities.
- Consider ways of reducing the risk of death or injury due to transport incidents using a range of Accident Investigation Prevention strategies, 20mph zones/rural speed limits, Education Programmes (SRtS, SSZ, Cycle Training, Driver Awareness Training), Maintenance programmes (including winter maintenance), Asset management.
- Safer design of roads and roadside environments in urban areas and on rural roads.
- Stricter enforcement of speed limits, traffic management and safer design of roads and roadside environments in urban areas, with a greater shift to prevention strategies on rural roads.
- Ensure that overall proposals will have a beneficial impact on health.
- Partnership working with stakeholders to help solve personal safety / fear of crime issues.
- Develop an effective complaint, monitoring, and evaluation procedure.
- Awareness of the needs of the various groups should be addressed at all levels, ensuring that equality and diversity is reflected in recruitment, promotion and training policies.
- Identified need to continue to issue Home to School Travel Guidance Notes for parents, pupils and students, and use an incident report system to ensure that 'complaints', monitoring and evaluation procedures are in place and well developed.
- Use of personal journey planning for public transport can help to alleviate travel at peak times and avoid crowded/busy routes.
- The use of infrastructure, maintenance, design, and technology can help to alleviate personal safety fears.

Quality of Life

- Improve environmental quality by reducing the need to travel and improving non-car alternatives.
- Consider transport related means to address environmental issues or problems.
- Collaborate with partners to develop in order to implement wider environmental quality improvement strategies (including Noise).
- Ensure that opportunities to access the countryside (and the SDNP in particular) by means other than car are considered.
- Restrict access to areas of particular importance.
- Take tranquillity into account when planning new infrastructure.
- Use Green Infrastructure Planning to highlight potential impacts on the landscape and provide advice and comments on infrastructure proposals to minimise habitat fragmentation.
- Manage existing transport asset to preserve and improve biodiversity.
- Transport infrastructure development should take into account the presence of environmental designations (e.g. Source Protection Zones), to ensure that development will not lead to increased environmental risk.
- New infrastructure should not be at risk from flooding and nor increase the risk of flooding elsewhere. Run-off, especially in sensitive areas, should be controlled.

Appendix 7 - HRA Habitat Data Sheets

See assessment of Provisional LTP3