



Warwickshire County Council

LTP3 Strategic
Environmental Assessment
Environmental Report

Appendix 4: Assessment of
Draft Plan – Assessment
Matrices

Prepared for:

**Warwickshire County Council
Warwick**

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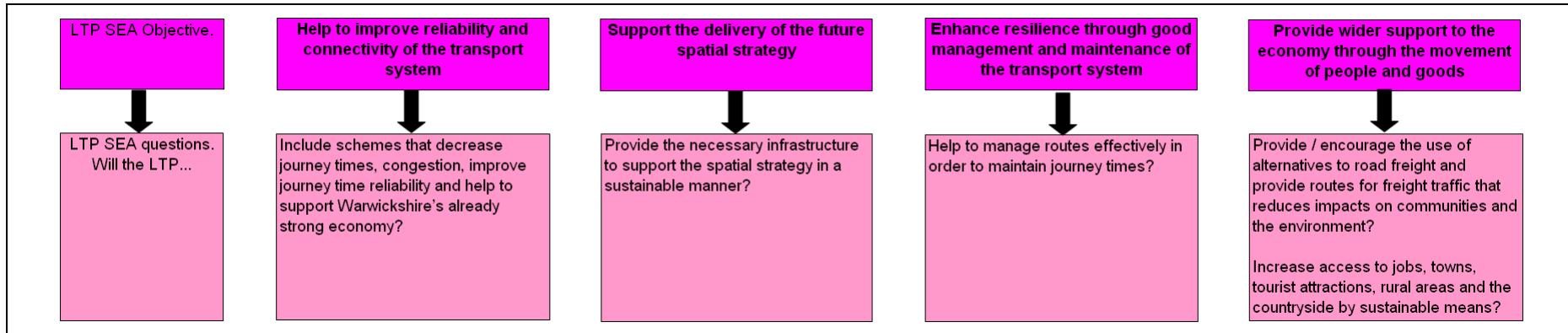
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A	First Draft	17/05/10	JC	EJ
1	Draft to client	26/05/10	JC	EJ
2	FINAL DRAFT	28/05/10	JC	EJ

1 SEA Topic: Economy

The plan has been assessed against the following SEA objectives and questions:



The effect of the draft plan on the economy		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Plan objectives		
The plan includes objectives which seek to provide reliable and efficient transport networks.	●	
Area strategies¹		
Northern Warwickshire		
The objectives for the area discuss the long term stability and growth of the economy and supporting planned housing and employment growth. Congestion is not deemed to be an issue when compared to other areas of Warwickshire. Therefore, significant actions are not provided to improve congestion. Access to employment	?	As the locations of development and the available funding become

¹ Please note that because of limited time to undertake the assessment the strategies are presented in the matrices in the order that they were sent to the SEA team by Warwickshire County Council. This may not be the order in which they appear in the LTP3.

The effect of the draft plan on the economy		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
<p>is addressed, mainly through the provision of an inter urban quality bus corridor between Nuneaton, Atherstone and Tamworth, increasing car parking provision at Atherstone station and the commitment to keep under review the need for further cycling improvements to link Hams Hall to Coleshill Parkway Station.</p> <p>In terms of supporting the delivery of the future spatial strategy, the LTP commits to inputting into the LDF process. North Warwickshire will see housing growth of 3,000 in the period to 2026 and there will be further expansion of the employment sites at Hams Hall and Birch Coppice. These developments are likely to cause cumulative effects on traffic levels and the development at Hams Hall and Birch Coppice are likely to cause increases in freight traffic. To reduce the impact of this, the LTP includes such actions such as the review of environmental weight limits and a management strategy for HGV parking around Hams Hall.</p> <p>Because of the uncertainty regarding the location of development the impact of the strategy has been scored as uncertain.</p>		<p>more definitive, Warwickshire County Council should continue its supporting role to the LDF process by clarifying the transport interventions that are needed to make development sustainable.</p>
Eastern Warwickshire		
<p>The objectives discuss supporting planned housing and employment growth and supporting the regeneration of Rugby Town Centre and supporting the stability and growth of the local economy.</p> <p>Rugby will see development of 11,000 dwellings and 108 ha of employment land. Future development may cause a cumulative negative impact on traffic levels and congestion, as could further development at DIRFT. In terms of the likely sites for development, the Gateway Rugby Site is likely to have traffic impacts on the A426 corridor and junction 1 of the M6. However, it is well located to existing and proposed employment sites facilitating more sustainable travel. The Rugby Radio Station site will require some improvements to make the site accessible to the town centre and the traffic impact acceptable (including a new railway station that could assist employees of DIRFT get to work sustainably). These measures should be positive but not enough detail is known at the present time to assess the proposals in detail and it is likely that the developers of the sites will have to carry out transport modelling to ensure that the impact of the sites are acceptable on the transport system.</p> <p>In terms of freight, the area has a large proportion of employment related to the transport and distribution sectors meaning that HGVs make up a large amount of traffic in the area. It is anticipated that the opening of the Western Relief Road (which is being built at the moment) will have a positive impact on HGV traffic in Rugby. The expansion of DIRFT may have some impacts on Rugby if improvements are not made to the</p>	?	<p>As the locations of development and the available funding become more definitive, Warwickshire County Council should continue its supporting role to the LDF process by clarifying the transport interventions that are needed to make development sustainable.</p>

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strategic and local road network. This is subject to a high level of uncertainty at the moment and further modelling is expected to determine the likely impact on the road network.		
Nuneaton and Bedworth		
<p>The objectives for the area discuss supporting the regeneration of the town centres and the stability and growth of the economy. The strategy includes issues such as promoting a step change in public transport in the North South Corridor and a comprehensive network of bus services within Nuneaton and Bedworth, linking residential areas with town centres, rail stations, employment sites and Coventry (which will assist people in accessing work opportunities), improving interchanges (including new railway stations), securing travel plans, a Variable Message Signing scheme on the main approaches to Nuneaton town centre and improving the management of the transport assets in the area.</p> <p>The area is designated within the Coventry and Nuneaton Regeneration Zone (including a Regional Investment Site although no details are available on this at the moment) and will experience a high level of development (11,000 houses and 96 ha of employment land – although their location has not yet been determined). Future development may cause a cumulative negative impact on traffic levels and congestion especially in Nuneaton as it has experienced the fastest rate of traffic growth in the county and already has a number of areas which experience congestion (especially where arterial routes meet the Ring Road). Increased congestion is likely to hamper the efforts to regenerate the area and could have a significant negative effect unless mitigated. However, a number of improvements are included in the transport interventions section of the strategy that are designed to help support the level of development in the area. These include rail improvements, enhanced north-south bus services, quality bus partnerships, a new station at Galley Common (facilitating trips to Birmingham and Leicester) and a number of highway improvements. However, the strategy makes it clear that these proposals have not been costed and it is unclear whether they will go ahead. The proposals to support development will be used in due course to inform the preparation of the LDF Infrastructure Delivery Plan. Other measures are discussed in the strategy including a number of new rail stations in the NUCKLE corridor (Nuneaton-Coventry-Leamington Spa). The NUCKLE scheme is a major scheme in the LTP. The NUCKLE scheme is addressed in the North-South Corridor assessment.</p> <p>In terms of freight, measures will consider the implementation of restricted loading periods, a review of current signage and the investigation of opening up rail freight access to and from the Judkins Quarry site.</p>	?	As the locations of development and the available funding become more definitive, Warwickshire County Council should continue its supporting role to the LDF process by clarifying the transport interventions that are needed to make development sustainable.

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Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
<p>All of these measures will be positive in reducing the negative impact of freight.</p> <p>Because of the uncertainty regarding the location of development the impact of the strategy has been scored as uncertain.</p>		
Warwick, Leamington Spa, Kenilworth and Whitnash		
<p>The objectives for the area discuss stabilising and growing the local economy of the area.</p> <p>One of the main issues in the area affecting the economy is congestion. Warwick in particular has experienced a high rate of population growth and will see significant growth in the next few years (11,000 houses and 90ha of employment land to 2026) and this development could cause increased congestion in a number of areas including near the concentration of schools in Warwick. However, focusing growth in these locations will help to reduce distances residents need to travel, thereby allowing more trips to be undertaken on foot and by bike, minimise the impact of through traffic on the town centres, make best use of the existing bus network and allow easy access to the existing rail network at Warwick, Warwick Parkway and Leamington railway stations. A number of measures are also included that will make sustainable access to areas of employment easier.</p> <p>A number of measures are suggested that may help reduce traffic including school and workplace travel plans, improvements to public transport (bus and rail) and also the investigation of a park and ride site to serve Leamington and Warwick. A number of improvements are included in the transport interventions section of the strategy that are designed to help support the level of development in the area. This includes better public transport services both in urban and rural parts of the Borough and enhanced north-south bus services, improving transport interchange, promoting alternatives to the private car and promoting workplace travel plans. In terms of freight, the council will continue to review existing loading restrictions and will review signing on arterial routes.</p> <p>Other measures are discussed in the strategy including a number of new rail stations in the NUCKLE corridor (Nuneaton-Coventry-Leamington Spa) and a Kenilworth Railway Station. The NUCKLE scheme and Kenilworth Station are major schemes in the LTP. Warwickshire County Council is at a very early stage with the planning for Kenilworth Railway Station so no specific information is available on the impact of the scheme. The NUCKLE scheme is addressed in the North-South Corridor assessment.</p> <p>Because of the uncertainty regarding the measures which will be implemented to reduce the impact of</p>	?	<p>As the locations of development and the available funding become more definitive, Warwickshire County Council should continue its supporting role to the LDF process by clarifying the transport interventions that are needed to make development sustainable.</p>

The effect of the draft plan on the economy		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
development on the transport system and the funding available, the impact of the strategy has been scored as uncertain.		
Southern and Western Warwickshire		
<p>The objectives discuss supporting the World Class Stratford Initiative by reducing vehicle dominance in the town centre, tackling congestion and supporting new housing and employment growth.</p> <p>The district is likely to experience high population growth in the next few years. Coupled with the fact that the district will experience a significant amount of development (7500 new dwellings to 2026), this means that the LTP is likely to be implemented against a backdrop of increasing traffic. Culture and tourism obviously play a major part in the economy of the district but visitors need to be encouraged to stay longer. Commuting patterns also have a big influence on traffic and result in a lot of cross town movements and congestion. A number of key junctions in and around the town centre are already at capacity and between 2002 and 2008 there has been a 2% decrease in morning peak vehicle speeds (indicating that congestion is worsening). Increasing development is likely to have a negative effect on congestion unless transport measures can be implemented to prevent this. A number of measures are proposed within the strategy to support development and reduce congestion such as area wide traffic management, traffic signal co-ordination etc but the strategy makes it clear that these measures are subject to feasibility and funding. A lot of these will need to be developer funded so it's difficult to assess due to the uncertainty over implementation. A number of public transport schemes are also proposed including a new railway station – Stratford Parkway (listed as a major scheme in the Implementation Plan). This will help sustainable commuting to places such as Birmingham. Warwickshire County Council is at a very early stage with the planning for the major scheme so no specific information is available on the impact of the scheme.</p> <p>In terms of HGVs Stratford experiences particular problems in the town centre and some rural villages. The villages that are affected are those along the section of the A435 to the north of Alcester. The council is proposing a number of measures such as investigating restrictions on access, securing voluntary route agreements and promoting use of dedicated commercial vehicle satellite navigation systems. These should be positive in reducing some of the problems associated with HGVs.</p> <p>Because of the uncertainty regarding the measures which will be implemented to reduce the impact of development on the transport system and the funding available, the impact of the strategy has been scored as uncertain.</p>	?	As the locations of development and the available funding become more definitive, Warwickshire County Council should continue its supporting role to the LDF process by clarifying the transport interventions that are needed to make development sustainable.

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The North South Corridor		
<p>The objectives address supporting the local and sub regional economy and supporting planned housing and employment growth.</p> <p>The main thrust of the strategy is to reduce social and economic inequalities between the affluent south and less affluent north of the area. Parts of the area in the north of the corridor have suffered economic decline whilst the south of the area has successfully attracted modern industries. The prosperity of the south in particular has resulted in pressure on the transport system as commuters travel through the area. Development, travel demand and congestion in the corridor are set to increase and the aim of the strategy is to make the area more permeable allowing more sustainable transport choices to be made. Future travel demand will be heavily influenced by development pressures and development will be happening against a backdrop of increasing congestion. A key shortcoming is the lack of a through public transport service between the north and the south without the requirement to change at Coventry. Provision of such a service would help to provide access to employment without having a detrimental impact on congestion and will help to link areas of need to areas of opportunity. The step change includes providing high quality, convenient public transport access to existing and proposed development areas in the corridor and in particular development of a secure through bus service and the NUCKLE scheme which is listed as a major scheme in the Implementation Plan. Preliminary work has been undertaken on Phase 1 of the NUCKLE scheme (Improved service frequencies between Coventry-Bedworth-Nuneaton with new stations at Ricoh Arena and Bermuda, platform lengthening at Bedworth and a new bay platform at Coventry) in the Coventry-Nuneaton Rail Upgrade Business Case. This report states that phase 1 of the scheme will have the following benefits - supporting the Coventry-Nuneaton Regeneration Zone, supporting the future development of the Coventry Arena, supporting the Friargate office and residential development in Coventry City Centre and providing enhanced transport links to the education and skills training facilities in Coventry and at Warwick University. The scheme will also help to enable greater levels of modal shift helping to reduce congestion and traffic levels. No information is available on later phases of the NUCKLE scheme.</p>	?	As the locations of development and the available funding become more definitive, Warwickshire County Council should continue its supporting role to the LDF process by clarifying the transport interventions that are needed to make development sustainable.
Modal / topic strategies		
Air Quality Strategy		
Implementation of the wider LTP policies contained in the Public Transport, Cycling, Walking and Changing Travel Behaviour Strategies and the preparation of Air Quality Action Plans (which include improvement	●	

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measures to traffic management, public transport, walking and cycling facilities and initiatives to change travel behaviour) should have positive effects on congestion, journey times and reliability. The strategy is likely to be positive.		
Accessibility Strategy		
The accessibility work undertaken so far has focused on access to work. The ongoing work with the Job Centre (under policy AS7) to provide locally delivered services might enable some people to get back into work more quickly. Although funding has been withdrawn from the Warwickshire Access to Services Partnership Scheme, attempts have been made to mainstream accessibility improvements into the wider LTP strategies in an effort to secure delivery over the plan period. The strategy is likely to be positive.	●	
Sustainable Freight Distribution Strategy		
The strategy should be positive in terms of making freight movements more efficient and reducing congestion (through targeted improvements to the road and rail network and setting up freight consolidation centres); through reducing the impact of freight on the environment and communities (through continuing the local and regional freight quality partnerships and associated measures) and providing more certainty to operators regarding routing and access. The strategy also discusses improving access to and expanding rail freight facilities. This may be important for some businesses in Warwickshire although the strategy acknowledges that there is limited opportunity for modal shift in Warwickshire onto rail as the majority of companies who transport suitable loads already use rail for part of their journey. In addition, preliminary studies by the DfT (DfT (December 2008): <i>Delivering a sustainable transport system: the logistics perspective</i>) show that the West Coast Main Line in the Midlands already has a high proportion of long distance freight moved by rail, therefore, the potential for modal shift may be more restricted in this area. However, the strategy is still likely to be positive to some degree.	●	
Parking Strategy		
If the strategy is successful it will have a key role in reducing congestion and traffic flow (and hence support the economy). This will be mainly through reducing the amount people circulate looking for parking but also possibly through small amounts of modal shift especially if parking is improved at stations (improving car parking at railway stations has been shown as vital in promoting a shift from car to rail journeys). The strategy also includes measures to help the tourism economy by improving coach parking. Real time information is also likely to be useful in reducing congestion and traffic and studies have shown that in larger	●	

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cities variable message car parking signs can reduce the average distance travelled by a group of drivers by 30% (Paul Kompfner et al (1998): ITS City Pioneers Toolbox). Therefore, the strategy is likely to be positive.		
Powered Two Wheeler Strategy		
The use of PTWs can be positive for the economy if it helps people access employment who otherwise couldn't. There is also an opportunity to reduce congestion if a substantial number of people switch from cars to PTWs (although a significant shift is unlikely). The strategy encourages the use of PTWs through measures to improve safety, parking and integration with other modes. The strategy is likely to be positive.	●	
Airport Accessibility Strategy		
Access to airports is important for the economy because it gives access to workers at Birmingham International Airport and access to air travel for the business traveller and international visitors to Warwickshire. The strategy discusses several measures in terms of improving reliability of transport services, the coverage of public transport services and co-ordination of services and integrated ticketing. The strategy is likely to be positive. There are some elements of the strategy that could be better defined and these are discussed in the final column.	●	Policy ASA1 of the Airport Accessibility Strategy could say ...and other stakeholders to improve sustainable surface access provision ... Policy ASA3 of the Airport Accessibility Strategy could be clearer about the level of passenger flights that will trigger a Surface Access Strategy for Coventry Airport.
Land Use and Transportation Strategy		
The spatial development strategy is to focus development on urban areas and main towns. In Warwickshire these areas are already congested (especially Warwick) so the effect of new development may cause more congestion problems and impact on the economy. Better integration of transport and land use planning helps to ensure that the cumulative effect of development is less because there is adequate transport infrastructure to support development in a way that is sustainable and does not increase congestion, traffic in inappropriate areas and total vehicle miles. The strategy includes several measures to do this including through working	●	

The effect of the draft plan on the economy		
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with the planning authorities and developers to put in place travel plans and more sustainable transport systems. This will be positive for the economy if successful.		
Bus Strategy		
A greater need exists than is being provided for by the bus network. This is likely to be having impacts on the economy if people are being forced to use their cars in the absence of services (and causing congestion). It also means that some people may not be able to access employment opportunities. The strategy includes several measures to increase the use of buses and this includes revisions to fare structures and ticketing, development of further urban Quality Bus Corridors, provision of better bus information and other measures to improve the quality and availability of bus services. The past success of bus measures in Warwickshire shows that these measures are likely to be positive, especially in light of the fact that the strategy will include both promotional measures and improvements in the quality of the 'offer' – research has shown that this is key to modal switch (DfT (2010): <i>The Effects of Smarter Choice Programmes in the Sustainable Travel Towns: Full Report</i>).	●	
Passenger Rail Strategy		
A greater need exists than is being provided for by the rail network. This is likely to be having impacts on the economy if people are being forced to use their cars in the absence of services (and causing congestion). It also means that some people may not be able to access employment opportunities. The strategy includes several measures to increase the efficiency of the rail service, including coordination of public transport services to encourage interchange and improving the quality of rail services in terms of reliability and punctuality. These measures are likely to be positive, especially in light of the fact that the strategy will include both promotional measures and improvements in the quality of the 'offer' and the fact that rail patronage in Warwickshire is up from 3.81 million passenger journeys in 2003/04 to 5.54 in 2008/09.	●	
Network Management Duty Strategy		
Roads facilitate the movement of goods and services and provide access to homes and businesses. The Network Management Strategy aims to deliver reliable and efficient transport that supports economic growth and has a key objective to improve the cycling and walking environment thereby encouraging greater levels of walking and cycling which may lead to reduced congestion. The strategy is likely to be positive.	●	
Taxi and Private Hire Vehicle Strategy		

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A successful, efficient and affordable taxi service will contribute to a town's economy and benefits both local residents and visitors therefore the strategy as a whole is likely to be positive.	●	
Intelligent Transport Systems Strategy		
ITS is increasingly playing a major role in enhancing the mobility of people and goods which will have a positive effect on the economy. Therefore, the strategy as a whole is likely to be positive.	●	
Community Transport Strategy		
A greater need exists than is being provided for by the existing community transport network. This is likely to be having impacts on the economy if people cannot access jobs and services. The vision of the strategy includes provision of an affordable and integrated network of community transport services, and Policies PTCT2 and PTCT4 in particular support this. Policy PTCT2 aims to encourage transport interchange, increase the reliability and punctuality of services and reduce journey times, while Policy PTCT4 aims to increase the contribution of community transport to sustainable economic growth. The Action Plan refers to a number of measures, such as 'Wheels to Work' and 'Buster Werkenbak' which improve access to employment. Therefore, the strategy as a whole is likely to be positive.	●	
Congestion Strategy		
It is recognised that high levels of congestion may have a detrimental effect on economic performance. The strategy would help support economic competitiveness and growth by delivering reliable and efficient transport networks, especially in areas such as Warwick which are experiencing high levels of congestion. The strategy is likely to be positive.	●	
Cycling Strategy		
Several improvements to cycleways and extensions of cycle routes have been achieved in recent years, which are beneficial for accessing employment opportunities and services and reducing traffic congestion. The strategy aims to build on these to promote cycling as a transport choice. Policy CY2 in particular aims to provide safe and convenient access to town centres, employment sites, schools and public transport interchanges, and Policy CY3 gives priority to developing cycle infrastructure within the main urban areas and around key inter-urban links generating significant commuting movements. The strategy is likely to be	●	

The effect of the draft plan on the economy		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
positive.		
Bus Information Strategy		
The strategy aims to ensure excellent public transport information is available to address the needs of current and potential passengers, and to grow the market for public transport by increasing its accessibility, which will contribute positively to the economy. This will be met through the provision of bus information that is simple to use and through improving bus information in line with the minimum requirements listed in the strategy. The Action Plan contains measures for the enhancement of bus information, including the timescale of these. The strategy is likely to be positive.	●	
Public Transport Interchange Strategy		
The strategy aims to encourage modal shift onto public transport, through improving integration between different public transport modes. Better integration of transport modes helps to reduce journey times and congestion and ensure better access to jobs and services by means other than the car. The strategy includes several measures to do this, such as enhancement of existing and provision of new interchange facilities at railway stations and working with the planning authorities, public transport operators and Network Rail to promote integration between transport modes. This will be positive for the economy if successful.	●	
Public Transport Strategy		
This strategy provides the strategic framework for the public transport mode specific strategies (the Bus, Passenger Rail, Community Transport and Taxi and Private Hire Vehicle Strategies), the Public Transport Interchange Strategy and the Bus Information Strategy. Its aim is to grow the market for public transport by making the product attractive to existing and potential users. If successful, the strategy will have a positive effect on the economy, by improving the provision of public and community transport and reducing congestion. The strategy is supported by a number of policies, and as a whole it is likely to be positive.	●	
Road Safety Strategy		
The strategy aims to improve road safety throughout the county. The strategy covers a wide variety of means to achieve this, such as working with the emergency services, the Highways Agency and the community, education campaigns, influencing road user behaviour and combating excessive speed through the use of safe and appropriate speed limits and safety cameras. Reduction in the number of people killed or injured on	●	

The effect of the draft plan on the economy		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
the roads is likely to have a positive impact on the economy, through saving associated costs. The Action Plan contains measures for the delivery of the Road Safety Strategy and the strategy as a whole is likely to be positive.		
Highway Maintenance Strategy		
A well maintained road network can improve travel times for people travelling to work, to school, or other education establishments, travelling to shops, for tourism, business; and transporting goods and delivering to businesses, shops and houses. The Highway Maintenance Strategy also works towards minimising delays from roadworks. The strategy states that the Council will use a variety of methods to ensure that the highway network is maintained in the most appropriate and economic way. The strategy as a whole is likely to be positive.	●	
Bridge Maintenance Strategy		
The main thrust of the Bridge Maintenance Strategy is to maintain bridges and other highway structures. This will help to ensure that delivery vehicles and HGVs can access areas that they need to and will have a positive effect on the economy in this regard.	●	
Changing Travel Behaviour Strategy		
It is recognised that high levels of congestion may have a detrimental effect on economic performance. The Changing Travel Behaviour Strategy will help reduce congestion by encouraging sustainable travel by improving information, opportunities and the attractiveness of alternative modes. The strategy as a whole is likely to be positive.	●	
Walking Strategy		
As well as providing benefits to the individual, increasing the amount of walking can contribute towards reducing congestion. Congestion costs the economy billions of pounds every year and negatively affecting quality of life for many. Improved conditions for walking contribute towards wider regeneration initiatives, and at the same time, successful regeneration initiatives can lead to increased pedestrian activity. Safe and attractive streets and public places are fundamental to attracting shoppers, visitors and tourists. The strategy as a whole is likely to be positive.	●	

The effect of the draft plan on the economy		
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Rights of Way and Recreational Highway Strategy		
<p>The Strategy aims to improve connectivity of the Rights of Way and recreational highway across the county, including in inter-urban and other urban areas. This could help to improve connectivity of transport systems.</p> <p>The Strategy will help to maintain, improve and promote access to the countryside using the Rights of Way and recreational highway. The provision of the high quality network of footpaths and cycle paths, particularly those connecting tourism attractions could also help to support the tourism industry in the county.</p>	●	
Implementation Plan (April 2011 – March 2014)²		
<p>Little detail is given in the Implementation Plan regarding the schemes that are likely to be taken forward and the level of resources available is not yet known. The plan stresses that maintenance of the highway network is likely to be a priority and that a broadly balanced integrated transport programme will be maintained. Maintaining the highway network and providing a balanced integrated transport programme are likely to be positive. The Implementation Plan concludes that it is not likely that significant infrastructure investment to support LDFs will occur during this Implementation Plan. This means that the funding available from the council to 'top up' developer funding (to provide additional infrastructure/provide higher quality infrastructure where appropriate) is less likely to be available. However, the effects of this are uncertain because of uncertainties regarding the level of funding likely to be available.</p>	?	<p>The Implementation Plan states that the council is working closely with District Councils and developers to establish detailed requirements and phasing for infrastructure. This process should actively consider the sustainability impacts (as well as the transport impacts) of the different levels of infrastructure that could be provided with different funding levels.</p>

² Please note that the major schemes are discussed in the relevant area strategies. An assessment of the plan with and without major schemes has not been undertaken. This is because of the strategic and uncertain nature of the plan and the fact that major schemes are at such an early stage of planning.

Assessment Conclusions - economy

Summary of performance: None of the strategies are likely to have a significantly positive effect on the economy objectives. This is because of uncertainty regarding when, where and how measures are likely to be implemented. The long term strategies within the LTP3 largely perform well against the economy SEA Objectives (mostly scoring minor positive marks) as they include strategies and measures that (if implemented) will help support the economy of Warwickshire. The strategies contained within the plan should help to improve sustainable access to employment (both employment sites within the county and to areas such as Birmingham), help to manage the negative effects of HGV traffic, help to manage traffic better in the town centres, support regeneration in the less affluent north of the county and support initiatives such as the World Class Stratford Initiative. However, some uncertainties exist regarding the impact of the area strategies because there is uncertainty regarding the location of development in some areas (as the Local Development Frameworks have not got to the stage where they can be definite about development sites) and the fact that transport modelling has not yet been undertaken to determine the effect of development on congestion and traffic levels. Although the long term strategy is broadly positive, there is some uncertainty over the level of funding available to provide supporting transport infrastructure in the short term.

Mitigation and enhancement measures:

Mitigation measures identified to address potential negative or uncertain effects are as follows:

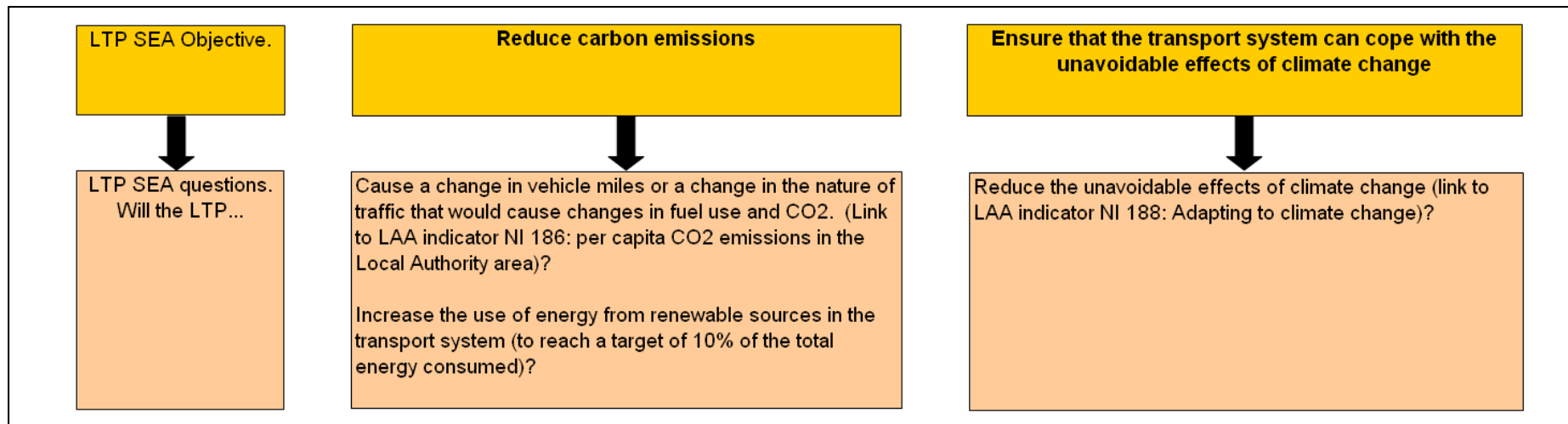
- As the locations of development and the available funding become more definitive, Warwickshire County Council should continue its supporting role to the LDF process by clarifying the transport interventions that are needed to make development sustainable; and
- The Implementation Plan states that the council is working closely with District Councils and developers to establish detailed requirements and phasing for infrastructure. This process should actively consider the sustainability impacts (as well as the transport impacts) of the different levels of infrastructure that could be provided with different funding levels.

Enhancement measures identified in order to improve the performance of the Strategies are as follows:

- Policy ASA1 of the Airport Accessibility Strategy could say ...and other stakeholders to improve **sustainable** surface access provision ...; and
- Policy ASA3 of the Airport Accessibility Strategy could be clearer about the level of passenger flights that will trigger a Surface Access Strategy for Coventry Airport.

2 SEA Topic: Climate Emissions

The plan has been assessed against the following SEA objectives and questions:



The effect of the draft plan on climate		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Plan objectives		
The plan includes an objective to reduce transport emissions of carbon dioxide. However, the objectives do not address climate change adaptation and this is likely to be an important issue for the county.	●	The objectives of the plan should address adaptation to climate change.
Area strategies		
Northern Warwickshire		

The effect of the draft plan on climate		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
<p>The objective on reducing the environmental impact of traffic is positive. The objectives discuss improving air quality but do not discuss reducing CO₂ emissions or adapting to climate change.</p> <p>It is not possible to assess quantitatively whether the measures in association with the level of growth expected in the area will lead to a change in climate emissions as a transport model of the effect of future developments is not available. For climate emissions to decrease definable modal shift and reductions in vehicle miles would have to occur. There are some measures in the strategy which may make alternative modes more attractive but the level of development makes it likely that climate emissions will increase and this will have a negative impact on climate emissions. Because of the importance of reducing carbon emissions this has been scored as significantly negative. In addition, there is some uncertainty over the transport improvements needed to support growth. The other area strategies have been more definitive in this regard.</p> <p>Adaptation to climate change is not addressed in the strategy. However, adaptation is better addressed in the section of the plan that deals with highway maintenance.</p>	●	<p>Consider adding an objective to the Northern Warwickshire Area Strategy related to reducing CO₂ emissions and adapting to climate change.</p> <p>The fact that the spatial strategy and the transport interventions are likely to increase carbon emissions is a difficult issue to mitigate as development cannot be stopped yet there is reduced funding for transport interventions to enable modal switch. As noted in the Implementation Plan suggested mitigation, work with District Councils should actively consider the sustainability impacts (as well as the transport impacts) of development if transport infrastructure is not provided</p>
Eastern Warwickshire		
<p>The objective on reducing the environmental impact of traffic is positive. The objectives discuss improving air quality but do not discuss reducing CO₂ emissions or adapting to climate change.</p> <p>It is not possible to assess quantitatively whether the measures in association with the level of growth</p>	●	See mitigation for North Warwickshire Area Strategy

The effect of the draft plan on climate		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
<p>expected in the area will lead to a change in climate emissions as a transport model of the effect of future developments is not yet available. For climate emissions to decrease definable modal shift would have to occur. The level of development expected in Rugby means that emissions are likely to increase and this will have a negative impact on climate emissions. Because of the importance of reducing carbon emissions this has been scored as significantly negative.</p> <p>Adaptation to climate change is not addressed in the strategy. However, adaptation is better addressed in the section of the plan that deals with highway maintenance.</p>		
Nuneaton and Bedworth		
<p>The objective on reducing the environmental impact of traffic is positive. The objectives discuss improving air quality but do not discuss reducing CO₂ emissions or adapting to climate change.</p> <p>It is not possible to assess quantitatively whether the measures in association with the level of growth expected in the area will lead to a change in climate emissions as a transport model of the effect of future developments is not yet available. For climate emissions to decrease definable modal shift would have to occur. The level of development expected in Nuneaton and Bedworth and the fact that Nuneaton has experienced the fastest rate of traffic growth in the county over recent years means that emissions are likely to increase and this will have a negative impact on climate emissions. Because of the importance of reducing carbon emissions this has been scored as significantly negative.</p> <p>Adaptation to climate change is not addressed in the strategy. However, adaptation is better addressed in the section of the plan that deals with highway maintenance.</p>	●	See mitigation for North Warwickshire Area Strategy
Warwick, Leamington Spa, Kenilworth and Whitnash		
<p>The objective on reducing the environmental impact of traffic is positive. The objectives discuss improving air quality but do not discuss reducing CO₂ emissions or adapting to climate change.</p> <p>It is not possible to assess quantitatively whether the measures in association with the level of growth expected in the area will lead to a change in climate emissions as a transport model of the effect of future developments is not yet available. For climate emissions to decrease definable modal shift would have to occur. The level of development expected in the area (and the fact that the area has a lot of through traffic on the strategic highway network which contributes to emissions) means that emissions are likely to increase</p>	●	See mitigation for North Warwickshire Area Strategy

The effect of the draft plan on climate		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
<p>and this will have a negative impact on climate emissions. Because of the importance of reducing carbon emissions this has been scored as significantly negative.</p> <p>Adaptation to climate change is not addressed in the strategy. However, adaptation is better addressed in the section of the plan that deals with highway maintenance.</p>		
Southern and Western Warwickshire		
<p>The strategy (unlike the other strategies) does not include an objective on reducing the environmental impact of traffic although there is an objective relating to air quality.</p> <p>It is not possible to assess quantitatively whether the measures in association with the level of growth expected in the area will lead to a change in climate emissions as a transport model of the effect of future developments is not yet available. For climate emissions to decrease definable modal shift would have to occur. The level of development expected in the area means that emissions are likely to increase and this will have a negative impact on climate emissions. Because of the importance of reducing carbon emissions this has been scored as significantly negative.</p> <p>Adaptation to climate change is not addressed in the strategy. However, adaptation is better addressed in the section of the plan that deals with highway maintenance.</p>	●	See mitigation for North Warwickshire Area Strategy
The North South Corridor		
<p>The objective on reducing the environmental impact of traffic is positive. The objectives discuss improving air quality but do not discuss reducing CO₂ emissions or adapting to climate change.</p> <p>Preliminary work has been undertaken on Phase 1 of the NUCKLE scheme (Improved service frequencies between Coventry-Bedworth-Nuneaton with new stations at Ricoh Arena and Bermuda, platform lengthening at Bedworth and a new bay platform at Coventry) in the Coventry-Nuneaton Rail Upgrade Business Case. This report states that the scheme will save 154 tonnes CO₂ a year compared to the base case. No information is available on later phases of the NUCKLE scheme.</p> <p>Adaptation to climate change is not addressed in the strategy. However, adaptation is better addressed in the section of the plan that deals with highway maintenance.</p>	●	Consider adding an objective to the North South Corridor Area Strategy related to reducing environmental impact, CO ₂ emissions and adapting to climate change.

The effect of the draft plan on climate		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Modal / topic strategies		
Air Quality Strategy		
Implementation of the wider LTP policies contained in the Public Transport, Cycling, Walking and Changing Travel Behaviour Strategies and the preparation of Air Quality Action Plans (which include improvement measures to traffic management, public transport, walking and cycling facilities and initiatives to change travel behaviour) should have a beneficial impact in the reduction of CO ₂ emissions. The strategy is likely to be positive.	●	
Accessibility Strategy		
Any strategies that favour sustainable modes of transport will help reduce CO ₂ emissions. Although funding has been withdrawn from the Warwickshire Access to Services Partnership Scheme, attempts have been made to mainstream accessibility improvements into the wider LTP strategies in an effort to secure delivery over the plan period. The strategy is likely to be positive.	●	
Sustainable Freight Distribution Strategy		
Any strategies that move freight away from road or air travel will help reduce CO ₂ emissions. However, as already acknowledged, there is limited opportunity for modal shift in Warwickshire onto rail so the impact is likely to be neutral in this regard. The use and development of freight handling facilities at Coventry Airport (Baginton) will result in an increase in air based freight transport (and therefore in CO ₂ emissions and emissions of air pollutants) based on today's emissions (as the airport has been closed since 2009). The effect of the plan on its own will be minor negative but the cumulative effect of the plan in association with the re-opening of Coventry Airport is likely to be significantly negative.	● (LTP alone) ● (cumulative effect)	It is not possible within the LTP to mitigate the effect of the re-opening of Coventry Airport. It is within the power of the LTP only to promote alternative freight modes and the Sustainable Freight Distribution Strategy already does this.
Parking Strategy		
If the strategy is successful it will have a key role in reducing congestion and traffic flow (and hence reduce CO ₂ emissions). This will be mainly through reducing the amount people circulate looking for parking but also possibly through small amounts of modal shift especially if parking is improved at stations (improving car parking at railway stations has been shown as vital in promoting a shift from car to rail journeys). The strategy	●	

The effect of the draft plan on climate		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
is likely to be positive.		
Powered Two Wheeler Strategy		
There can be substantial environmental benefits from increased motorcycle use compared to car use, including lower emissions and lower fuel consumption. Policies that promote the use and improved safety of PTW may result in a modal shift from car to PTW which in turn would help reduce CO ₂ emissions. The strategy is likely to be positive.	●	
Airport Accessibility Strategy		
Strategies to improve the co-ordination and facilities of public transport services to aviation facilities and to improve multi-modal integration may help encourage the use of public transport to and from airports and therefore reduce CO ₂ emissions from vehicles. Air travel is a major source of CO ₂ emissions therefore strategies that encourage the use of air travel such as the implementation of a new Birmingham International Airport Surface Access Strategy to support the proposed expansion of the airport and the development of a Surface Access Strategy for Coventry Airport (should passenger flights recommence from this airport in the future) may lead to an increase in CO ₂ emissions. The effect of the plan on its own will be minor negative but the cumulative effect of the plan in association with the expansion of Birmingham International Airport and the re-opening of Coventry Airport is likely to be significantly negative.	● (LTP alone) ● (cumulative effect)	It is not possible within the LTP to mitigate the effect of the expansion of Birmingham International Airport and the re-opening of Coventry Airport. It is within the power of the LTP only to promote alternative modes to airports and the Airport Accessibility Strategy already does this.
Land Use and Transportation Strategy		
The spatial development strategy is to focus development on urban areas and main towns. Better integration of transport and land use planning helps to ensure that the cumulative effect of development is less because there is adequate transport infrastructure to support development in a way that is sustainable. The strategy includes several measures to do this including through working with the planning authorities and developers to put in place travel plans and more sustainable transport systems. This will be positive in terms of reducing CO ₂ emissions if successful.	●	
Bus Strategy		
Delivery of the policies set out in the Public Transport Strategy along with the Bus Strategy measures such as	●	

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Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
improved availability, quality and affordability of service, information through real time information and the general public awareness may contribute to a modal shift from private car to bus. If significant modal switch occurs, this will help encourage the use of public transport and therefore reduce CO ₂ emissions from vehicles.		
Passenger Rail Strategy		
The Passenger Rail Strategy outlines policies that offer accessibility through the rail transport system, both in terms of physical access to transport and its availability. If modal switch occurs, this will help encourage the use of public transport and therefore reduce CO ₂ emissions from vehicles.	●	
Network Management Duty Strategy		
The Network Management Duty Strategy contains policies to help reduce congestion and a key objective is to improve the cycling and walking environment thereby encouraging greater levels of walking for short journeys, particularly to town centres, workplaces, schools and public transport interchanges. If these measures are successful they will help to reduce CO ₂ emissions.	●	
Taxi and Private Hire Vehicle Strategy		
The Taxi and Private Hire Vehicle Strategy has the vision of an “ <i>environmentally friendly provision of taxis</i> ” however, it is not clear how this will be achieved through the policies outline in this strategy. The overall effect of the policy is considered to be neutral. However, with further information on how the above objective is likely to be achieved the effect could be minor positive.	○	The policies in the Taxi and Private Hire Vehicle Strategy go as far as encouraging the on-going replacement of older taxis and private hire vehicles in order to meet DDA requirements. Perhaps this can be extended to encouraging the replacement to cleaner vehicle fleets.
Intelligent Transport Systems Strategy		

The effect of the draft plan on climate		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
ITS works by managing congestion on key local routes. If the strategy is successful in reducing congestion, CO ₂ levels will benefit.	●	
Community Transport Strategy		
Overall public transport services should be co-ordinated with community transport to encourage interchange consistent with the aims of the Public Transport Interchange Strategy, the Bus Strategy and the Passenger Rail Strategy. This should provide a greater range of travel opportunities and options for travellers and reducing car dependency. If this is successful this will reduce CO ₂ emissions.	●	
Congestion Strategy		
High levels of congestion may adversely affect CO ₂ emissions as engines use more fuel when idling and stop - starting. If the strategy is successful in reducing congestion, CO ₂ levels will benefit.	●	
Cycling Strategy		
Switching people from cars to cycling will contribute towards carbon reduction objectives through contributing to modal shift. The strategy works towards developing improvements to cycling infrastructure and to promoting the benefits of cycling. If these measures are successful in helping people to cycle more this will be positive.	●	
Bus Information Strategy		
The Bus Information Strategy promotes improvements to the quality and availability of information and to the waiting environment and has close links with the Changing Travel Behaviour Strategy, which is aimed at influencing people's travel behaviour away from car use towards more sustainable modes of transport. If the strategy is successful in moving people from cars to public transport there will be benefits in reducing CO ₂ emissions.	●	
Public Transport Interchange Strategy		
The Public Transport Interchange Strategy provides opportunity to enhance existing and provide new interchange facilities at rail stations and public transport interchanges, promote integration between rail, bus and community transport services and provide new rail stations including strategic park and ride / parkway	●	

The effect of the draft plan on climate		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
stations on the rail network. Providing excellent public transport interchange provision is fundamental in achieving objectives of increasing patronage, improving passenger satisfaction, encouraging modal shift onto public transport and tackling climate change.		
Public Transport Strategy		
Delivery of the policies set out in the Public Transport Strategy along with the Bus Strategy measures such as improved availability, quality and affordability of service, information through real time information and the general public awareness may contribute to a modal shift from private car to bus. If modal switch occurs, this will help reduce CO ₂ emissions from vehicles.	●	
Road Safety Strategy		
The main way that the strategy can influence CO ₂ emissions is through making roads safer for people to cycle and walk, thus helping to achieve modal shift. The strategy in particular focuses on safety of the school journey and this can be positive particularly for reducing vehicle trips in the morning peak (DfT (2010): <i>The Effects of Smarter Choice Programmes in the Sustainable Travel Towns: Full Report</i>). If the measures are successful in making the roads safer, CO ₂ emissions may decrease.	●	
Highway Maintenance Strategy		
<p>The Highway Maintenance includes measures to upgrade Mercury lighting which can have energy and carbon savings however the upgrading of the more common low-pressure sodium lights involves an increase in energy use. The strategy promotes the use of new light sources such as Cosmopolis in new developments and energy efficient lighting improvements as part of a lighting design scheme and the use of LED's for street lighting. The strategy also aims to identify the most appropriate highway construction materials; reduce the amount of construction waste; and to recycle materials on site where possible.</p> <p>The strategy does not discuss how the effects of climate change will require changes to the maintenance regimes and this is an important omission.</p>	●	The Highway Maintenance Strategy does not discuss how the effects of climate change will require changes to maintenance regimes and this is a significant omission. Some of the changes that need to be addressed are changes in vegetation management, surfacing (with the rise in hot temperatures) and the potential of flooding on the

The effect of the draft plan on climate		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
		highway drainage network.
Bridge Maintenance Strategy		
Where major bridge works take place, the County Council will actively encourage the recycling of materials on site to minimise the amount of virgin stone and other materials needed from local quarries. This will be positive in terms of reducing CO ₂ emissions from quarrying virgin stone.	●	
Changing Travel Behaviour Strategy		
The Changing Travel Behaviour Strategy provides a range of 'soft' measures which seek to encourage more people to choose sustainable travel by improving information, opportunities and the attractiveness of alternative modes. The strategy has an integral role within the LTP to complement 'hard' policies and infrastructure improvements and persuade people to consider using sustainable modes of transport. If the strategy is successful in moving people from cars to public transport there will be benefits in reducing CO ₂ emissions.	●	
Walking Strategy		
Walking produces no emissions or adverse affect on the environment and can, therefore, contribute towards carbon reduction objectives and local air pollution targets. The walking strategy works towards to improving conditions for walking and encouraging more people to walk for local journeys. If these measures are successful in helping people to walk more this will be positive.	●	
Rights of Way and Recreational Highway Strategy		
This strategy is unlikely to make a significant positive contribution to the Climate Emissions SEA Objectives, however, it does support the reduction of carbon emissions through encouraging walking and cycling within the county. The strategy is not locationally specific and therefore it is not possible to demonstrate that improvements to the Rights of Way and recreational highway network will introduce walking and cycling alternatives to private motorised transport for certain journeys.	● / ?	
Implementation Plan (April 2011 – March 2014)		
Little detail is given in the Implementation Plan regarding the schemes that are likely to be taken forward and	?	The Implementation Plan

The effect of the draft plan on climate		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
<p>the level of resources available is not yet known. The plan stresses that maintenance of the highway network is likely to be a priority and that a broadly balanced integrated transport programme will be maintained. Maintaining the highway network and providing a balanced integrated transport programme are likely to be positive for managing traffic (and potentially helping to manage the effects of climate change). However, the Implementation Plan concludes that it is not likely that significant infrastructure investment to support LDFs will occur during this Implementation Plan. This means that the funding available from the council to 'top up' developer funding (to provide additional infrastructure/provide higher quality infrastructure where appropriate) is less likely to be available. However, the effects of this are uncertain because of uncertainties regarding the level of funding likely to be available.</p>		<p>states that the council is working closely with District Councils and developers to establish detailed requirements and phasing for infrastructure. This process should actively consider the sustainability impacts (as well as the transport impacts) of the different levels of infrastructure that could be provided with different funding levels.</p>

Assessment Conclusions – climate change
<p>Summary of performance: Some of the modal/topic strategies are likely to have minor negative effects. The Sustainable Freight Distribution Strategy and the Airport Accessibility Strategy will provide support for the re-introduction of air freight and passenger services at Coventry Airport and continuation of support of the same at Birmingham International Airport. Alone, these measures in the LTP will have a slight negative effect on emissions. However, in association with the expansion of Birmingham International Airport, the LTP will have a cumulative negative impact on carbon emissions. Other significant negative effects include the Highway Maintenance Strategy. The significant effect comes through an omission of a significant issue. Adaptation to the effects of climate change should be addressed in the Highway Maintenance Strategy and because of the importance of the issue this has been scored as significantly negative. The plan as a whole fails to address climate change adaptation and this is a significant omission. Significant negative effects are also identified with regard to the area strategies (apart from the North –South Corridor which has a positive effect). It is not possible to assess quantitatively whether the measures in association with the level of growth expected in the various areas of the plan will lead to a change in climate emissions as transport modelling is not yet available. However, for climate emissions to decrease definable modal shift and reductions in vehicle miles would have to occur. The level of development in Warwickshire makes it unlikely that vehicle miles will decrease.</p> <p>Mitigation and enhancement measures:</p>

Assessment Conclusions – climate change

Mitigation measures identified to address potential negative or uncertain effects are as follows:

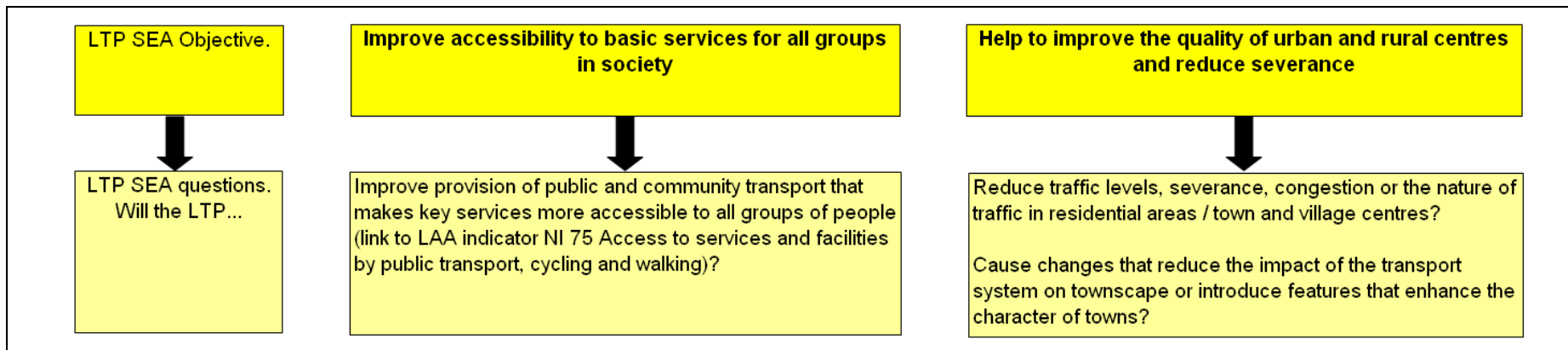
- The objectives of the plan should address adaptation to climate change;
- Consider adding an objective to the Area Strategies listed above related to reducing CO₂ emissions and adapting to climate change;
- With regards to the potential significant negative effects identified as a result of the Area Strategies, the fact that the spatial strategy and the transport interventions are likely to increase carbon emissions is a difficult issue to mitigate as development cannot be stopped yet there is reduced funding for transport interventions to enable modal switch. As noted below, work with District Councils should consider the sustainability impacts (as well as the transport impacts) of development if transport infrastructure is not provided;
- The Highway Maintenance Strategy does not discuss how the effects of climate change will require changes to maintenance regimes and this is a significant omission. Some of the changes that need to be addressed are changes in vegetation management, surfacing (with the rise in hot temperatures) and the potential of flooding on the highway drainage network; and
- The Implementation Plan states that the council is working closely with District Councils and developers to establish detailed requirements and phasing for infrastructure. This process should actively consider the sustainability impacts (as well as the transport impacts) of the different levels of infrastructure that could be provided with different funding levels.

One enhancement measure is identified in order to improve the performance of the Taxi and Private Hire Vehicle Strategy as follows:

- The policies in the Taxi and Private Hire Vehicle Strategy go as far as encouraging the on-going replacement of older taxis and private hire vehicles in order to meet DDA requirements. Perhaps this can be extended to encouraging the replacement to cleaner vehicle fleets.

3 SEA Topic: Equality of Opportunity

The plan has been assessed against the following SEA objectives and questions:



The effect of the draft plan on equality		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Plan objectives		
The plan includes objectives which seek to promote greater equality of opportunity for all citizens in order to promote a fairer society and aims to reduce the impact of transport on people.	●	
Area strategies		
Northern Warwickshire		
The objectives are positive in that they address supporting access to services and facilities particularly for those without access to a car.	●	
North Warwickshire has areas that are amongst the most deprived in the county. Most of the population live		

The effect of the draft plan on equality		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
<p>in rural areas and this makes access to services difficult for those without a car (this is demonstrated by low public transport usage – although this has increased in the last few years). A number of proposals should be positive in improving access to services and improving the quality of urban and rural centres. This includes the provision of an inter urban quality bus corridor between Nuneaton, Atherstone and Tamworth, village traffic plans, bus information points and improving the quality of information on bus and community transport services, and development of taxibus services. In terms of improvements to town and village centres, the village traffic plans should be positive in reducing the effects of traffic on village centres. All of these measures should be positive in improving access and improve town and village centres. The strategy has been scored as slight positive (and not significantly positive), however, because of the uncertainty of funding available to deliver the strategy.</p>		
Eastern Warwickshire		
<p>The objectives do not address accessibility. This may be less of an issue in Rugby itself but is an issue in the more rural parts of the area.</p> <p>There have been a number of bus improvements in Rugby in recent years. Planning for buses to serve the new development sites in Rugby is underway and these services are also planned to integrate better with the railway station. Better bus information is also proposed for new bus information points. In terms of community transport the following measures will be positive for accessibility – continuing to make County vehicles available for voluntary sector use and seeking service level agreements with community transport operators. In terms of improvements to town centres and reductions in severance, the plans to pedestrianism the centre of Rugby will be positive. All of these measures should be positive in improving access and improving town and village centres. The strategy has been scored as slight positive (and not significantly positive), however, because of the uncertainty of funding available to deliver the strategy.</p>	●	Consider adding an objective on improving accessibility to the Eastern Warwickshire Area Strategy.
Nuneaton and Bedworth		
<p>The objectives do not address accessibility. As this is a more deprived area of the county accessible public and community transport is an important issue.</p> <p>The strategy includes issues such as promoting a step change in public transport in the North South Corridor (which will assist people in accessing work opportunities), improving interchanges (including new railway stations), a ‘through’ bus service between Nuneaton-Bedworth-Coventry-Kenilworth-Warwick/Leamington</p>	●	Consider adding an objective on improving accessibility to the Nuneaton and Bedworth Area Strategy.

The effect of the draft plan on equality		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
<p>Spa, an inter urban quality bus corridor between Nuneaton-Atherstone-Tamworth and integrating land use proposals with accessibility improvements.</p> <p>Car ownership is the lowest in the county but bus use within the Borough is higher than the county average. This makes it vital that the strategy helps to improve transport services for those without access to a car.</p> <p>A number of improvements are included in the transport interventions section of the strategy that may help improve accessibility. These include rail improvements, enhanced north-south bus service, a comprehensive network of bus services and a new station at Galley Common. However, the strategy makes it clear that these proposals have not been costed and it is unclear whether they will go ahead. The proposals to support development will be used in due course to inform the preparation of the LDF Infrastructure Delivery Plan. A number of access improvements are also included in the Nuneaton and Bedworth Masterplan including reconfiguration of Nuneaton Bus Station. Other measures are discussed in the strategy including quality bus corridors and new stations in the NUCKLE corridor. However, when and how these measures will go ahead is unclear. Community transport is discussed in the strategy which states that enhanced facilities and information points will be provided. Again, this element of the strategy is uncertain.</p> <p>In terms of the quality of centres, conflicts between traffic and people are evident in areas such as Bedworth Town Centre and some local centres in Nuneaton. A number of improvements are included including vehicular restrictions along Mill Street in Bedworth (including a number of public realm improvements) (included in the Nuneaton and Bedworth Masterplan) and improvements for pedestrians throughout the area (included in the transport interventions section of the strategy).</p> <p>All of these measures should be positive in improving access and improving town and village centres. The strategy has been scored as slight positive (and not significantly positive), however, because of the uncertainty of funding available to deliver the strategy.</p>		
Warwick, Leamington Spa, Kenilworth and Whitnash		
<p>The objectives do not address accessibility. This may be less of an issue in the urban areas but is an issue in the more rural parts of the area.</p> <p>Car ownership levels are relatively high but there are still issues with accessibility especially in the more rural areas. Bus use is slightly lower than the county average.</p>	●	Consider adding an objective on improving accessibility to the Warwick, Leamington Spa, Kenilworth and Whitnash Area

The effect of the draft plan on equality		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
<p>The town centres of Warwick, Leamington Spa and Kenilworth are affected by traffic in terms of townscape and an additional factor is the effect on historic and older buildings. The strategy proposes the continuance of the Warwick Town Centre Traffic Management Scheme which should be positive in reducing the impact of traffic on the townscape of Warwick.</p> <p>A number of improvements are included in the strategy that are designed to help improve accessibility including a continued focus on walking, cycling and motorcycling, promoting better public transport services (including a comprehensive network of bus services within Warwick, Leamington Spa, Whitnash and Kenilworth linking residential areas with town centres, rail stations, employment sites and Coventry) and interchange and integrating land development proposals with accessibility. The strategy also makes the commitment to upgrade a number of key bus routes. There will also be enhanced interchange at Leamington Spa Railway Station and provision of further bus information points. A new station at Kenilworth will also be investigated. This is listed as a major scheme in the Implementation Plan – Warwickshire County Council is at a very early stage with the planning for the major scheme so no specific information is available on the impact of the scheme.</p> <p>All of these measures should be positive in improving access and improve town and village centres. The strategy has been scored as slight positive (and not significantly positive), however, because of the uncertainty of funding available to deliver the strategy.</p>		Strategy.
Southern and Western Warwickshire		
<p>The objectives discuss ensuring good accessibility for residents and visitors.</p> <p>The district has the highest proportion of people over retirement age in the county and the population over 65 is set to grow significantly. Although the car ownership level is high, the rural nature of the district makes accessibility difficult for people without a car. Measures included to improve accessibility include promotion of the Shakespeare Line Upgrade, improvements in the efficiency of bus services in Stratford, improved bus information points, bus quality corridors between Stratford-Blackhill and Warwick and Stratford-Bidford on Avon and Evesham. A new bus-rail interchange is also proposed at Stratford Rail Station. Further bus information points are also proposed as is a new station – Stratford Parkway (which is included as a major scheme in the Implementation Plan). Demand responsive and flexible services will also be investigated as will community transport schemes such as Wheels to Work. The likely new development sites in the area are also generally considered to have good levels of accessibility, particularly given their proximity to the A46,</p>	●	

The effect of the draft plan on equality		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
<p>Bishopton Park and Ride and the proposed Stratford Parkway Rail Station.</p> <p>Traffic has a detrimental effect on townscape with effects particularly acute in Stratford Town Centre, Bridgeway Gyratory and Arden Street/Grove Road. However, the implementation of Stratford's walkable core will reduce traffic effects in these areas.</p> <p>All of these measures should be positive in improving access and improving the town centres. The strategy has been scored as slight positive (and not significantly positive), however, because of the uncertainty of funding available to deliver the strategy.</p>		
The North South Corridor		
<p>The North South Corridor is a truly multi modal corridor including comprehensive road, rail and bus links. However, a key shortcoming is the lack of a through public transport service between the north and the south without the requirement to change at Coventry. Provision of such a service would help to provide access to employment without having a detrimental impact on congestion and will help to link areas of need to areas of opportunity. If fully implemented the strategy would have a significant positive effect on equality. However, because of uncertainties regarding implementation and funding the strategy has been scored as slight positive.</p> <p>Preliminary work has been undertaken on Phase 1 of the NUCKLE scheme (Improved service frequencies between Coventry-Bedworth-Nuneaton with new stations at Ricoh Arena and Bermuda, platform lengthening at Bedworth and a new bay platform at Coventry) in the Coventry-Nuneaton Rail Upgrade Business Case. This report states that the scheme, especially the two new stations between Coventry and Nuneaton, greatly enhance access to rail services. No information is available on later phases of the NUCKLE scheme.</p>	●	
Modal / topic strategies		
Air Quality Strategy		
<p>Implementation of the wider LTP policies contained in the Public Transport, Cycling, Walking and Changing Travel Behaviour Strategies and the preparation of Air Quality Action Plans (which include improvement measures to traffic management, public transport, walking and cycling facilities and initiatives to change travel behaviour) should have positive effects on congestion, provision of travel alternatives and traffic that can affect neighbourhoods and communities. The strategy is likely to be positive.</p>	●	

The effect of the draft plan on equality		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Accessibility Strategy		
One of the objectives of the accessibility strategy is to improve provision of an accessible public transport network, including to healthcare facilities, education and training opportunities. If strategies to reduce public transport fares for students and to raise awareness among school pupils of walking and cycling routes and public transport options are successful, they will have a positive effect on equality of opportunity. In addition, Policy AS4 states that the County Council will support initiatives that help make travel to services more affordable and investigate opportunities to develop a concessionary travel scheme. It will also continue to promote affordable solutions for those with less conventional travel patterns, e.g. car sharing schemes. This will be positive for equality of opportunity if successful. Although funding has been withdrawn from the Warwickshire Access to Services Partnership Scheme, attempts have been made to mainstream accessibility improvements into the wider LTP strategies in an effort to secure delivery over the plan period.	●	
Sustainable Freight Distribution Strategy		
The strategy is likely to have a positive impact through reducing the impact of freight on the environment and communities (through continuing the local and regional freight quality partnerships and associated measures). For example, Policy F2 aims to ensure signage directs heavy goods vehicles to industrial areas and town centres via the best routes, and also seeks to control heavy goods vehicle movements through or near environmentally sensitive areas; and Policy F3 aims to encourage the location of new development likely to generate significant freight movements in areas that have good access to the rail network. The strategy is likely to be positive.	●	
Parking Strategy		
The vision of the strategy is to effectively manage the supply and enforcement of parking to complement the Council's overall transport strategy. If successful, the strategy will have a key role in reducing the environmental impact of traffic congestion through the appropriate use of public parking, which will also help improve the quality of urban and rural centres. In addition, the strategy aims to continue work with Network Rail and train operating companies to ensure that parking at railway stations is accessible and sufficient to meet the demands of those travellers who are unable to access the station by other sustainable modes (Policy P10). The strategy is likely to be positive.	●	
Powered Two Wheeler Strategy		

The effect of the draft plan on equality		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
The use of PTWs can be positive for equality of opportunity in the county, as people who cannot afford cars can sometimes afford PTWs. The strategy is likely to be positive.	●	
Airport Accessibility Strategy		
Access to airports by public transport is important for equality of opportunity. Policy ASA1 aims to improve surface access provision to Birmingham International Airport and Coventry Airport. This is supported by Policy ASA2, which supports the provision of readily available and easy to understand public transport timetables, routes and fares, including integrated ticketing between modes. An ongoing target is to improve the reliability and punctuality of public transport services to aviation. The strategy is likely to be positive.	●	
Land Use and Transportation Strategy		
The land use and transportation strategy seeks to offer accessibility to the widest cross-section of the population and gives people more travel choices to access work, services and leisure activities. The strategy is, therefore, very much aimed at promoting equality of opportunity. It seeks to achieve this by encouraging new development which is accessible and integrated with the transport network, including modes other than the car. If successful, Policy LUT3, in particular, will seek developer contributions for public transport, community transport and pedestrian and cycling facilities. Policy LUT10 aims to ensure that all development is appropriate in terms of accessibility, design and layout and can contribute to the local area and improve connectivity with new footways, cycleways and public transport where required. The strategy is likely to be positive.	●	
Bus Strategy		
A greater need exists than is being provided for by the bus network. This is likely to be impacting on access to opportunities. The vision of the strategy, to provide an affordable, accessible and convenient network of bus services, and particularly Policy PTB2, aim to promote equality of opportunity. In addition, the Action Plan includes developing a County-wide concessionary travel scheme, including for cross-boundary bus, rail and community transport services, and promoting improvements in the punctuality and reliability of bus services. These measures are likely to have a positive effect on equality of opportunity.	●	
Passenger Rail Strategy		
A greater need exists than is being provided for by the rail network. This is likely to be impacting access to	●	

The effect of the draft plan on equality		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
opportunities. The vision of the strategy, to provide an affordable, accessible and convenient network of rail services, and particularly Policy PTB2, aim to promote equality of opportunity. The Action Plan contains specific actions to: examine opportunities for revisions to fare structures and levels; examine measures to implement through ticketing availability between modes; and investigate opportunities to develop a concessionary travel scheme for rail, bus and community transport services. These measures are likely to have a positive effect on equality of opportunity.		
Network Management Duty Strategy		
The strategy aims to manage the road network to get the best out of the available road space and manage works to minimise delays and disruptions. These also help to improve the quality of urban and rural centres and reducing severance. The strategy is likely to be positive.	●	
Taxi and Private Hire Vehicle Strategy		
The vision of the strategy, to provide affordable, accessible and convenient taxis and private hire vehicles, and particularly Policy PTT2, aim to promote equality of opportunity. Specific aims are to increase the range of travel opportunities and options for travellers, including provision of taxi buses to meet specific travel needs. The strategy is likely to be positive.	●	
Intelligent Transport Systems Strategy		
ITS will enable better management of traffic and thereby reduce delays and congestion. Specific measures are described in the Action Plan, and address the introduction of bus priority at key bus routes and other similar short and medium-term measures and this will help to improve the punctuality and reliability of public transport.	●	
Community Transport Strategy		
A greater need exists than is being provided for by the existing community transport network. This is likely to be having impacts on equality of opportunity if people within disadvantaged user groups (who are the major user groups of community transport) cannot access jobs and services. The vision of the strategy includes provision of an affordable, accessible and convenient network of community transport services, in order to promote social inclusion and to widen access to services, health, social and recreational facilities, employment and training. Policies PTCT1 and PTCT2 in particular emphasise this aim, and also cross-refer	●	

The effect of the draft plan on equality		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
to the Public Transport and Bus Strategies. In addition, the Action Plan contains measures to support these policies, such as to develop a county-wide concessionary travel scheme, to examine opportunities for through ticketing between transport modes and to improve the image of community transport travel. The strategy is likely to be positive.		
Congestion Strategy		
The strategy contains measures to reduce congestion, such as encouraging public transport use and providing further Park & Ride facilities and this will help to improve the punctuality and reliability of public transport. This will have a positive effect particularly in terms of the quality of centres.	●	
Cycling Strategy		
The strategy seeks to address actual and perceived barriers to cycling and increase levels of cycling in the county. The strategy aims to ensure that cycle routes achieve high standards of design, enhancing the character of towns, and seeks to secure funding from developers towards cycling improvements in the vicinity of new development sites.	●	
Bus Information Strategy		
Research has shown that traditional information services are not appropriate for occasional public transport users. Simpler information which does not require detailed knowledge and more flexible tickets and ticket purchase options are needed (Scottish Executive Development Department Research Programme (2003): Barriers to Modal Shift. Research Findings No.171/2003. Derek Halden Consultancy). The strategy aims to ensure excellent public transport information is available to address the needs of current and potential passengers, and to grow the market for public transport by increasing its accessibility, which will contribute positively to equality of opportunity. This will be met through the provision of bus information that is simple to use and through improving bus information in line with the minimum requirements listed in the strategy. The Action Plan contains measures for the enhancement of bus information, including the timescale of these. The strategy is likely to be positive.	●	
Public Transport Interchange Strategy		
The strategy aims to encourage modal shift onto public transport, through improving integration between different public transport modes. Better integration of transport modes helps to improve accessibility to basic	●	

The effect of the draft plan on equality		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
services for all groups in society and to reduce traffic and congestion. The strategy includes several measures to do this, such as through enhancement of existing and provision of new interchange facilities at railway stations and working with the planning authorities, public transport operators and Network Rail to promote integration between transport modes. This will be positive for equality of opportunity if successful.		
Public Transport Strategy		
This strategy provides the strategic framework for the public transport mode specific strategies (the Bus, Passenger Rail, Community Transport and Taxi and Private Hire Vehicle Strategies), the Public Transport Interchange Strategy and the Bus Information Strategy. Its aim is to grow the market for public transport by making the product attractive to existing and potential users. If successful, the strategy will have a positive effect on equality of opportunity, by improving the provision of public and community transport. The strategy is supported by a number of policies, and as a whole it is likely to be positive.	●	
Road Safety Strategy		
The strategy's policies cover a wide variety of actions such as through working with the emergency services, the Highways Agency and the community, education campaigns, influencing road user behaviour and combating excessive speed through the use of safe and appropriate speed limits and safety cameras. This is likely to have a positive impact on equality of opportunity, through improving the quality of urban and rural centres. The strategy as a whole is likely to be positive.	●	
Highway Maintenance Strategy		
The strategy aims to maintain the highway network in order to ensure it is safe for all types of road user and that its asset value is maintained. This is likely to have a positive impact on the quality of urban and rural centres and enhancing the character of towns through routine maintenance activities such as grass cutting, tree maintenance and maintaining the network of street lighting. The strategy as a whole is likely to be positive.	●	
Bridge Maintenance Strategy		
The strategy's specific objective is to avoid any deterioration in the bridge stock in Warwickshire. In terms of equality of opportunity, Policy BM5 states that the Council will take account of all users of the highway network through the strategy and ensure that there is no direct or indirect discrimination. In addition, Policy	●	

The effect of the draft plan on equality		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
BM4 seeks to conserve those bridges which form part of the cultural heritage of Warwickshire, unless such works would be prohibitively expensive or impractical. The strategy also sets criteria for bridge monitoring, including bridge condition indicators and key performance indicators. The strategy as a whole is likely to be positive.		
Changing Travel Behaviour Strategy		
The strategy aims to encourage more people to choose sustainable travel, to complement the transport infrastructure improvements made through the LTP3. In particular, the strategy aims to reduce the number of single occupancy car trips and increase the proportion of journeys made by walking, cycling, public transport and car sharing. This is likely to have a positive impact on equality of opportunity, through supporting the improvement of public and community transport provision. The strategy's policies describe measures such as the implementation of travel plans for schools, work places, residential developments and railway stations and travel awareness campaigns to promote the benefits of sustainable modes of transport. The strategy as a whole is likely to have a positive impact on equality of opportunity.	●	
Walking Strategy		
The strategy focuses on walking for key utility journeys and aims to improve the pedestrian environment and encourage more walking. Walking has the additional benefit of promoting social inclusion, and the strategy is also concerned with making access easier for all users of the street environment, including those in wheelchairs and mobility scooters and those with sensory impairments. The strategy's policies include the implementation of travel plans for schools and work places, the creation of high quality and attractive pedestrian environments within town centres and improving pedestrian access to public transport services. The Action Plan summarises the actions that will enable the policies to be delivered. Therefore, the strategy is likely to have a positive impact on equality of opportunity.	●	
Rights of Way and Recreational Highway Strategy		
The Rights of Way and Recreational Highway Strategy is unlikely to have a significant positive contribution towards the achievement of the Equality of Opportunity SEA Objectives. However, it does include a number of measures which will improve equality of access to the Rights of Way and Recreational Highway network for all users, including those for whom physical barriers are a problem (such as stiles) and ethnic minority groups and those unfamiliar with the countryside.	●	

The effect of the draft plan on equality		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Implementation Plan (April 2011 – March 2014)		
<p>Little detail is given in the Implementation Plan regarding the schemes that are likely to be taken forward and the level of resources available is not yet known. The plan stresses that maintenance of the highway network is likely to be a priority and that a broadly balanced integrated transport programme will be maintained. Because of these uncertainties, It is not possible to assess what the impact of the Implementation Plan will be on equality. However, the council does set out an annual programme of work and it would be useful if this programme were subject to assessment to determine its effects on all the SEA objectives.</p>	?	<p>The Implementation Plan states that council will set out an annual work programme. This work programme should be assessed for its sustainability effects.</p>

Assessment Conclusions – equality of opportunity

Summary of performance: None of the strategies are likely to have a significantly positive effect on the equality objectives. This is because of uncertainty regarding when, where and how measures are likely to be implemented. The long term strategies within the LTP3 largely perform well against the equality SEA Objectives (mostly scoring minor positive marks) as they include strategies and measures that (if implemented) will help improve accessibility and improve the quality of communities. The strategies contained within the plan should help to support access to employment, healthcare and other services, make travel more affordable (through concessionary fare schemes, car sharing schemes etc) and through providing a greater range of travel options. The plan will also help to improve the quality of urban and rural centres through measures to reduce the impact of freight traffic, parking policies and through reducing congestion and the impact of vehicular traffic in certain areas. Although funding has been withdrawn from the Warwickshire Access to Services Partnership Scheme, attempts have been made to mainstream accessibility improvements into the wider LTP strategies in an effort to secure delivery over the plan period. None of the strategies will have a negative effect on the SEA Objectives.

Mitigation and enhancement measures:

No mitigation measures are identified in order to address potential negative effects because none have been identified within the assessment against the Equality of Opportunity SEA Objectives. However, a mitigation measure is put forward in relation to an uncertain performance recorded with regards to the Implementation Plan (April 2011 – March 2014); as follows:

- The Implementation Plan states that council will set out an annual work programme. This work programme should be assessed for its sustainability effects.

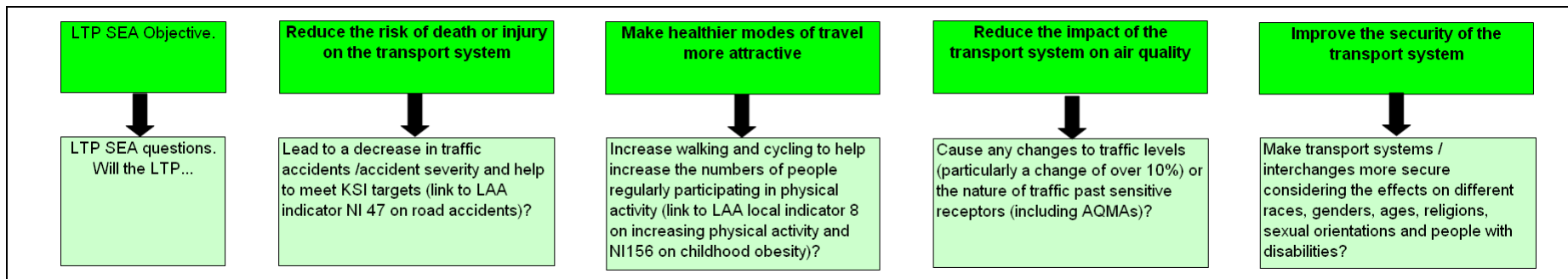
One enhancement measure is put forward in order to improve the Area Strategies, as follows:

Assessment Conclusions – equality of opportunity

- Consider adding an objective on improving accessibility to the Nuneaton and Bedworth, Eastern Warwickshire and Warwick, Leamington Spa, Kenilworth and Whitnash Area Strategies.

4 SEA Topic: Safety, Security and Health

The plan has been assessed against the following SEA objectives and questions:



The effect of the draft plan on safety, security and health		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Plan objectives		
The plan includes objectives which seek to improve the safety, security and health of people by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health.	●	
Area strategies		
Northern Warwickshire		
The objectives address reducing the environmental impact of traffic and this is positive. However, the objectives do not address reducing the impacts of traffic on communities directly. Road safety in Northern Warwickshire has improved significantly in recent years. The village traffic plans should be positive in addressing small scale safety issues such as speeding, lighting, footway maintenance and drainage. Other measures which may contribute to better health include the commitment to keep under	●	The final objective of the Northern Warwickshire Area Strategy could be amended to also cover reducing the impacts of traffic on

The effect of the draft plan on safety, security and health		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
<p>review the need for further cycling improvements in Coleshill. However, there are other areas of Northern Warwickshire that would benefit from improved walking and cycling routes. This is important because of the high levels of obesity compared to other areas of Warwickshire.</p> <p>The AQMA in Coleshill is caused mainly by the motorway network. Actions which could have a positive cumulative effect include the transfer of traffic onto the M6 toll and the introduction of active traffic management on the M42 and M6. These measures should help to reduce traffic levels in the vicinity of the AQMA. Monitoring over the past few years has shown reductions in NOx.</p> <p>Overall the strategy will be positive in terms of improving health and safety. The strategy has been scored as slight positive (and not significantly positive), however, because of the uncertainty of funding available to deliver the strategy.</p>		<p>communities.</p> <p>There are other areas of Northern Warwickshire that would benefit from improved walking and cycling routes and the strategy should outline what the approach in other areas is likely to be. Even if there are no resources at present, this should be made clear in the strategy.</p>
Eastern Warwickshire		
<p>The objectives address reducing the environmental impact of traffic and this is positive. However, the objectives do not address reducing the impacts of traffic on communities directly.</p> <p>In terms of safety and plans to get people to walk and cycle more, the plans to pedestrianise the centre of Rugby, the Connect2 scheme, the further small improvements such as upgraded crossings and the planned cycle schemes should be positive.</p> <p>The whole of Rugby is a AQMA but the main impact on air quality in Rugby is likely to be from development over the next 15 years. If the transport improvements planned for the two main development sites (Rugby Radio Station and Gateway Rugby) are delivered this will help to ameliorate the effect. However, these need to be supported by wider measures to create behavioural change.</p> <p>Overall the strategy will be positive in terms of improving health and safety. The strategy has been scored as slight positive (and not significantly positive), however, because of the uncertainty of funding available to deliver the strategy.</p>	●	<p>The final objective of the Eastern Warwickshire could be amended to also cover reducing the impacts of traffic on communities.</p>
Nuneaton and Bedworth		
<p>The objectives address reducing the environmental impact of traffic and this is positive. However, the</p>	●	<p>The final objective of the</p>

The effect of the draft plan on safety, security and health		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
<p>objectives do not address reducing the impacts of traffic on communities directly.</p> <p>The area has a higher proportion of people who class themselves in poor health than other areas of the county and also performs below average in socio-economic terms. There are significantly higher incidences of road casualties in poorer communities in West Nuneaton. It also has the highest crime rate in the county and the highest levels of obesity. A number of improvements are included in the transport interventions section of the strategy that may help improve safety. These include improvements for pedestrians and provision of highway improvements that will reduce the potential for rat running in residential areas. However, the strategy makes it clear that these proposals have not been costed and it is unclear whether they will go ahead. The proposals to support development will be used in due course to inform the preparation of the LDF Infrastructure Delivery Plan. Other measures are discussed in the strategy which might encourage people to walk and cycle more including new pedestrian routes and pedestrian environment in town centres and a number of priority cycle routes (including enhanced information on cycle routes).</p> <p>Since LTP2 two AQMAs have been declared within the area. Air Quality Action Plans include such measures as Urban Traffic Management Control and Variable Message Signage which should be positive in reducing circulatory traffic. It is not possible to assess quantitatively at this stage whether the measures will lead to a change in the level of emissions as a detailed transport model is not yet available.</p> <p>Overall the strategy will be positive in terms of improving health and safety. The strategy has been scored as slight positive (and not significantly positive), however, because of the uncertainty of funding available to deliver the strategy.</p>		<p>Nuneaton and Bedworth Area Strategy could be amended to also cover reducing the impacts of traffic on communities.</p>
Warwick, Leamington Spa, Kenilworth and Whitnash		
<p>The objectives address reducing the environmental impact of traffic and this is positive. However, the objectives do not address reducing the impacts of traffic on communities directly.</p> <p>Warwick District performs relatively well on health indicators and in socio-economic terms the area is ranked above average. Casualties from traffic accidents have remained the same since 2004 but the numbers killed and seriously injured has decreased. There is a high rate of accidents involving motorcyclists. Cycling improvements will focus on improvements in the urban cycle networks plus some inter-urban routes. This will be accompanied by actively promoting and marketing cycling for short journeys. A number of improvements are included in the strategy that are designed to help improve safety including continued maintenance of the</p>	<p>●</p>	<p>The final objective of the Warwick, Leamington Spa, Kenilworth and Whitnash Area Strategy could be amended to also cover reducing the impacts of traffic on communities.</p>

The effect of the draft plan on safety, security and health		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
<p>highway network and promoting road safety and implementing casualty reduction programmes.</p> <p>There are 4 declared AQMAs and it may be necessary to declare a further AQMA. The levels of obesity are still regarded as high although they are not as high as other areas in the county. In terms of air quality, the nature of the road network means there is little scope to improve the highway capacity. Measures to manage the highway network will be used to improve air quality.</p> <p>Overall the strategy will be positive in terms of improving health and safety. The strategy has been scored as slight positive (and not significantly positive), however, because of the uncertainty of funding available to deliver the strategy.</p>		
Southern and Western Warwickshire		
<p>The objectives discuss improving local air quality. Air quality is mentioned in the strategy but the work on how to improve the AQMAs in Stratford and Studley is at an early stage.</p> <p>The total numbers of road casualties has stayed static since 2000 but the total number of people killed and seriously injured has fallen over a third. Some junction improvements are highlighted in the strategy. Access by foot and cycle can be difficult in Stratford especially across the River Avon and between the northern and western sectors of the town. The strategy includes work on the Walkable Core in Stratford and states that the council will progress some cycling schemes subject to funding being available.</p> <p>Overall the strategy will be positive in terms of improving health and safety. The strategy has been scored as slight positive (and not significantly positive), however, because of the uncertainty of funding available to deliver the strategy.</p>	●	
The North South Corridor		
<p>Continued safety improvements form an important part of the strategy, including addressing incidences of road casualties anticipated as a result of increased travel demand. The strategy will have a positive effect on safety. The strategy has been scored as slight positive, however, because of the uncertainty of funding available to deliver the strategy. Walking and cycling schemes are not included in the strategy because of its nature as a strategic travel corridor.</p> <p>Preliminary work has been undertaken on Phase 1 of the NUCKLE scheme (Improved service frequencies</p>	●	

The effect of the draft plan on safety, security and health		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
between Coventry-Bedworth-Nuneaton with new stations at Ricoh Arena and Bermuda, platform lengthening at Bedworth and a new bay platform at Coventry) in the Coventry-Nuneaton Rail Upgrade Business Case. This report states that road accidents will be reduced through modal shift but that this will be partly offset by increased rail use and rail accident risk. In terms of security, the new stations will be provided with lighting, CCTV and passenger help points, significantly improving security for journeys by public transport in North Coventry and Bermuda Park. No information is available on later phases of the NUCKLE scheme.		
Modal / topic strategies		
Air Quality Strategy		
The vision of the air quality strategy is to maintain and improve air quality in order to improve health and quality of life. If public transport, walking and cycling strategies are successful they will have positive effects on health. The strategy is likely to be positive.	●	
Accessibility Strategy		
The objectives of the accessibility strategy include developing safe, convenient and attractive transport networks to help improve overall access, and addressing real and perceived concerns regarding personal safety when using transport infrastructure. If strategies to improve waiting facilities at transport interchanges and to raise awareness among school pupils of walking and cycling routes are successful, they will have a positive impact on safety, security and health. Policy AS5 states that the County Council will address problems of crime and fear of crime in and around transport. Although funding has been withdrawn from the Warwickshire Access to Services Partnership Scheme, attempts have been made to mainstream accessibility improvements into the wider LTP strategies in an effort to secure delivery over the plan period. The strategy is likely to be positive.	●	
Sustainable Freight Distribution Strategy		
At present there is a reliance on road based freight movement within Warwickshire, which results in adverse impacts on rural roads and within residential areas and problems related to lorry parking and theft from high-sided vehicles. The strategy is likely to have a positive impact through reducing the impact of freight on the environment and communities thus improving local air quality and the safety/perception of safety in communities (through continuing the local and regional freight quality partnerships and associated measures). For example, Policy F2 aims to ensure signage directs heavy goods vehicles to industrial areas and town	●	

The effect of the draft plan on safety, security and health		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
centres via the best routes, and also seeks to control heavy goods vehicle movements through or near environmentally sensitive areas; and Policy F3 aims to encourage the location of new development likely to generate significant freight movements in areas that have good access to the rail network. The strategy is likely to be positive.		
Parking Strategy		
If successful, the strategy will have a key role in the provision of dedicated secure cycle parking facilities in town centres, at public transport interchanges and other key service destinations (Policy P8). This will help to make healthier modes of travel more attractive. In addition, the strategy will provide dedicated secure parking facilities for powered two wheeler users (Policy P9). It also aims to continue work with Network Rail and train operating companies to ensure that parking at railway stations is accessible and sufficient to meet the demands of those travellers who are unable to access the station by other sustainable modes (Policy P10). These measures, if successful, will improve the security of the transport system and will have a positive impact on safety security and health.	●	
Powered Two Wheeler Strategy		
The strategy is likely to have a key role in the prevention of motorcycle accidents and motorcycle theft. Policy PTW2 is aimed at improving parking facilities for PTWs in order to prevent theft. Policy PTW3 aims to increase safety and reduce congestion by allowing access for PTWs to areas normally restricted, such as bus lanes, Advance Stop Lanes and other areas subject to access control. The strategy also includes targets to develop and support a PTW education and awareness programme, and to further reduce the number of PTW accidents and casualties that occur in Warwickshire. Road safety issues are tackled in more detail in Warwickshire's Road Safety Strategy, and issues relating to PTW safety will be pursued through the development and implementation of a dedicated Motorcycle Casualty Reduction Plan.	●	
Airport Accessibility Strategy		
Access to airports by public transport should play a positive role in helping to reduce traffic levels and congestion, thus to promote safety, security and health. In addition, a specific action from the strategy is to provide enhanced facilities for airport passengers at public transport interchanges, which will also promote safety and security. The strategy is likely to be positive.	●	
Land Use and Transportation Strategy		

The effect of the draft plan on safety, security and health		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
The strategy aims to encourage new development which is safe and appropriate in terms of design and layout. The strategy is likely to be positive.	●	
Bus Strategy		
The vision of the strategy includes promotion of a safe network of bus services, and Policy PTB3 states that proposals will be developed for a 'step change' in the quality of public transport on key corridors, including buses and bus-based rapid transit. Both of these indicate that the strategy is likely to have a positive impact on safety, security and health. In addition, the Action Plan includes maintenance arrangements for bus shelters, providing financial support to locations where the level of service standards are not provided by the current network and encouraging bus operators to specify on-vehicle CCTV or other appropriate safety measures on new orders of vehicles. The strategy is likely to be positive.	●	
Passenger Rail Strategy		
The vision of the strategy includes promotion of a safe network of rail services, and Policy PTPR6 states that proposals will be developed for a 'step change' in the quality of public transport on key corridors, including Heavy Rail and Light Rail. Both of these indicate that the strategy is likely to have a positive impact on safety, security and health. In addition, the Action Plan includes measures for the delivery of passenger improvements at railway stations and the enhancement of existing and provision of new interchange facilities at stations. The strategy is likely to be positive.	●	
Network Management Duty Strategy		
The vision of the strategy is that people would be able to travel safely within Warwickshire and one of the core objectives of the strategy is that it would promote modes that are beneficial to health. Policy NMD4 aims to put in place a series of contingency options and diversion routes, and Policy NMD7 aims to manage and coordinate activities and events on the network, both to prevent build-up of traffic. Policy NMD11 ensures that information regarding incidents and road-works will be made available and Policy NMD13 ensures implementation of a winter service policy relating to gritting, snow clearance and provision of salt bins. These policies will contribute to reduction of accidents. Policy NMD14 also aims to ensure that the safety and protection of works is carried out to the required standard and that full courtesy and consideration is given to all road users, especially pedestrians and cyclists. The strategy is likely to be positive.	●	

The effect of the draft plan on safety, security and health		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Taxi and Private Hire Vehicle Strategy		
The vision of the strategy is that people would be able to travel safely across the County using taxis and private hire vehicles. A more specific aim is given in Policy PTT2, which states that taxi waiting facilities should provide reasonable shelter, comfort, suitable heating and ventilation for the time of year, as well as facilities to address personal safety and security issues. The strategy is likely to be positive.	●	
Intelligent Transport Systems Strategy		
The strategy contains policies on dealing with traffic growth and on traffic signal junctions and pedestrian crossings, both of which contribute to safety, security and health. Policy ITS8 cross-refers to other initiatives such as the 'Safer Routes to School' initiative and 'Casualty Reduction Schemes' which will be supported. In addition, the Action Plan contains measures such as developing CCTV and ANPR (automatic number plate recognition) links with Warwickshire Police and the District/Borough Councils. The strategy is likely to be positive.	●	
Community Transport Strategy		
The vision of the strategy includes provision of a safe network of community transport services in order to promote social inclusion and to widen access to services, health, social and recreational facilities, employment and training. Policy PTCT2 in particular emphasises this aim, stating that stops, bus stations and interchanges should provide both a perception and reality of personal safety and security. The strategy is likely to be positive.	●	
Congestion Strategy		
Policy CS1 ensures that improvements to reduce congestion will not normally be implemented where they may be detrimental to the safety and/or convenience of pedestrians, cyclists or public transport users and Policy CS3 requires new development to provide funding for improvements aimed at minimising traffic growth. The strategy is likely to be positive.	●	
Cycling Strategy		
The strategy seeks to address actual and perceived barriers to cycling and increase levels of cycling in the county. Several improvements to cycleways and extensions of cycle routes have been achieved in recent	●	

The effect of the draft plan on safety, security and health		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
years, which are beneficial for public health and improving road safety. The strategy aims to build on these to improve the safety and quality of the cycling environment promote cycling as a healthy transport choice, proving safe and convenient access to town centres, employment sites, schools and public transport interchanges. It also seeks to ensure that secure cycle parking facilities are provided in key public places and that cycle training for children and adults is provided. Studies have shown that the main barrier to cycling is fear of traffic (TRL Report 481. <i>A quantitative study of the attitudes of individuals to cycling</i> , 2001). The strategy aims to combat this through implementing traffic restraint or calming schemes and off highway links, the introduction of further 20 mph speed limits in town centres and residential areas and developing safe cycle routes to all secondary schools. All of these measures will be mutually supportive.		
Bus Information Strategy		
The strategy aims to ensure excellent public transport information is available to address the needs of current and potential passengers, and to grow the market for public transport by increasing its accessibility, which can contribute positively to safety, security and health if it results in reduced traffic levels.	●	
Public Transport Interchange Strategy		
The strategy aims to encourage modal shift onto public transport, through improving integration between different public transport modes. A major theme of the strategy is to improve existing public transport interchange facilities, including enhancements to walking and cycling accessibility. The strategy includes several measures to do this, such as through enhancement of existing and provision of new interchange facilities at railway stations and working with the planning authorities, public transport operators and Network Rail to promote integration between transport modes. This will be positive for safety, security and health if successful.	●	
Public Transport Strategy		
This strategy provides the strategic framework for the public transport mode specific strategies (the Bus, Passenger Rail, Community Transport and Taxi and Private Hire Vehicle Strategies), the Public Transport Interchange Strategy and the Bus Information Strategy. Its aim is to grown the market for public transport by making the product attractive to existing and potential users. If successful, the strategy will have a positive effect on safety, security and health, by reducing traffic levels and making transport systems more secure. The strategy is supported by a number of policies, and as a whole it is likely to be positive.	●	

The effect of the draft plan on safety, security and health		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Road Safety Strategy		
The strategy aims to improve road safety throughout the county, defined as reducing the number of people killed and injured on Warwickshire's roads. The position of Warwickshire, at the centre of England and the motorway network, means it has a higher than average number of casualties for its population. Consequently, the strategy's policies aim to achieve a reduction in the number of casualties through a wide variety of means, including working with the emergency services, the Highways Agency and the community, through education campaigns, influencing road user behaviour and combating excessive speed through the use of safe and appropriate speed limits and safety cameras. This is all likely to have a positive impact on safety, security and health through reducing the risk of death or injury on the road network. The Action Plan contains measures for the delivery of the road safety strategy and the strategy as a whole is likely to be positive.	●	
Highway Maintenance Strategy		
The strategy aims to maintain the highway network in order to ensure it is safe for all types of road user and that its asset value is maintained. This is likely to have a positive impact on safety, through routine maintenance activities such as reviewing the condition of footways, cycleways and carriageways and undertaking maintenance work where there are potholes or the condition is likely to cause safety or usage problems. Other routine maintenance activities include winter maintenance, maintenance of signs and lines, safety inspections and electricity cable renewal. The strategy as a whole is likely to be positive.	●	
Bridge Maintenance Strategy		
In terms of safety, the strategy's policies ensure that all structures will be inspected on a two-yearly cycle, weak bridges will be strengthened and post completion surveys will be carried out on an individual scheme basis. The strategy also describes criteria for bridge monitoring, including bridge condition indicators and key performance indicators. The strategy as a whole is likely to have a positive impact on safety.	●	
Changing Travel Behaviour Strategy		
The strategy aims to encourage more people to choose sustainable travel, to complement the transport infrastructure improvements made through the LTP3. In particular, the strategy aims to reduce the number of single occupancy car trips and increase the proportion of journeys made by walking, cycling, public transport	●	

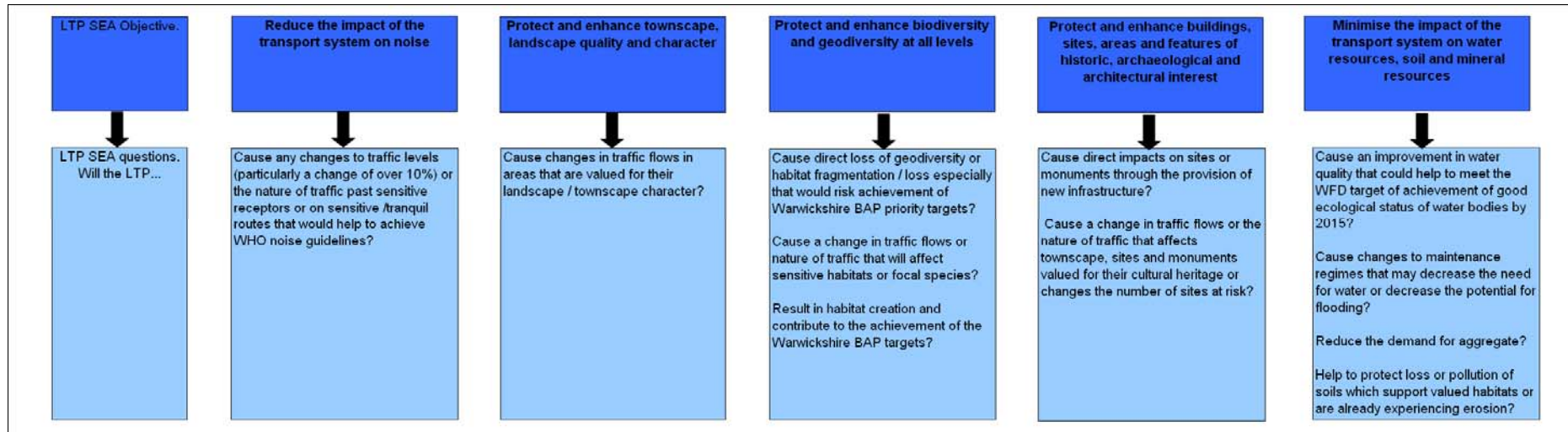
The effect of the draft plan on safety, security and health		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
and car sharing. This is likely to have a positive impact on health in association with the measures outlined in the Public Transport, Walking and Cycling Strategies aimed at improving the safety and security of these modes. The policies describe measures such as the implementation of travel plans for schools, work places, residential developments and railway stations and travel awareness campaigns to promote the benefits of sustainable modes of transport. The strategy as a whole is likely to have a positive impact on safety, security and health.		
Walking Strategy		
The strategy focuses on walking for key utility journeys and aims to improve the pedestrian environment and encourage more walking. Walking has the additional benefit of promoting health and quality of life. The strategy's policies include the provision of safe and convenient pedestrian crossing facilities and partnership working to improve safety and personal security for pedestrians. The Action Plan summarises the actions that will enable the policies to be delivered. Therefore, the strategy is likely to have a positive impact on safety, security and health.	●	
Rights of Way and Recreational Highway Strategy		
This Strategy includes a number of policies which aim to improve the safety and security of users of the Rights of Way and Recreational Highway network. Measures include maintenance of paths and bridges, responses to reports of defects and policies in relation to electric fences and education regarding livestock. The strategy also encourages walking and cycling and other recreational use of the network including horse riding and running, through the maintenance and improvement of paths and through way-finding improvements and better provision of information about routes. Therefore, the strategy is likely to have a positive impact on safety, security and health.	●	
Implementation Plan (April 2011 – March 2014)		
Little detail is given in the Implementation Plan regarding the schemes that are likely to be taken forward and the level of resources available is not yet known. The plan stresses that maintenance of the highway network is likely to be a priority (which will positive for safety), that a broadly balanced integrated transport programme will be maintained and the plan includes funding for casualty reduction, Safer Routes to Schools Programmes and cycling and walking. Without certainty on funding and location of schemes, it is not possible to assess what the impact of the Implementation Plan will be on safety and health. However, the council does set out	?	The Implementation Plan states that council will set out an annual work programme. This work programme should be assessed for its

The effect of the draft plan on safety, security and health		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
an annual programme of work and it would be useful if this programme were subject to assessment to determine its effects on all the SEA objectives.		sustainability effects.

Assessment Conclusions – safety, security and health
<p>Summary of performance: None of the strategies are likely to have a significantly positive effect on the safety, security and health objectives but no negative impacts have been recorded either. This is because of uncertainty regarding when, where and how measures are likely to be implemented. The long term strategies within the LTP3 largely perform well against the safety, security and health SEA Objectives (mostly scoring minor positive marks) as they include strategies and measures that (if implemented) will help improve the safety and security of travel through tackling speeding, improving lighting, helping to maintain footways and the highways and helping to educate people about road safety. The strategy will also help to make healthier modes more attractive through improving walking and cycling routes and addressing security concerns at public transport interchanges. The strategies should also help to improve the air quality in the county, if modal switch is achieved. As with the other SEA Objectives, there is some uncertainty over the implementation of the schemes in the strategies. The Implementation Plan stresses that maintenance of the highway network is likely to be a priority (which will positive for safety), that a broadly balanced integrated transport programme will be maintained and the plan includes funding for casualty reduction, Safer Routes to Schools Programmes and cycling and walking. However, without certainty on funding and location of schemes, it is not possible to assess what the impact of the Implementation Plan will be on safety and health. However, the council does set out an annual programme of work and it would be useful if this programme were subject to assessment to determine its effects on all the SEA objectives.</p> <p>Mitigation and enhancement measures:</p> <p>No mitigation measures are identified in order to address potential negative effects because none have been identified within the assessment against the Safety, Security and Health SEA Objectives. However, mitigation measures are put forward in relation to the uncertain performances recorded, as follows:</p> <ul style="list-style-type: none"> • The Implementation Plan states that council will set out an annual work programme. This work programme should be assessed for its sustainability effects. <p>A number of enhancement measures are put forward in order to improve the strategies, as follows:</p> <ul style="list-style-type: none"> • The final objectives of the Northern Warwickshire, Eastern Warwickshire, Nuneaton and Bedworth and Warwick, Leamington Spa, Kenilworth and Whitnash Area Strategies could be amended to also cover reducing the impacts of traffic on communities; and • There are other areas of Northern Warwickshire (apart from Coleshill) that would benefit from improved walking and cycling routes and the strategy should outline what the approach in other areas is likely to be. Even if there are no resources at present, this should be made clear in the strategy.

5 SEA Topic: Quality of Life and the Environment

The plan has been assessed against the following SEA objectives and questions:



The effect of the draft plan on quality of life and the environment		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Plan objectives		
The plan includes objectives which aim to improve quality of life and to promote a healthy natural environment. It is assumed that this adequately addresses issues related to noise, landscape and biodiversity. The objectives do not address the built environment or the use of natural resources and this is an important omission.	●	The objective on the environment should be changed to address the impact on natural resources and the built environment.
Area strategies		

The effect of the draft plan on quality of life and the environment		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Northern Warwickshire		
<p>The objective on reducing the environmental impact of traffic is positive.</p> <p>The proposals in the strategy will have effects on the environment in three ways – through changing the amount of traffic in certain sensitive areas (areas sensitive to noise, water and soil pollution, sensitive landscapes, habitats and townscapes), through direct land take impacts (i.e. a direct impact from land use changes on environmental resources such as a habitats, species, designated conservation / landscape areas, water body or listed building / heritage resource) or through building new infrastructure and changing maintenance regimes (which can change / increase the demand for natural resources). There is a high degree of uncertainty in the strategy regarding when and where transport schemes may be developed and this has made the strategy difficult to assess. However, in terms of reducing traffic, a definable modal shift would have to occur to have significant benefits on the environment. There are some measures in the strategy which may make alternative modes more attractive and reduce the impact of traffic on townscapes (the village traffic plan initiative and review of the HGV weight limit policy, for example) but the rural nature of the area means that significant modal switch is unlikely. Because the locations of traffic change are unknown in relation to environmental assets, this impact has been scored as uncertain and there is a risk that as measures are developed negative impacts will occur. There are various ways that this risk will be reduced – through the environmental assessment that will be undertaken on major schemes, through the LDF SEA process and through the work that the council is undertaking with District Councils and developers to establish detailed requirements and phasing for infrastructure. In order to reduce the risks to the environment, this process should consider the sustainability impacts of development if transport infrastructure is not provided.</p> <p>In terms of direct land take impacts and use of aggregates for development of new transport infrastructure; there may be some issues regarding building new cycle paths and the development of a new railway station at Kingsbury, both of which will require the use of aggregates and may have direct impacts on sensitive environmental receptors. However, Warwickshire County Council has informed the SEA team that there are no details on the location of this station at the moment and no environmental assessment has yet been carried out.</p>	?	<p>The Implementation Plan states that the council is working closely with District Councils and developers to establish detailed requirements and phasing for infrastructure. This process should actively consider the sustainability impacts (as well as the transport impacts) of development if transport infrastructure is not provided.</p>
Eastern Warwickshire		

The effect of the draft plan on quality of life and the environment		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
<p>The objective on reducing the environmental impact of traffic is positive.</p> <p>The proposals in the strategy will have effects on the environment in three ways – through changing the amount of traffic in certain sensitive areas (areas sensitive to noise, water and soil pollution, sensitive landscapes, habitats and townscapes), through direct land take impacts (i.e. a direct impact from land use changes on environmental resources such as a habitats, species, designated conservation / landscape areas, water body or listed building / heritage resource) or through building new infrastructure and changing maintenance regimes (which can change / increase the demand for natural resources). There is a high degree of uncertainty in the strategy regarding when and where transport schemes may be developed and how they would change traffic patterns (as a transport model run has not yet been undertaken) and this has made the strategy difficult to assess. However, in terms of reducing traffic, a definable modal shift would have to occur to have significant benefits on the environment. There are some measures in the strategy which may make alternative modes more attractive such as a new station to serve the Rugby Radio Station site, the proposed network of bus services that will be integrated into the wider bus network, better interchange facilities between bus and rail for example, but the level of development expected means that decreases in road traffic are unlikely. Because the locations of traffic change are unknown in relation to environmental assets, this impact has been scored as uncertain and there is a risk that as measures are developed negative impacts will occur. There are various ways that this risk will be reduced – through the environmental assessment that will be undertaken on major schemes, through the LDF SEA process and through the work that the council is undertaking with District Councils and developers to establish detailed requirements and phasing for infrastructure. In order to reduce the risks to the environment, this process should consider the sustainability impacts of development if transport infrastructure is not provided.</p> <p>In terms of direct land take impacts and use of aggregates for development of new transport infrastructure; the main areas of direct land take impact are likely to be in the vicinity of the two proposed urban extensions: Gateway Rugby and Rugby Radio Station (and the land needed for the supporting infrastructure) which, if supported by the Inspector at the EiP, will provide the focus for development in the town for the next 15-20 years. These may include improvements to M6 Junction 1, provision of new accesses and improved junctions and provision of new link from the development to the M45/A45. This development will require the use of aggregates and other natural resources as infrastructure is developed. The two development sites do also have some environmental sensitivities including potential Sites of Nature Conservation interest and BAP Habitats, effects on landscape quality to the East of Rugby and potential effects on Old Brownsover</p>	?	<p>The Implementation Plan states that the council is working closely with District Councils and developers to establish detailed requirements and phasing for infrastructure. This process should actively consider the sustainability impacts (as well as the transport impacts) of development if transport infrastructure is not provided.</p>

The effect of the draft plan on quality of life and the environment		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Conservation Area and unless mitigated the effect of the development and the effect of infrastructure improvements could have a potentially significant effect. However, mitigation measures have been set out as part of the Sustainability Appraisal of the Rugby Core Strategy and infrastructure improvements will be subject to their own environmental assessment processes.		
Nuneaton and Bedworth		
<p>The objective on reducing the environmental impact of traffic is positive.</p> <p>The proposals in the strategy will have effects on the environment in three ways – through changing the amount of traffic in certain sensitive areas (areas sensitive to noise, water and soil pollution, sensitive landscapes, habitats and townscapes), through direct land take impacts (i.e. a direct impact from land use changes on environmental resources such as a habitats, species, designated conservation / landscape areas, water body or listed building / heritage resource) or through building new infrastructure and changing maintenance regimes (which can change / increase the demand for natural resources). There is a high degree of uncertainty in the strategy regarding when and where transport schemes may be developed and this has made the strategy difficult to assess. However, in terms of reducing traffic, a definable modal shift would have to occur to have significant benefits on the environment. The strategy aims to promote alternatives to the private car and Nuneaton and Bedworth does already have high levels of public transport use. However, the levels of development expected in the area means that decreases in road traffic are unlikely. Because the locations of traffic change are unknown in relation to environmental assets, this impact has been scored as uncertain and there is a risk that as measures are developed negative impacts will occur. There are various ways that this risk will be reduced – through the environmental assessment that will be undertaken on major schemes, through the LDF SEA process and through the work that the council is undertaking with District Councils and developers to establish detailed requirements and phasing for infrastructure. In order to reduce the risks to the environment, this process should consider the sustainability impacts of development if transport infrastructure is not provided. However, public realm improvements which are noted in the strategy are likely to have positive impacts on townscape.</p> <p>In terms of direct land take impacts and use of aggregates for development of new transport infrastructure; there may be some issues regarding building new cycle and footpaths, improving transport interchanges and reconfiguring the bus station. In terms of direct land take impacts from development; there is some uncertainty over where development will take place and this impact has also been scored as uncertain. The Nuneaton and Bedworth area also has a major scheme in the area – the NUCKLE scheme. The NUCKLE</p>	?	The Implementation Plan states that the council is working closely with District Councils and developers to establish detailed requirements and phasing for infrastructure. This process should actively consider the sustainability impacts (as well as the transport impacts) of development if transport infrastructure is not provided.

The effect of the draft plan on quality of life and the environment		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
scheme is addressed in the North-South Corridor assessment.		
Warwick, Leamington Spa, Kenilworth and Whitnash		
<p>The objective on reducing the environmental impact of traffic is positive.</p> <p>The proposals in the strategy will have effects on the environment in three ways – through changing the amount of traffic in certain sensitive areas (areas sensitive to noise, water and soil pollution, sensitive landscapes, habitats and townscapes), through direct land take impacts (i.e. a direct impact from land use changes on environmental resources such as a habitats, species, designated conservation / landscape areas, water body or listed building / heritage resource) or through building new infrastructure and changing maintenance regimes (which can change / increase the demand for natural resources). There is a high degree of uncertainty in the strategy regarding when and where transport schemes may be developed and this has made the strategy difficult to assess. However, in terms of reducing traffic, a definable modal shift would have to occur to have significant benefits on the environment. The strategy aims to promote alternatives to the private car. However, the levels of development expected in the area means that decreases in road traffic are unlikely. The cultural and built heritage of the area is also very sensitive so the magnitude of impacts is likely to be high if traffic increases in sensitive areas. Because the locations of traffic change are unknown in relation to environmental assets, this impact has been scored as uncertain and there is a risk that as measures are developed negative impacts will occur. There are various ways that this risk will be reduced – through the environmental assessment that will be undertaken on major schemes, through the LDF SEA process and through the work that the council is undertaking with District Councils and developers to establish detailed requirements and phasing for infrastructure. In order to reduce the risks to the environment, this process should consider the sustainability impacts of development if transport infrastructure is not provided. However, the Warwick Town Centre Traffic Management Scheme which is noted in the strategy is likely to have positive impacts on townscape.</p> <p>In terms of direct land take impacts and use of aggregates for development of new transport infrastructure; there may be some issues regarding building new cycle and footpaths and improving transport interchanges etc. Growth in Warwick District will primarily be focused to the south of the Warwick/Leamington Spa urban area and so any new transport infrastructure is likely to be located here. There is some sensitivity in this area including landscape and biodiversity sensitivities and detailed work has been carried out on the proposed development sites through the LDF process in a Habitat Biodiversity Audit and a landscape character assessment of the area. However, mitigation measures will be set out as part of the Sustainability Appraisal</p>	?	<p>The Implementation Plan states that the council is working closely with District Councils and developers to establish detailed requirements and phasing for infrastructure. This process should actively consider the sustainability impacts (as well as the transport impacts) of development if transport infrastructure is not provided.</p>

The effect of the draft plan on quality of life and the environment		
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<p>of the Warwick District Core Strategy and infrastructure improvements will be subject to their own environmental assessment processes.</p> <p>There is also likely to be a direct effect from the development of Kenilworth station – which is a major scheme listed in the Implementation Plan. Warwickshire County Council is at a very early stage with the planning for the major scheme so no specific information is available on the impact of the scheme.</p>		
Southern and Western Warwickshire		
<p>Air quality is addressed in the objectives but this could be widened out to consider the impacts on the environment more generally.</p> <p>An important issue in the area is the value of the cultural and built heritage. The heritage of Stratford upon Avon is of national significance. The southern edge of the area also lies within the Cotswold AONB.</p> <p>The proposals in the strategy will have effects on the environment in three ways – through changing the amount of traffic in certain sensitive areas (areas sensitive to noise, water and soil pollution, sensitive landscapes, habitats and townscapes), through direct land take impacts (i.e. a direct impact from land use changes on environmental resources such as a habitats, species, designated conservation / landscape areas, water body or listed building / heritage resource) or through building new infrastructure and changing maintenance regimes (which can change / increase the demand for natural resources). There is a high degree of uncertainty in the strategy regarding when and where transport schemes may be developed and this has made the strategy difficult to assess. However, in terms of reducing traffic, a definable modal shift would have to occur to have significant benefits on the environment. The strategy aims to promote alternatives to the private car. However, the levels of development expected in the area means that decreases in road traffic are unlikely in most areas. In the centre of Stratford, the walkable core concept may lead to some positive impacts especially if coach traffic is reduced in certain sensitive areas. However, a detailed design has yet to be agreed and funding has yet to be secured. Because the locations of traffic change are unknown in relation to environmental assets, this impact has been scored as uncertain and there is a risk that as measures are developed negative impacts will occur. There are various ways that this risk will be reduced – through the environmental assessment that will be undertaken on major schemes, through the LDF SEA process and through the work that the council is undertaking with District Councils and developers to establish detailed requirements and phasing for infrastructure. In order to reduce the risks to the environment, this process should consider the sustainability impacts of development if transport</p>	?	<p>As with the other strategies, the objectives of the Southern and Western Warwickshire Area Strategy should address the environmental impact of transport (rather than just air quality).</p> <p>Before highway widening is considered its impact on the environment should be considered.</p> <p>The Implementation Plan states that the council is working closely with District Councils and developers to establish detailed requirements and phasing for infrastructure. This process should actively consider the sustainability impacts (as well as the transport impacts) of</p>

The effect of the draft plan on quality of life and the environment		
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<p>infrastructure is not provided.</p> <p>In terms of direct land take impacts and use of aggregates for development of new transport infrastructure, the main risks are from the upgrade of the Shakespeare Line, the development of Stratford Parkway station and from infrastructure to support development. An ecological appraisal has been carried out on the location of the Stratford Parkway Station (Arup, December 2009) and this found that there were some sensitivities of the site including negative effects on hedgerows, reptiles and bats. However, these effects were felt to be significant only at a parish level and mitigation measures have been outlined in the appraisal.</p> <p>In Stratford-on-Avon a significant proportion of proposed new residential development is to be located on the western and north-western periphery of Stratford-on-Avon the town which does have some environmental sensitivity including impacts on Conservation Areas and sensitive areas of landscape. However, mitigation measures will be set out as part of the Sustainability Appraisal of the Stratford-on-Avon District Core Strategy and infrastructure improvements will be subject to their own environmental assessment processes.</p> <p>The strategy does discuss using local highway widening as a way of reducing congestion and this could have impacts dependent on the location of the schemes.</p> <p>One potential impact will be the re-opening of the Stratford – Honeybourne railway line – however, the council does not lend its support to this scheme and it does not form part of the strategy. the line forms an important wildlife corridor and part of the line is a designated Nature Reserve.</p>		development if transport infrastructure is not provided.
The North South Corridor		
<p>Preliminary work has been undertaken on Phase 1 of the NUCKLE scheme (Improved service frequencies between Coventry-Bedworth-Nuneaton with new stations at Ricoh Arena and Bermuda, platform lengthening at Bedworth and a new bay platform at Coventry) in the Coventry-Nuneaton Rail Upgrade Business Case. According to this report (and the responses of statutory consultees to the report), there are some potential environmental impacts of the scheme. This includes the effect of the new Coventry Arena and Bermuda Park Stations on flooding (as they are located in Flood Zone 3) and the slight impact that platform constructions would have on wooded areas at Bermuda Park and Bedworth. There are also likely to be effects on natural resources and short term effects of construction (on issues like noise). However, the schemes will have no impacts on landscape, townscape or heritage (and this latter impact has been conformed by English Heritage). No information is available on later phases of the NUCKLE scheme. The next stage of the</p>	?	

The effect of the draft plan on quality of life and the environment		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
scheme will be a full environmental assessment where mitigation and enhancement measures will be outlined.		
Air Quality Strategy		
Implementation of the wider LTP policies contained in the Public Transport, Cycling, Walking and Changing Travel Behaviour Strategies and the preparation of Air Quality Action Plans (which include improvement measures to traffic management, public transport, walking and cycling facilities and initiatives to change travel behaviour) should have direct positive effects on air quality which should also have indirect positive effects with regards to certain historic buildings and habitats which are sensitive to air pollution. The strategy is unlikely to have significant effects on landscape, direct impacts on species and habitats, water resources and soil and mineral resources (including geodiversity).	●	
Accessibility Strategy		
Any reductions in traffic that the accessibility policies could achieve would benefit noise levels, air quality and traffic impacts on historic buildings and areas valued for their landscape and townscape value, although the magnitude of traffic reduction achieved through these policies is likely to be negligible. The strategy is unlikely to have significant effects on landscape, direct impacts on species and habitats, water resources and soil and mineral resources (including geodiversity).	○	
Sustainable Freight Distribution Strategy		
<p>Policy F1 discusses freight consolidation centres. These need to be carefully located to ensure that their positive effects can be maximised.</p> <p>Policy F2 includes accommodating the needs of freight and balancing this with the need for environmental protection. This policy could result in both positive and negative effects. Negative effects could be associated with new infrastructure, such as bridges or bridge strengthening maintenance which requires the use of natural resources and could affect hydrological regimes and habitats through construction. On a positive note, Policy F2 aims to protect town centres and inappropriate routes from the impacts of HGVs which supports achieving improvements with regards to landscape, townscape and heritage.</p> <p>Policy F6 supports the use of pipelines which could cause negative effects particularly during construction. However, the policy also includes mitigation for such effects through requiring minimal environmental impact</p>	●/●	<p>The location of the freight consolidation centres needs to be carefully selected so they are not located in (or increase traffic in) areas that are sensitive.</p> <p>Policy F6 could be reworded more positively in terms of avoiding environmental effects.</p>

The effect of the draft plan on quality of life and the environment		
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<p>both during and after installation of the necessary infrastructure and therefore this potential effect would be a minor negative effect, recognising that the policy requires the minimisation of effects rather than the avoidance of effects.</p> <p>The strategy is unlikely to have significant effects on landscape, direct impacts on species and habitats, water resources and soil and mineral resources (including geodiversity).</p>		
Parking Strategy		
<p>Policy P2 aims to improve the environmental impacts of congestion (including regarding noise, townscape and air quality) through the appropriate use of parking restrictions, provision and availability of information. Park and Ride facilities are supported in Policy P4. Policy P8 also supports provision of cycle parking in town centres, public transport interchanges and other key service destinations. The strategy is likely to be positive.</p>	●	
Powered Two Wheeler Strategy		
<p>Overall compared to cars, motorcycles produce fewer emissions. Generally they perform better for carbon dioxide and oxides of nitrogen, but are worse in respect of hydrocarbons. A shift from cars to PTW could also help to improve reduce congestion which should help to alleviate air quality issues in congested areas. The policies within the PTW Strategy should therefore result in a positive effect with regards to air quality. It is uncertain whether an increase in the number of PTW on the roads within Warwickshire would have any effect with regard to noise. In the long term the effect of encouraging PTW use is uncertain as the emissions performance and fuel consumption of cars may be much better than PTW, depending on technological advances and legislation. The strategy is unlikely to have significant effects on landscape, direct impacts on species and habitats, water resources and soil and mineral resources (including geodiversity). The strategy is unlikely to have significant effects on landscape, direct impacts on species and habitats, water resources and soil and mineral resources (including geodiversity).</p>	●	
Airport Accessibility Strategy		
<p>The Airport Accessibility Strategy should generally support the achievement of the SA Objective relating to air quality through providing options other than the private car to reach airports. This should also have indirect positive effects with regards to certain historic buildings and habitats which are sensitive to air pollution. There is a risk that if public transport services are extended into unsociable hours, this could have a negative effect with regards to noise – however, the level of residential use nearby the airports is low so the level of nuisance</p>	●	

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should be low.		
Land Use and Transportation Strategy		
The spatial development strategy is to focus development on urban areas and main towns. In Warwickshire these areas are already congested (especially Warwick) so new development may cause more congestion problems and impact on air quality, townscape and historic buildings. Better integration of transport and land use planning helps to ensure that the cumulative effect of development is less because there is adequate transport infrastructure to support development in a way that is sustainable and does not increase congestion, traffic in inappropriate areas and total vehicle miles. The strategy includes several measures to do this including through working with the planning authorities and developers to put in place travel plans and more sustainable transport systems. This will be positive for air quality, townscape and historic buildings if successful. The strategy is unlikely to have significant effects on landscape, direct impacts on species and habitats, water resources and soil and mineral resources (including geodiversity) although there may be cumulative effects on natural resources through the building of housing and employment development and supporting infrastructure. The use of aggregates for maintenance is addressed in the Highway Maintenance Strategy but is not addressed in terms of new infrastructure. This should be rectified.	●/●	The LTP needs to make a commitment to reducing the impact of the resources used to build new transport infrastructure. Policy HM6 of the Highway Maintenance Strategy states that the County Council will aim to undertake all of its highway maintenance work within the context of the principles of sustainability and environmental protection. A similar undertaking needs to be made for the construction of new infrastructure.
Bus Strategy		
The strategy as a whole is likely to be positive because the policies promote the use of bus travel which should reduce use of the private car and therefore emissions to air. This should have direct positive effects on air quality which should also have indirect positive effects with regards to certain historic buildings and habitats which are sensitive to air pollution. The strategy is unlikely to have significant effects on landscape and direct impacts on species and habitats. However, building new infrastructure is likely to have impacts on natural resources, especially mineral resources (this is addressed in the Land Use and Transportation Strategy).	●	
Passenger Rail Strategy		
The passenger rail strategy will encourage greater use of rail travel, linked to other public transport modes, and in line with the walking and cycling strategies, as an alternative to the private car. This should have a	●	

The effect of the draft plan on quality of life and the environment		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
generally positive effect with regard to reducing emissions and improving air quality. The strategy is unlikely to have significant effects on landscape and direct impacts on species and habitats. However, building new infrastructure is likely to have impacts on natural resources, especially mineral resources (this is addressed in the Land Use and Transportation Strategy).		
Network Management Duty Strategy		
<p>One of the key objectives of the Network Management Strategy is to reduce the environmental impact of traffic (in terms of its speed, volume and emissions) on environmentally sensitive areas which should have a broadly positive effect with regards to air quality and noise and with regards to habitats, historic buildings and townscape / landscape if traffic is managed more effectively within towns and villages. However, the policies provide little information on how this objective will be achieved.</p> <p>Policy NMD12 aims to improve network efficiency which should reduce congestion on major routes and therefore reduce air quality impacts in these areas. Policy NMD14 will ensure access for pedestrians and cyclists during safety and protection works. The overall effect of the policy is considered to be neutral. However, with further information on how the above objective is likely to be achieved the effect could be positive. The strategy is unlikely to have significant effects on water resources and soil and mineral resources (including geodiversity).</p>	○	More information should be provided on how the environmental impact of traffic on environmentally sensitive areas is to be achieved within the Network Management Duty Strategy.
Taxi and Private Hire Vehicle Strategy		
The policies within the Taxi and Private Hire Strategy support the use of public transport and taxis and private hire vehicles as alternatives to the private car. This will generally be positive with regards to air quality, however, it is not considered likely that this Strategy will have as positive effect on air quality compared with the Bus Strategy or Passenger Rail Strategy and therefore the overall effect is considered to be minor positive. The strategy will not have a direct effect on any of the other SEA questions.	●	
Intelligent Transport Systems Strategy		
ITS can help in the management of emissions levels at key points on the urban and inter-urban network. The Council will seek to increase the benefits of ITS in the county which will help to manage emissions and improve air quality. This should have indirect benefits with regard to biodiversity and historic buildings. ITS will also be used to ensure reliable and punctual public transport services which should encourage the use of public transport. Policy ITS8 also supports using ITS for pedestrian crossings, although the policy only	●	

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commits to considering the use of the technology for traffic signal junctions and controlled pedestrian crossing facilities. Therefore, the strategy as a whole is likely to be positive. The strategy is unlikely to have significant effects on landscape, direct impacts on species and habitats, water resources and soil and mineral resources (including geodiversity).		
Community Transport Strategy		
The main thrust of the Community Transport Strategy is to improve accessibility. It is not envisaged that the Strategy will have a significant impact on any of the SEA questions.	○	
Congestion Strategy		
<p>Population growth and economic growth are likely to result in increased congestion in Warwickshire. Currently, congestion in Warwickshire is mainly found on certain key routes in urban areas and at some key junctions on the strategic rural highway network in Warwickshire. Congestion is particularly severe in Warwick which is sensitive in terms of townscape and heritage.</p> <p>The measures to reduce congestion within the Strategy include improving modal shift which will help to reduce trips made by car and reduce overall emissions, having indirect positive effects with regards to certain historic buildings and habitats which are sensitive to air pollution. The strategy is also likely to improve townscape in areas where traffic is reduced. The strategy is likely to be positive in this regard. The strategy is unlikely to have significant effects on landscape, direct impacts on species and habitats, water resources and soil and mineral resources (including geodiversity).</p>	●	
Cycling Strategy		
The policies within the Cycling Strategy should all encourage cycling as a mode of transport as well as a leisure pursuit. Increasing cycling for commuting and accessing services and facilities could reduce the use of private cars and improve air quality, noise, townscape and indirectly, historic buildings and biodiversity. The effect of the strategy should be positive. The strategy is unlikely to have significant effects on landscape and direct impacts on species and habitats. However, building new cycle infrastructure is likely to have impacts on natural resources, especially mineral resources (this is addressed in the Land Use and Transportation Strategy).	●	

The effect of the draft plan on quality of life and the environment		
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Bus Information Strategy		
The strategy aims to ensure excellent public transport information is available to address the needs of current and potential passengers, and to grow the market for public transport by increasing its accessibility, which can contribute positively to environmental conditions if it results in reduced traffic levels. The strategy is unlikely to have significant effects on landscape, direct impacts on species and habitats, water resources and soil and mineral resources (including geodiversity).	●	
Public Transport Interchange Strategy		
The strategy as a whole is likely to be positive because the policies encourage greater use of public transport which can contribute positively to environmental conditions if it results in reduced traffic levels. The strategy is unlikely to have significant effects on landscape and direct impacts on species and habitats. However, building new infrastructure is likely to have impacts on natural resources, especially mineral resources (this is addressed in the Land Use and Transportation Strategy).	●	
Public Transport Strategy		
The strategy as a whole is likely to be positive because the policies encourage greater use of public transport which can contribute positively to environmental conditions if it results in reduced traffic levels. The strategy is unlikely to have significant effects on landscape and direct impacts on species and habitats. However, building new infrastructure is likely to have impacts on natural resources, especially mineral resources (this is addressed in the Land Use and Transportation Strategy).	●	
Road Safety Strategy		
There is little direct relationship between the Road Safety Strategy and the SEA Objectives. However the policies within the strategy include the use of engineering to improve safety and to reduce speeds. The strategy is unlikely to have significant effects on landscape and direct impacts on species and habitats. However, building new safety infrastructure is likely to have impacts on natural resources, especially mineral resources (this is addressed in the Land Use and Transportation Strategy).	●	
Highway Maintenance Strategy		

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<p>The maintenance of the highway will require the use of aggregates, however Policy HM2 requires materials to be recycled on site where possible which provide some mitigation for this negative effect. Policy HM6 also states that the County Council will aim to undertake all of its highway maintenance work within the context of the principles of sustainability and environmental protection. The strategy is unlikely to have significant effects on landscape and direct impacts on species and habitats.</p>	●	
Bridge Maintenance Strategy		
<p>The Strategy includes the protection and maintenance of bridges which form a vital part of the County's cultural heritage, but only if such works are not prohibitively expensive or impractical. This wording suggests that some historic assets may not be maintained, particularly those which are considered not to be a vital part of the County's cultural heritage. However, policy BM7 includes working in partnership with English Heritage which should mitigate for a potential adverse effect on historic assets.</p> <p>Policy BM6 encourages the minimisation of the use of virgin stone and other materials, which could include soils and aggregate and the recycling of materials on site.</p> <p>Bridge maintenance could result in water pollution, soil pollution or loss of soils and negative effects on biodiversity during maintenance works / construction.</p> <p>The extent or location of potential negative effects of this Strategy on biodiversity, water quality, and use of aggregates is not known and therefore a minor negative (rather than a major negative) effect is recorded.</p>	●	<p>It should be made clear that the maintenance of historic bridges and/or bridges of cultural value will be undertaken in consultation with English Heritage and local authority conservation officers in order to ensure that decisions made regarding bridge maintenance optimise the protection of the County's historic assets.</p> <p>The policy wording should include the minimisation of environment effects of bridge maintenance works.</p>
Changing Travel Behaviour Strategy		
<p>The strategy as a whole is likely to be positive because the policies promote the use of public transport, walking, cycling and reduce single occupancy of vehicles which could reduce use of the private car and volumes of traffic and therefore reduce emissions to air which should also have indirect positive effects with regards to certain historic buildings and habitats which are sensitive to air pollution. The strategy is unlikely to</p>	●	

The effect of the draft plan on quality of life and the environment		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
have significant effects on landscape, direct impacts on species and habitats, water resources and soil and mineral resources (including geodiversity).		
Walking Strategy		
<p>The policies should all encourage walking as a mode of transport. Increasing walking for commuting and accessing services and facilities could reduce the use of private cars and improve air quality, noise, townscape and indirectly, historic buildings and biodiversity. The effect of this aspect of the strategy should be positive.</p> <p>The strategy includes the maintenance of footpaths which should help to avoid erosion of soils. The strategy encourages walking in the countryside. Although this could increase the number of people coming into contact with wildlife and natural environments, it is uncertain whether this could result in negative effects e.g. from littering and damage to habitats, or positive effects e.g. from improving people's awareness and appreciation of wildlife and natural areas. Such potential effects are likely to be minor (either negative or positive). The strategy is unlikely to have significant effects on landscape and direct impacts on species and habitats. However, building new cycle infrastructure is likely to have impacts on natural resources, especially mineral resources (this is addressed in the Land Use and Transportation Strategy). Overall the strategy is considered to have a minor positive effect.</p>	●	
Rights of Way and Recreational Highway Strategy		
<p>Policy RW1 of this strategy sets out measures for surfacing rights of way and recreational highways. The type of surfacing material will be determined on the basis of the needs of all path users, cost, sustainability, local distinctiveness and the local ecology. It is not clear whether recycled and low environmental impact materials will be favoured where practicable. This policy also makes no reference to protecting the water environment, which could be negatively affected by run-off from hard surfaced paths.</p> <p>Standardised way marking will be used unless local distinctiveness or named-trails are being promoted in partnership with another organisation. This will help to protect the rural landscape from visually intrusive signage.</p> <p>This strategy priorities creations, diversions, conversation and extinguishments of paths which could affect SSSIs over other ecological features, the protection of which is given medium priority within Policy RW5b.</p>	●/●	Policy RW1 of the Rights of Way and Recreational Highway Strategy could be strengthened by adding text which makes it clear that recycled and low environmental impact surfacing materials will be favoured for the surfacing of foot and cycle paths, where practicable. Policy RW1 of the Rights of Way and

The effect of the draft plan on quality of life and the environment		
Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
The protection of archaeological features is also given only medium priority and therefore this policy risks potential negative effects on archaeological and ecological features.		<p>Recreational Highway Strategy should also make reference to protecting water resources.</p> <p>In order to offset potential negative effects on archaeological and ecological features, the protection of such features should be given high priority in Policy RW5b.</p>
Implementation Plan (April 2011 – March 2014)		
<p>Little detail is given in the Implementation Plan regarding the schemes that are likely to be taken forward and the level of resources available is not yet known. The plan stresses that maintenance of the highway network is likely to be a priority and that a broadly balanced integrated transport programme will be maintained. Maintaining the highway network and providing a balanced integrated transport programme are likely to be positive for managing traffic (and potentially helping to manage the effects of transport on communities and the built and natural environment) but at the lower levels of funding allocation (£1.25 million integrated transport funding), no funding has been allocated for “improving our streets” and this could mean that improvements are not made to townscape. The Implementation Plan concludes that it is not likely that significant infrastructure investment to support LDFs will occur during this Implementation Plan. This means that the funding available from the council to ‘top up’ developer funding (to provide additional infrastructure/provide higher quality infrastructure where appropriate) is less likely to be available. However, the effects of this are uncertain because of uncertainties regarding the level of funding likely to be available.</p>	?	<p>The Implementation Plan states that the council is working closely with District Councils and developers to establish detailed requirements and phasing for infrastructure. This process should actively consider the sustainability impacts (as well as the transport impacts) of the different levels of infrastructure that could be provided with different funding levels.</p>

Assessment Conclusions – quality of life and the environment

Summary of performance: None of the strategies are likely to have a significantly positive effect on the environment and quality of life objectives. This is because of uncertainty regarding when, where and how measures are likely to be implemented. The long term strategies within the LTP3 largely perform well against the environment and quality of life SEA Objectives (mostly scoring minor positive marks) as they include strategies and measures that (if implemented) will help reduce the impact of transport on the environment. The strategies contained within the plan should help to provide alternative modes of transport and manage traffic to reduce the impact on communities and townscape and reduce congestion and traffic. All of these measures should help to reduce the impact of traffic on air, noise and biodiversity, improve landscapes and townscapes and reduce pollution from traffic. There are however, a small number of potential negative effects recorded within the assessment and mitigation measures are proposed to address these as appropriate. For example, the objectives of the LTP do not address the built environment, and the Sustainable Distribution Strategy, Highway Maintenance Strategy, Road Safety Strategy, Bridge Maintenance Strategy and Rights of Way and Recreational Highway Strategy would result in construction so could involve the use of natural resources.

The effect of the area strategies has been scored as uncertain. The proposals in the strategy will have effects on the environment in three ways – through changing the amount of traffic in certain sensitive areas (areas sensitive to noise, water and soil pollution, sensitive landscapes, habitats and townscapes), through direct land take impacts (i.e. a direct impact from land use changes on environmental resources such as a habitats, species, designated conservation / landscape areas, water body or listed building / heritage resource) or through building new infrastructure and changing maintenance regimes (which can change / increase the demand for natural resources). There is a high degree of uncertainty in the strategy regarding when and where transport schemes may be developed and this has made the strategies difficult to assess. Although the area strategies may make alternative modes more attractive and reduce the impact of traffic on townscapes it is not possible to definitely state the locations of any likely traffic reduction due to uncertainty regarding where and how measures are likely to be implemented. This uncertainty also means that direct land take impacts are not possible to predict. An exception to this is Phase 1 of the NUCKLE major scheme which is further advanced than the other parts of the plan. The NUCKLE scheme will be broadly positive in helping to achieve modal shift. However, there is a risk of some impacts on flooding and biodiversity – mitigation measures will need to be developed as part of the environmental assessment for the scheme.

Mitigation and enhancement measures:

Mitigation measures are identified in order to address potential negative effects and areas of uncertainty identified in the assessment, as follows:

- The plan objective on the environment should be changed to address the impact on the built environment;
- There is a risk that as the strategies and measures are developed negative impacts will occur. This is particularly a risk with the major schemes and it is suggested that major schemes (and all schemes if deemed a risk) should be subject to an assessment of their sustainability;
- As with the other strategies, the objectives of the Southern and Western Warwickshire Area Strategy should address the environmental impact of transport (rather than just air quality);
- The LTP needs to make a commitment to reducing the impact of the resources used to build new transport infrastructure. Policy HM6 of the Highway

Assessment Conclusions – quality of life and the environment

Maintenance Strategy states that the County Council will aim to undertake all of its highway maintenance work within the context of the principles of sustainability and environmental protection. A similar undertaking needs to be made for the construction of new infrastructure;

- Before highway widening is considered its impact on the environment should be considered;
- The location of the freight consolidation centres needs to be carefully selected so they are not located in (or increase traffic in) areas that are sensitive;
- Policy F6 on the Sustainable Freight Distribution Strategy could be reworded more positively in terms of avoiding environmental effects;
- It should be made clear that the maintenance of historic bridges and/or bridges of cultural value will be undertaken in consultation with English Heritage and local authority conservation officers in order to ensure that decisions made regarding bridge maintenance optimise the protection of the county's historic assets;
- The policy wording should include the minimisation of environment effects of bridge maintenance works;
- Policy RW1 of the Rights of Way and Recreational Highway Strategy could be strengthened by adding text which makes it clear that recycled and low environmental impact surfacing materials will be favoured for the surfacing of foot and cycle paths, where practicable. Policy RW1 of the Rights of Way and Recreational Highway Strategy should also make reference to protecting water resources; and
- In order to offset potential negative effects on archaeological and ecological features, the protection of such features should be given high priority in Policy RW5b of the Rights of Way and Recreational Highway Strategy.
- The Implementation Plan states that the council is working closely with District Councils and developers to establish detailed requirements and phasing for infrastructure. This process should actively consider the sustainability impacts (as well as the transport impacts) of the different levels of infrastructure that could be provided with different funding levels.

Enhancement measures are also put forward, in order to improve the strategies, as follows:

- More information should be provided on how the environmental impact of traffic on environmentally sensitive areas is to be achieved within the Network Management Duty Strategy.