

## **14 Environmental Report**

**14a Strategic Environmental Assessment Statement**

**14b Environmental Report**



**Cambridgeshire County Council:  
Local Transport Plan 2006-11**

**Strategic Environmental Assessment**


**SEA Statement**

**March 2006**

# Cambridgeshire County Council: Local Transport Plan 2006-11

## Strategic Environmental Assessment

### SEA Statement

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## Glossary

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Abbreviation	Definition
ALC	Agricultural Land Classification
AONB	Area of Outstanding Natural Beauty
AQMA	Air quality management area
DfT	Department for Transport
EIA	Environmental Impact Assessment
ER	Environmental Report
CCC	Cambridgeshire County Council
LNR	Local Nature Reserves
LTP	Local Transport Plan
LTTS	Long Term Transport Strategy
NNR	National Nature Reserve
NO <sub>2</sub> ; NO <sub>x</sub>	Nitrogen dioxide; oxides of nitrogen
ODPM	Office of the Deputy Prime Minister
PM <sub>10</sub>	Fine particles
SAC	Special Area of Conservation
SEA	Strategic environment assessment
EERA	East of England Regional Assembly
SINC	Site of Interest for Nature Conservation
SPA	Special Protection Area
SPZ	Source Protection Zone
SSSI	Site of Special Scientific Interest

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## Foreword

This document is the SEA Statement for the Cambridgeshire Local Transport Plan 2006-11 (LTP2).

The report has been prepared following relevant guidance from the Office of the Deputy Prime Minister and Department for Transport on applying European Directive 2001/42/EC 'on the assessment of the effects of certain plans and programmes on the environment', known as the Strategic Environmental Assessment (SEA) Directive. The purpose of this SEA is to allow the environmental consequences of the LTP2 to be considered before adoption, to allow the opinions of the public and environmental bodies to be obtained, and to inform the public how strategic environmental assessment has informed plan preparation.

The main stages in the SEA process are as follows:

**Stage A:** Setting the context, identifying objectives and problems and establishing the baseline.

**Stage B:** Deciding the scope of SEA and developing alternatives.

**Stage C:** Assessing the effects of the plan.

**Stage D:** Consultation on the draft plan and the Environmental Report.

**Stage E:** Monitoring the significant effects of implementing the plan on the environment.

Released to accompany the final version of the LTP2, the SEA Statement summarises Stages A to D of this process and outlines how these Stages have informed and influenced the LTP2 development. The SEA Statement also sets out how it is proposed to monitor the environmental performance of LTP2.

Although this SEA Statement is not specifically a consultation document, Cambridgeshire County Council and Atkins Ltd. would welcome any further feedback on the SEA process carried out to date for the Cambridgeshire LTP2. Any comments should be addressed to:

Nick Chisholm-Batten  
Environmental Consultant  
Atkins Ltd  
Wellbrook Court  
Girton Road  
Cambridge  
CB3 0NA

Tel: 01223 814152

E-mail: [nick.chisholm-batten@atkinsglobal.com](mailto:nick.chisholm-batten@atkinsglobal.com)

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# 1. Introduction

## BACKGROUND

- 1.1 Cambridgeshire County Council has been preparing the Cambridgeshire Local Transport Plan, a statutory plan required under the Transport Act 2000.
- 1.2 The Cambridgeshire Local Transport Plan 2006-11 (LTP2) is designed to:
- ◆ Update the 2004-11 Cambridgeshire Local Transport Plan to reflect revised Government guidance which specifies the need for a number of new plans and strategies including an accessibility strategy, a rights of way improvement plan, a strategic environmental assessment and a transport asset management plan;
  - ◆ Set out the County Council's strategic approach to travel and transport for the forthcoming years and
  - ◆ Set out a programme of capital investment
- 1.3 The overall vision for the LTP2 is of a transport strategy that:
- “Enhances the quality of life and economic prosperity by connecting people, communities, employment, goods, services and amenities.”*
- 1.4 The plan has addressed the shared priorities for transport outlined in the Department for Transport (DfT) Guidance. These are:
- ◆ Accessibility;
  - ◆ Congestion;
  - ◆ Safety;
  - ◆ Environmental Impacts, including air quality;
  - ◆ Quality of Life.
- 1.5 The first Local Transport Plan (LTP1) was published in July 2000 and covered the period 2001-2006. This was replaced in July 2003, when Cambridgeshire County Council submitted a new Local Transport Plan for the period 2004-2011 to address the transport implications that would result from the significant expansion proposed for the county by the Cambridgeshire and Peterborough Structure Plan 2003.
- 1.6 The LTP has been updated to conform to revised Government guidance on Local Transport Plans. The revised Local Transport Plan (LTP2) covers the period 2006/07 to 2010/11.
- 1.7 As part of the revised LTP2 development process, a Provisional Local Transport Plan was submitted to the Government in July 2005, which set out a provisional programme of local transport improvements in Cambridgeshire. This has been superseded by the release of the final LTP2 in March 2006.
- 1.8 To further cater for the significant growth that is planned in Cambridgeshire during the next 15-20 years, Cambridgeshire County Council, in partnership with the district councils, is also in the process of developing a Long Term Transport Strategy
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(LTTS). The strategy is being developed in addition to the LTP2 for the following reasons:

- ◆ To complement and provide an umbrella strategy for the Local Transport Plan, which is restricted by both a five year time period and by government guidance
- ◆ To ensure that the scale of longer term developments in Cambridgeshire can be accommodated in a sustainable way
- ◆ To provide input into regional strategies including the Regional Spatial Strategy and to help ensure that the County meets its commitments in delivering these strategies
- ◆ To provide the county and its partners with a solid base for bidding for funding from government for transport schemes related to development
- ◆ To support the Local Plan/ Local Development Framework process currently being undertaken by the district councils

1.9 Against this background, Atkins has been appointed by Cambridgeshire County Council to conduct a strategic environment assessment (SEA) of the LTP2 and the LTTS.

1.10 This SEA Statement only addresses the issues related specifically to the LTP2. A separate SEA Statement will be released following the adoption of the LTTS.

**REQUIREMENT FOR STRATEGIC ENVIRONMENTAL ASSESSMENT**

1.11 European Directive 2001/42/EC ‘on the assessment of the effects of certain plans and programmes on the environment’ (known as the ‘SEA Directive’) came into force in the UK on 20 July 2004 through the Environmental Assessment of Plans and Programmes Regulations 2004.

1.12 Department for Transport guidance suggests that SEA will typically be required for new Local Transport Plans. Accordingly, the Cambridgeshire LTP2 has been identified as a plan that is subject to the Directive.

**OBJECTIVES OF STRATEGIC ENVIRONMENTAL ASSESSMENT**

1.13 The objective of the SEA Directive is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans with a view to promoting sustainable development.

1.14 The SEA Directive defines ‘environmental assessment’ as a procedure comprising:

- ◆ the preparation of an Environmental Report on the likely significant effects of the draft plan on the environment;
- ◆ carrying out consultation on the draft plan and the accompanying Environmental Report;
- ◆ consideration of the Environmental Report and the results of consultation in decision-making; and

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- ◆ the provision of information when the plan is adopted and demonstrating how the results of the SEA have been taken into account.
- 1.15 The Directive's definition of "environment" includes not only the natural environment and the historic environment, but also some human effects such as health and material assets. It also requires an analysis of a plan's secondary, cumulative and synergistic effects.

### THE SEA OF THE CAMBRIDGESHIRE LTP2

- 1.16 The SEA of the LTP2 has been prepared in accordance with the SEA Directive and the accompanying SEA Regulations, general SEA guidance from the ODPM and LTP specific guidance from the DfT. In addition it has utilised available SEA guidance on particular environmental topics such as climate change and biodiversity.
- 1.17 In accordance with guidance from the ODPM, the SEA of the LTP2 has been developed through a five stage process:
- ◆ **Stage A** – identifying other relevant plans and programmes and environmental protection objectives, establishing the environmental baseline, identifying environmental problems and deciding SEA objectives;
  - ◆ **Stage B** – deciding on the scope of the SEA, developing alternatives to plan proposals and consulting with environmental bodies;
  - ◆ **Stage C** – assessing the effects of the draft LTP2, identifying measures to reduce or counteract the negative effects, devise monitoring programme and prepare Environmental Report;
  - ◆ **Stage D** – consultation on the draft LTP2 and the Environmental Report; and
  - ◆ **Stage E** – monitoring the significant effects on the environment of implementing the LTP2.
- 1.18 As required by the SEA Regulations, and reflecting stages A-C of the process above, two reports have been produced and released for consultation during the SEA process to date:
- ◆ **Scoping Report** (summarising Stage A and B work). Its purpose was to establish the scope of and methodology for the SEA, to provide the basis for consultation related to the range and level of detail of the Environmental Report, and its evidence base.
  - ◆ **Environmental Report** (documenting Stages A to C work). This document outlined the assessment of the extent of the likely positive and negative significant environmental effects of the plan and the potential sustainability issues that may arise. It also outlined the results of the assessment of a set of strategic alternatives for the LTP2, the results of which were subsequently fed into the LTP2's preferred strategy.
- 1.19 This SEA Statement is the third and final main output of the SEA process and has been produced to accompany the final LTP2.
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**THE SEA STATEMENT**

- 1.20 SEA Regulations 16.3c)(iii) and 16.4 require that a ‘statement’ be made available to accompany the plan, as soon as possible after the adoption of the LTP2. The purpose of the SEA Statement is to outline how the SEA process has influenced and informed the LTP2 development process and demonstrate how consultation on the SEA has been taken into account.
- 1.21 As the regulations outline, the statement should contain the following information:
- ◆ How environmental considerations have been integrated into the LTP2;
  - ◆ How consultation responses have been taken into account;
  - ◆ The reasons for choosing the preferred strategy for the LTP2 as adopted in the light of other reasonable alternatives dealt with;
  - ◆ Measures that are to be taken to monitor the significant environmental effects of the LTP2
- 1.22 This SEA Statement should be read alongside the Final Environmental Report which has been also been released with the final version of the LTP2.

**STRUCTURE OF THE SEA STATEMENT**

- 1.23 This SEA Statement has been structured in accordance with the SEA Regulations as follows: Section 2 of this report outlines how the SEA has informed and influenced the final plan, and how Environmental considerations, as outlined by the Environmental Report, have been incorporated into the final LTP. Section 3 outlines how consultation during the SEA has been taken into account. Section 4 outlines the reasons for choosing the preferred strategy for the LTP2 in association with the SEA. Section 5 highlights the proposals for monitoring the LTP2 in relation to the SEA.

## **2. How Environmental Considerations have been taken into account**

### **INTRODUCTION**

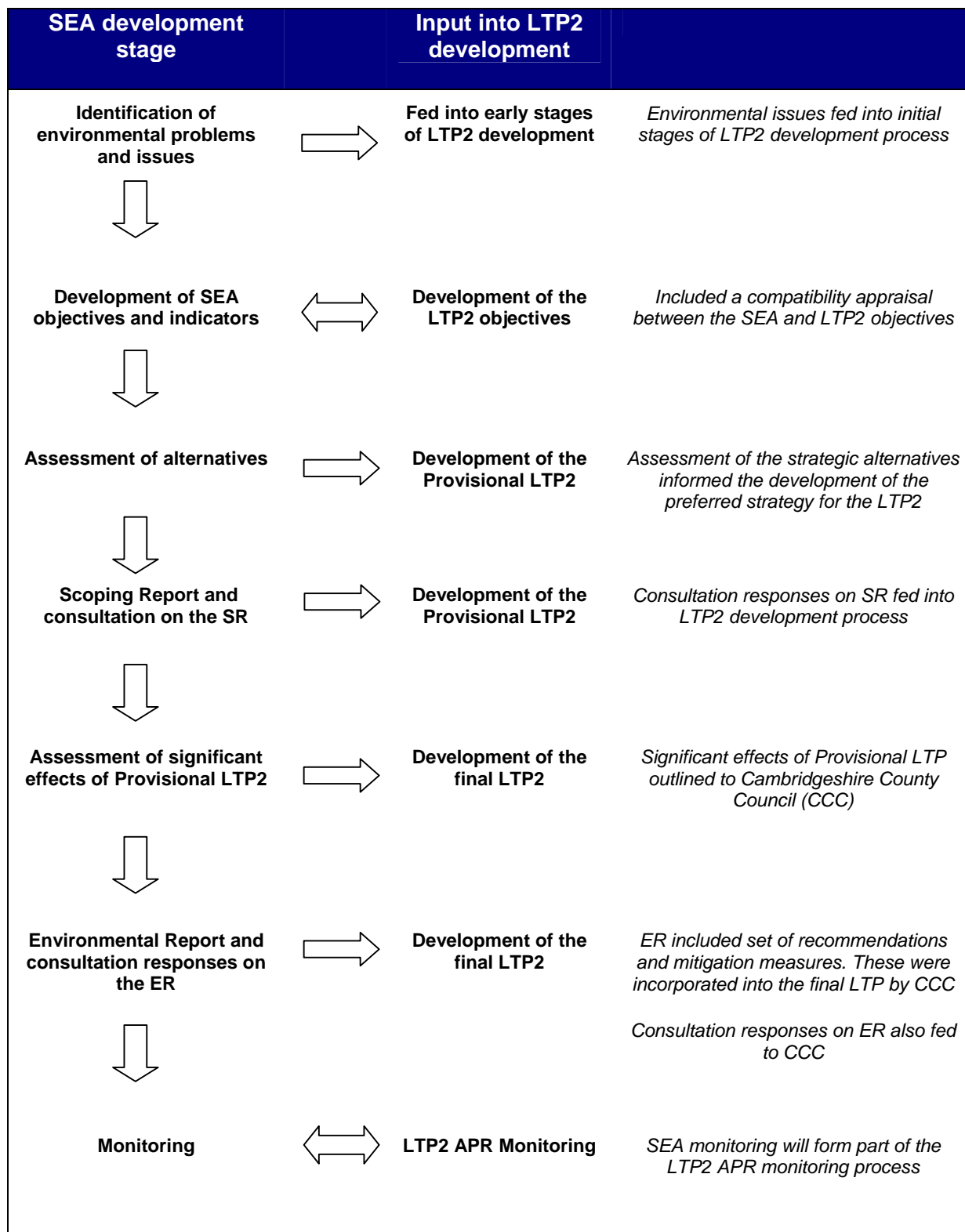
- 2.1 As outlined above, the main aim of SEA is to inform and influence the plan making process to increase the plan's sustainability value.
- 2.2 This section therefore summarises how the SEA has informed the LTP2. As well as outlining the interaction between the SEA and the LTP2 development process, it also describes how the recommendations of the Environmental Report have been incorporated into the final plan, and discusses how the mitigation measures proposed by the SEA process will be taken into account during the implementation of the LTP2.

### **HOW THE SEA HAS INFLUENCED THE LTP2 DEVELOPMENT PROCESS**

- 2.3 As outlined in Section 1, the SEA has been developed through a series of interlinked stages. In conjunction with this, each of these stages has fed into the LTP2 development process. Where they have done so is outlined by Figure 2.1 below.

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Figure 2.1: Input of SEA into LTP2 development process



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**HOW THE ENVIRONMENTAL REPORT HAS BEEN TAKEN INTO ACCOUNT BY THE FINAL LTP2**

- 2.4 As the major output of the SEA process, the Environmental Report (ER) outlined the extent of the likely environmental effects of the LTP and the potential sustainability issues that may arise. It also set out a number of recommendations for LTP2 development to consider, with a view to improving the environmental performance of the plan.
- 2.5 Following the release of the ER to consultation in December 2005, these recommendations were fed into the continuing LTP2 development process, and subsequently incorporated into the final LTP2.
- 2.6 These recommendations have been outlined in Table 2.1 below. Included in this table is an outline of how they have been incorporated into the final plan by Cambridgeshire County Council (CCC).

**Table 2.1: Recommendations to Improve the Environmental Performance of the LTP2**

	<b>SEA Objective</b>	<b>Recommendations</b>	<b>How the recommendations have been taken into account in the final LTP2</b>
1	To reduce greenhouse gas emissions.	Incorporation of specific approaches in the LTP2 to increase energy efficiency and increase the use of renewable energy in transport proposals such as new transport interchanges, infrastructure improvements and bus shelters.	In areas where providing power from the national grid would be costly or disruptive, and to trial the technology with a view to assessing its viability as a mainstream solution to power supply, the County Council has implemented solar powered lighting, illuminated signs, cats eyes and bus stop lighting. This approach will continue, and should increase, particularly as technology becomes more reliable.

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	SEA Objective	Recommendations	How the recommendations have been taken into account in the final LTP2
2	To reduce noise pollution.	The LTP2 should outline approaches to mitigation to reduce noise pollution (. The plan should also describe the Council's approach to EC Directive 2002/49/EC ('the Noise Directive') and how this will be incorporated into informing LTP2 decisions. The impact of extra car parking provision on noise pollution at the Chesterton Interchange should be reviewed.	<p>Approximately £11.6M is allocated from the capital maintenance budget to the provision of noise-reducing road surfaces. This expenditure will be targeted at locations that suffer current problems from traffic noise. It is worthy of note that in the lifetime of the LTP1, less money than originally planned was spent on noise reducing surfacing, as the assessment of noise levels as part of the maintenance programme did not indicate the level of noise problems that had originally been assumed. The environmental impacts of Chesterton, including on noise pollution, will be dealt with in detail as part of the business case submission to Government.</p> <p>Noise barriers will be provided where necessary as part of major scheme construction. Speed management measures will, where possible, seek to minimise the potential for increased noise due to acceleration and braking between measures</p>
3	To improve local air quality.	<p>Although the major issues related to this objective have been addressed in the plan, monitoring of the air quality situation in vulnerable areas is required. In addition, the impact of extra car parking provision on air quality at the Chesterton Interchange should be reviewed.</p> <p>Promotion of vehicles with low particulate emissions.</p>	<p>The Air Quality Action Plan for Cambridge has identified the need for additional traffic data, which is being collected. Future action plans for the other AQMAs in Cambridgeshire may identify further areas where additional traffic or air quality data is required. The environmental impacts of Chesterton, including on Air Quality, will be dealt with in detail as part of the business case submission to Government.</p> <p>Through the Smarter Travel Management programme, opportunities will be taken to promote the use of sustainable transport and of vehicles with low particulate and NO<sub>2</sub> emissions.</p>

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	SEA Objective	Recommendations	How the recommendations have been taken into account in the final LTP2
4	To protect and enhance landscape character.	<p>The LTP2 should outline an approach as to how effects at a smaller scale, such as inappropriate signing, maintenance and inappropriate use of materials can damage local rural and urban character, and how these factors will be considered.</p> <p>The impact of the Ely Southern Bypass on landscape character should also be addressed.</p>	<p>Chapter 9 of the LTP includes detail on how the transport programmes impact on landscape, and biodiversity, and on urban streetscape can be best managed. Chapter 10 of the LTP provides detail of Cambridgeshire's Maintenance Strategy and emerging Transport Asset Management Plan. One of the key themes of the Maintenance Strategy is 'Rethinking Construction', with the aim of achieving an environmentally friendly road maintenance strategy.</p> <p>The impact of the Ely Southern Bypass on all environmental concerns was addressed in the original Annex E submission to Government, and will be included in the revised Business Case submission in the period of this LTP.</p>
5	To protect and enhance local distinctiveness and the heritage resource.	<p>The LTP2 should outline how transport schemes will consider listed buildings and monuments, conservation areas, archaeological protected sites, and registered parks and gardens and their potential negative effects on these. Consideration should be given as to how transport schemes will regard local distinctiveness and implement sympathetic design- especially in relation to the setting of cultural heritage. The impact of the A605/B6761 junction on Elton Hall should be addressed.</p>	<p>The impact of transport schemes on the built environment and listed buildings is considered at the scheme design stage, and will typically form a key part in public consultation. Schemes will seek to achieve the most effective balance between cost effectiveness and sympathetic design.</p> <p>The A605 / B6761 major safety scheme is no longer in the programme for the period to 2011. If the scheme is progressed, the impact on Elton Hall will be considered in detail as part of the design and consultation process.</p>
6	To support the enjoyment of the countryside and the public realm	<p>Although the major issues related to this objective have been addressed in the plan, the impact of the Ely Southern Bypass on this objective should be examined.</p>	<p>The impact of the Ely Southern Bypass on all environmental concerns was addressed in the original Annex E submission to Government, and will be addressed in the revised Business Case submission (including a revised Environmental Impact Assessment, taking account of the issues raised by the Strategic Environmental Assessment of the LTP) in the period of this LTP.</p>

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	SEA Objective	Recommendations	How the recommendations have been taken into account in the final LTP2
7	To protect and enhance biodiversity and geodiversity, including characteristic habitats and species throughout their range.	<p>The LTP2 should indicate how schemes will take biodiversity into account. The plan should also acknowledge the wider effect of the LTP2 on geological assets. The impacts of the Major Schemes on biodiversity assets should be addressed.</p> <p>The LTP2 should recognise the importance of green networks and protect and enhance 'green corridors' where appropriate.</p>	<p>Chapter 9 of the LTP indicates many of the ways in which biodiversity is considered in the LTP, and how the County Council will seek to mitigate against the impact of the transport programme on biodiversity. Road construction and maintenance requires significant amounts of aggregate, and one of the Council's asset management objectives is to recycle all materials where appropriate, minimising the need for new materials. Additionally the Council is undertaking trials of various recycled products in road construction, including waste glass and shredded used tyres.</p> <p>The impact of major schemes on all environmental concerns will be addressed as part of the Business Case submission and environmental Impact Assessment submission to Government.</p>
8	To protect and enhance water quality	<p>The LTP2 should clarify how the effects on surface and ground water quality arising from the LTP2 will be addressed. This should include:</p> <ul style="list-style-type: none"> <li>▪ How the collection, initial treatment and disposal of run-off from roads can affect water bodies and watercourses.</li> <li>▪ Promotion of sustainable urban drainage systems and the use of silt traps and filters as these can markedly reduce the levels of polluted run-off.</li> </ul>	<p>Sustainable drainage systems will be implemented where they form the most effective way of dealing with the treatment and disposal of run off.</p>

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	SEA Objective	Recommendations	How the recommendations have been taken into account in the final LTP2
9	To protect and enhance the function of watercourses and water bodies, including floodplains.	<p>The LTP2 should outline how the plan will consider flood risk and the wider function of watercourses, water bodies, and rivers and groundwater systems including floodplains and catchments.</p> <p>The LTP2 should demonstrate how transport proposals will consider different flood zone risks and requirements from strategic to local levels to ensure that these inform decision making (accompanied, where necessary, by appropriate sustainable drainage and flood management solutions). Consideration should also be made of how the various Strategic Flood Risk Assessments that are/ have taken place in Cambridgeshire will inform LTP2 decisions. These recommendations are especially relevant to the Bridge Strengthening programme and the Ely Southern Bypass.</p>	<p>The County Council needs Environment Agency approval for any transport schemes that will impact upon the floodplain and watercourses, and will consult the Environment Agency in the early stages of scheme feasibility and design. Scheme design will seek to minimise any detrimental impact, or, ideally, lead to no adverse impact on the function of watercourses, water bodies, rivers and groundwater systems.</p> <p>The impact of the Ely Southern Bypass on all environmental concerns was addressed in the original Annex E submission to Government, and will be addressed in the revised Business Case submission (including a revised Environmental Impact Assessment, taking account of the issues raised by the Strategic Environmental Assessment of the LTP) in the period of this LTP.</p>
10	To encourage travel choices that improve overall levels of health.	Major issues related to this objective have been addressed in the plan.	
11	To improve road safety.	Major issues related to this objective have been addressed in the plan.	
12	To improve accessibility to jobs, facilities and services.	Major issues related to this objective have been addressed in the plan.	

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	SEA Objective	Recommendations	How the recommendations have been taken into account in the final LTP2
13	To safeguard the quality of the soils resource.	The LTP2 should outline how transport schemes will consider negative effects on soil resources and quality, and land take of agricultural land the impact of the Ely Southern Bypass and the Major Safety Schemes should be examined.	<p>There are no schemes proposals in the LTP, with the exception of the Ely Southern Bypass, that will result in any significant land take of agricultural land. The A141 / A605 "Hobbs Lot" major safety scheme will take a limited amount of agricultural land, but will have no impact on the quality of soils on adjacent land.</p> <p>The impact of the Ely Southern Bypass on all environmental concerns was addressed in the original Annex E submission to Government, and will be addressed in the revised Business Case submission (including a revised Environmental Impact Assessment, taking account of the issues raised by the Strategic Environmental Assessment of the LTP) in the period of this LTP.</p> <p>If any further major schemes do come forward that will impact upon agricultural land, the impact and necessary mitigation will be the subject of Environmental Impact Assessment</p>

**MITIGATION MEASURES**

2.7 In addition to the recommendations outlined above, the ER set out mitigation measures for each measure and scheme included in the Provisional LTP2. From this a set of generic mitigation measures were proposed. These are outlined as follows:

- ◆ Project level Environmental Impact Assessments, where applicable (such as for the LTP2 Major Safety Schemes and the LTTS Major Infrastructure Schemes);
- ◆ Integration of the needs of biodiversity into final scheme design at the earliest possible stage;
- ◆ Protection of biodiversity within designated and important habitats and the wider environment, including the maintenance and enhancement of green networks;
- ◆ Compensation and creation of additional habitats where negative effects are unavoidable, including beyond the immediate transport corridor to help address strategic biodiversity priorities;

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- ◆ The use of Sustainable Urban Drainage Systems (SUDS) and storm water treatment to minimise adverse effects on downstream environments and surface and groundwater quality;
- ◆ Consideration of groundwater protection zones during the planning and construction phase;
- ◆ Measures to ensure sympathetic design and compatibility of infrastructure with local townscape character and the setting of cultural heritage, notably during construction;
- ◆ Measures to minimise the negative effect on landscape character could include the use of visual screening, planting, and the integration of schemes within the surrounding landscape;
- ◆ Measures to ensure new schemes with additional land take are located on previously developed land, where this is practicable- whilst recognising the potential of brownfield sites for biodiversity;
- ◆ Consideration of the impact of signing on local distinctiveness, landscape and the setting of cultural heritage;
- ◆ The promotion of the use of alternative fuels and low-emission vehicles in order to reduce greenhouse gas emissions and promote air quality improvements;
- ◆ Mitigation measures during construction to minimise the adverse effect on biodiversity, noise, local air quality, climate change, soil, water resources and water quality;
- ◆ Measures to reduce noise pollution in sensitive areas, including low noise surfacing (subject to further road safety investigations), the reduction of vehicle speeds, and noise attenuation barriers;
- ◆ Measures to ensure the design of schemes are compatible with the needs of walkers, cyclists and other vulnerable road users;
- ◆ The avoidance of watercourse culverting where possible; and
- ◆ Complementary demand management measures for road schemes

2.8 These mitigation measures will be incorporated into the LTP's measures and schemes where possible during the implementation of the plan. Additionally, the mitigation measures have been linked to the SEA monitoring programme for the LTP. This is discussed further in Section 5 of this Statement.

### **3. How Consultation Responses have been taken into account**

#### **INTRODUCTION**

- 3.1 Consultation has been an integral part of the SEA of the LTP2. In addition to enabling the opinions of the statutory environmental bodies and other stakeholders to be taken into account, it has provided an opportunity for the public to be informed as to how decisions are made.
- 3.2 This section has therefore outlined the consultation carried out as part of the SEA of the LTP2 and how it has been incorporated in the LTP2 development process.

#### **CONSULTATION IN SEA**

- 3.3 The SEA Directive requires responses to consultation to be taken into account during the preparation of the plan of programme and before its adoption or submission to a legislative procedure.
- 3.4 There were two main consultation exercises during the SEA of the LTP2, related to the Scoping Report and the Environmental Report. This was supplemented by interaction with key stakeholders throughout the process.

#### **CONSULTATION ON THE SCOPING REPORT**

- 3.5 The Scoping Report was released in April 2005 and issued for consultation to the four statutory SEA consultation bodies: the Countryside Agency, English Heritage, English Nature and the Environment Agency. In addition it was released to a range of other consultees including district councils, interest groups and surrounding authorities outlined in Appendix B. Its purpose was to establish the scope of and methodology for the SEA, to provide the basis for consultation related to the range and level of detail of the Environmental Report, and the evidence base it is established on.
- 3.6 The responses to the Scoping report, including how they have been taken into account, have been summarised in Section 1 of the Final Environmental Report.

#### **CONSULTATION ON THE ENVIRONMENTAL REPORT**

- 3.7 The Environmental Report was issued for consultation in December 2005. Taking into account the responses from the Scoping Report, this document assesses the extent of the likely positive and negative significant environmental effects of the plan and the potential sustainability issues that may arise. Subsequent to consultation responses, the Environmental Report was updated and released as a final version of document with the adopted plan.
- 3.8 Appendix A outlines the consultation responses gained on the Environmental Report and how they have been taken into account by the SEA and the Final LTP. It should
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be noted that, unless comments address both the LTP2 and the LTTS, this is only an outline of the comments related to the LTP2. The consultation comments on the LTTS will be included in a separate SEA Statement for the Strategy.

## 4. Reasons for choosing the plan as adopted

### INTRODUCTION

#### 4.1 The Directive states:

*'The Environmental Report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated' (Article 5.1)*

To address the alternatives aspect of this, outlined in Section 7 of the Environmental Report was, as designated in the regulations (Annex 1h) *'an outline of the reasons for selecting the alternatives dealt with'*.

#### 4.2 Alternatives are essentially different ways of:

- ◆ Achieving the objectives of the LTP2 (and LTTS);
- ◆ Achieving the aspirations of the local community;
- ◆ Dealing with environmental and transport problems;
- ◆ Addressing the sustainable "Hierarchy of Alternatives" – demand reduction, different ways of meeting demand, location of projects/infrastructure (derived from ODPM (2005), 'A Practical Guide to the Strategic Environmental Assessment Directive).

### ALTERNATIVES

#### 4.3 As part of the SEA process a series of alternatives, or 'scenarios', were therefore assessed. These scenarios had been developed as part of the LTTS development process to test the potential contribution of different types of measures. As the LTTS is the guiding document for all transport development in Cambridgeshire, including the LTP2, these scenarios were assessed as part of the SEA process.

#### 4.4 The four scenarios were:

- ◆ Scenario 1- Intensive walking and cycling improvements (plus low key public transport improvements)
- ◆ Scenario 2- Intensive public transport improvements (plus low key walking and cycling improvements)
- ◆ Scenario 3- Highway improvements (plus low key public transport, walking and cycling schemes)
- ◆ Scenario 4- Demand management (a range of measures plus intensive walking, cycling and public transport improvements)

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- 4.5 It was intended that the recommended strategy would comprise the best performing elements from each scenario, packaged together to best meet the objectives of the LTTS. Accordingly, these scenarios underwent a process of in-depth appraisal, including extensive modelling, and have been subject to consultation with key stakeholders.

**THE ASSESSMENT OF ALTERNATIVES**

- 4.6 Of the four alternatives, the assessment highlighted that the most positive alternative was Scenario 4, with potential benefits resulting from a mixture of demand management measures and intensive walking and cycling and public transport schemes. Scenario 3 was the least positive in relation to the SEA Objectives due to its added emphasis on highway improvements.
- 4.7 To address the whole spectrum of SEA Objectives however, this exercise highlighted the need for a mixture of measures. Whilst a plan which is most beneficial is likely to have a greater emphasis on demand management, public transport and walking and cycling, highway improvements are however required in certain places. For example, the assessment highlighted a need for highway improvements to be focussed on addressing parts of the road network which have the highest accident rates.
- 4.8 These sentiments have been fed into the LTP2 plan making process through the development of the SEA. Accordingly, the results of this assessment were reflected by the preferred strategy for the Provisional LTP2, and subsequently the adopted version of the LTP2- which includes a mixture of measures, particularly focusing on sustainable transport and forms of demand management, and focusing road improvements on safety.
- 4.9 Section 7 of the final version of the Environmental Report describes the assessment of alternatives in more detail.

## 5. Monitoring

### INTRODUCTION

- 5.1 The SEA Directive states that ‘*member states shall monitor the significant environmental effects of the implementation of plans and programmes...in order, inter alia, to identify at an early stage unforeseen adverse effects, and be able to undertake appropriate remedial action*’ (Article 10.1).
- 5.2 SEA monitoring involves measuring indicators which will enable the establishment of a causal link between the implementation of the plan and strategy and the likely significant effect (positive or negative) being monitored. It can be used to answer questions such as:
- ◆ Were the assessment’s predictions of environmental effects accurate?
  - ◆ Are the LTP2 and LTTS contributing to the achievement of desired environmental objectives?
  - ◆ Are mitigation measures performing as well as expected?
  - ◆ Are there any adverse environmental effects? Are these within acceptable limits, or is remedial action desirable?
- 5.3 ODPM guidance on SEA states that monitoring measures must be clearly linked to the SEA process (Appendix 10). The guidance suggests this can be done in a number of ways including:
- ◆ Through the SEA objectives and indicators;
  - ◆ Linked to the environmental baseline;
  - ◆ Based on the likely significant effects; and or
  - ◆ Considering the mitigation measures to reduce/ offset significant adverse effects
- 5.4 The monitoring programme for the LTP2 aims to encapsulate all of these.

### SEA MONITORING PROGRAMME FOR THE LTP2

- 5.5 As part of “Stage E” of the SEA process, a SEA monitoring programme will be inaugurated. This will monitor the environmental performance of the LTP2 and accompany the LTP2 Annual Progress Report/Delivery Report process.
- 5.6 Although the monitoring programme has been developing throughout the SEA process, the programme is yet to be finalised and will be developed further as issues related to data availability and resourcing become more established.
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5.7 Table 5.1 below therefore details the proposed monitoring programme for the LTP2 in association with the 13 SEA Objectives formulated during the early stages of the SEA process. As well as listing the proposed indicators that will be used, the mitigation proposals outlined in Section 2 of this Statement have been linked in the Table to suggest approaches for improving environmental performance. In addition, the current source of monitoring data and frequency of monitoring (if currently collected), the suggested frequency of review or analysis of monitoring data and the Agency responsible for undertaking the monitoring have also been outlined. It should be noted that this programme has been designed to monitor the plan as a whole- the monitoring of individual schemes/ proposals themselves will be addressed at project level.

SEA Statement

**Table 5.1 – Proposed Monitoring Programme**

Effect to be monitored	Indicator(s) to be used	Mitigation to be considered (based on mitigation measures outlined in Section 2)	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data/ mitigation	Responsibility for undertaking monitoring
1. Effect on limiting the rise in greenhouse gas emissions from transport	Emissions from road transport (CO <sub>2</sub> equivalent tonnes)		DfT, annual	Annual	DfT
	Modal split of people crossing the Cambridge radial cordon and screen lines in the market towns		Cambridgeshire CC, annual	Annual	Cambridgeshire CC
		Mitigation K	Not currently monitored	Annual review of Cambridgeshire County Council initiatives	Cambridgeshire CC
2. Effect on noise pollution.	Residents considering noise a problem or serious problem		District councils, continuously	Annual	Districts
	Complaints relating to traffic noise		District councils, continuously	Annual	District Councils
		Mitigation M	Not currently monitored	Annual review of the installation of low noise surfacing	Cambridgeshire CC
3. Effect on local air quality.	Number of traffic-related AQMAs		District Councils	Annual	District Councils
	Annual mean concentrations of NO <sub>2</sub> and particulates for selected sites		District councils, continuously	Annual	District Councils

SEA Statement

Effect to be monitored	Indicator(s) to be used	Mitigation to be considered (based on mitigation measures outlined in Section 2)	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data/ mitigation	Responsibility for undertaking monitoring
	Modal split of people crossing the Cambridge radial cordon and screenlines in the market towns (non motorised modes)		Cambridgeshire CC, annual	Annual	Cambridgeshire CC
4. Effect on landscape character.	Net loss of trees and hedgerows as a result of LTP2/LTTS schemes		Not currently monitored	Annual, scheme by scheme basis	Cambridgeshire CC
	Public green space lost/gained as a result of LTP2/LTTS schemes		Not currently monitored	Annual, scheme by scheme basis	Cambridgeshire CC
		Mitigation H	Not currently monitored	Annual, scheme by scheme basis	Cambridgeshire CC
5. Effect on local distinctiveness and the heritage resource.	Number of listed buildings & monuments/ archaeological protection sites lost or affected by LTP2/LTTS schemes		Not currently monitored	Annual, scheme by scheme basis	Cambridgeshire CC
	LTP2/LTTS public realm improvement schemes in Conservation Areas		Not currently monitored	Annual, scheme by scheme basis	Cambridgeshire CC
		Mitigation G, J	Not currently monitored	Annual, scheme by scheme basis	Cambridgeshire CC

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Effect to be monitored	Indicator(s) to be used	Mitigation to be considered (based on mitigation measures outlined in Section 2)	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
6. Effect on the enjoyment of the countryside and the public realm	% of total length of footpaths and other rights of way which are easy to use by members of the public		Cambridgeshire CC (PROW), annual	Annual	Cambridgeshire CC
	Total length of PROW network		Cambridgeshire CC (PROW), annual	Annual	Cambridgeshire CC
7. Effect on biodiversity and geodiversity, including characteristic habitats and species throughout their range.	Area of land take for LTP2/LTTS schemes in areas designated for their wildlife importance (SSSI/CWS/LNRs/Roadside Reserves)		Not currently monitored	Annual, scheme by scheme basis	Cambridgeshire CC
	Number of designated sites fragmented by LTP2/LTTS schemes		Not currently monitored	Annual, scheme by scheme basis	Cambridgeshire CC
	Achievement of BAP targets, especially for roadside verges and in new planting schemes		Not currently monitored	Annual, scheme by scheme basis	Cambridgeshire CC
	Condition of designated sites and other sites of nature conservation importance		English Nature's favourable condition assessment	Annual	English Nature
		Mitigation B, C, D, L	Not currently monitored	Annual, scheme by scheme basis	Cambridgeshire CC

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Effect to be monitored	Indicator(s) to be used	Mitigation to be considered (based on mitigation measures outlined in Section 2)	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
8. Effect on water quality	Number of sustainable drainage systems used in LTP2/LTTS schemes		Not currently monitored	Annual, scheme by scheme basis	Cambridgeshire CC
	Number of water pollution incidents related to transport		Environment Agency, continuously	Annual	Cambridgeshire CC
		Mitigation E, F, L	Not currently monitored	Annual, scheme by scheme basis	Cambridgeshire CC
9. Effect on the function of watercourses and water bodies, including floodplains.	Number of LTP2/LTTS schemes with flood mitigation measures		Not currently monitored	Annual, scheme by scheme basis	Cambridgeshire CC
10. Effect on travel choices that improve overall levels of health.	Modal split of people crossing the Cambridge radial cordon and screenlines in the market towns		Cambridgeshire CC, annual	Annual	Cambridgeshire CC
	Mode share of journeys to school		Cambridgeshire CC, annual	Annual	Cambridgeshire CC
	Number of people boarding buses		Cambridgeshire CC (BV102), annual	Annual	

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Effect to be monitored	Indicator(s) to be used	Mitigation to be considered (based on mitigation measures outlined in Section 2)	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
	% of total length of footpaths and other rights of way which are easy to use by members of the public		Cambridgeshire CC (PROW)	Annual	Cambridgeshire CC
		Mitigation N	Not currently monitored	Annual, scheme by scheme basis	Cambridgeshire CC
11. Effect on road safety.	Road accident casualties killed or seriously injured		Cambridgeshire CC (Indicator BV99x)	Annual	Cambridgeshire CC
	Child road accident casualties killed or seriously injured		Cambridgeshire CC (Indicator BV99y)	Annual	Cambridgeshire CC
12. Effect on accessibility to jobs, facilities and services.	Accessibility indices		Cambridgeshire CC, annual	Annual	Cambridgeshire CC
	Number of Dial a Ride/community transport schemes		Cambridgeshire CC, continuously	Annual	Cambridgeshire CC
	Number of workplace travel plans		Cambridgeshire CC, continuously	Annual	Cambridgeshire CC
13. Effect on safeguarding the quality of the soils resource.	Land take for LTP2/LTTS schemes from areas of grade 1 & 2 agricultural land		Not monitored	Annual, scheme by scheme basis	Cambridgeshire CC
	Amount of primary aggregates used in construction of transport schemes		Cambridgeshire CC, annual	Annual	Cambridgeshire CC

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Effect to be monitored	Indicator(s) to be used	Mitigation to be considered (based on mitigation measures outlined in Section 2)	Current source of monitoring data and frequency of monitoring	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
		Mitigation I, L	Not currently monitored	Annual, scheme by scheme basis	Cambridgeshire CC

(It should also be noted that Mitigation A, Project level Environmental Impact Assessments, is cross-cutting, and will be appropriate for many of the schemes and measures outlined by the LTP2 and LTTS. The number of EIAs undertaken will be reported annually.)

## 6. Conclusion

- 6.1 The Strategic Environmental Assessment has informed and influenced the Cambridgeshire LTP 2006-11 throughout the development of the plan making process. Through proactively feeding into LTP2 development, and supporting the progression of the plan, and utilising consultation responses, the sustainability value of the LTP2 has been augmented.
- 6.2 Subsequent to the release of the final LTP2 and this SEA Statement, and the accompanying Final Environmental Report, as part of Stage E of the SEA process, a monitoring programme will be inaugurated. This will run alongside the Annual Progress Report monitoring regime and will aim to monitor the significant effects of the SEA and highlight areas which the SEA may have overlooked. It will also allow for the further prioritisation of resources to maximise the sustainability value of the ongoing implementation of the LTP2.
- 6.3 In this manner the SEA will therefore continue to inform and influence the continuing evolution of the LTP.

## **APPENDIX A : CONSULTATION RESPONSES ON THE ENVIRONMENTAL REPORT**

SEA Statement

Sections of ER / questions responded to	Consultee Comments	How comments have been taken into account
<b>Countryside Agency (Landscape Access Recreation)</b>		
1. Do you agree with the results of the assessment of effects?	<p>Yes. With one minor query, we are content with the conclusions of the assessments of the broad alternatives (Chapter 7) and of the LTP. Our one relatively minor query relates to the detailed assessment tables for the LTP in Appendix B. Under the scheme/measure Speed Management it is concluded that such measures are "likely to improve landscape character by reducing noise pollution in villages and rural areas" This is indeed likely to be the case and is very much to be welcomed. However, there is the danger that the associated signage and carriageway works may have a detrimental effect on local landscape character unless very sensitively designed and implemented. The assessment should record this possibility and make recommendations accordingly. The Agency recognises the paramount importance of safety and the need to influence driver behaviour but it is a regrettable fact that the visual impact of some safety schemes in rural environments has been inconsistent with local character.</p>	<p>Visual impact of safety schemes noted in revised Environmental Report (ER) and fed into LTP2 development process.</p>
	<p>The assessment is helpful in identifying at this early stage the potential negative impacts of longer term Major Schemes, particularly the Ely Southern Bypass, on local landscape character and enjoyment of the countryside. We shall watch with interest as these schemes are developed in the light of detailed EIA.</p>	<p>Noted – EIAs will be undertaken for all major schemes and will include evaluation of alternative..</p>
	<p>We strongly endorse the recommendations made in Table 8.8 to improve the environmental performance of the LTP2</p>	<p>Recommendations in ER incorporated into LTP2.</p>
2. Do you agree with the mitigation measures proposed? Are there any other mitigation measures which you can suggest?	<p>We agree with the (mitigation) measures proposed and have no suggestions for additions. We particularly support measures (h), (j) and (n) in paragraph 10.5.</p>	<p>Mitigation measures in ER incorporated into LTP2</p>
3. Do you agree with the monitoring programme? Will your organisation be able to provide monitoring data?	<p>Monitoring: Under Objective 6, "Effect on the enjoyment of the countryside and the public realm" it will be important to record not only the %age of total length of footpaths and other PRoW which are easy to use, but that length itself and the total length of the network. One of the measures proposed in the LTP is to increase the network of PRoW and linkages to the network and without information on the changing total length any %age figure for usability will be open to misinterpretation.</p> <p>I regret that it most unlikely that the Agency will be in a position to provide monitoring data.</p>	<p>Length of PROW network incorporated into SEA monitoring programme for the LTP2</p>

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Sections of ER / questions responded to	Consultee Comments	How comments have been taken into account
Other comments	<p>The Agency, of course, had the opportunity to comment on the draft Scoping Report in August last year, and we are pleased to see that all but one of our comments have been accepted and acted upon. The exception was our suggestion for an indicator under SEA Objective 4 to monitor the effects of the maintenance of rural roads on local landscape character by recording the net change in the number of road signs. You concluded that it would not be possible to monitor this effectively. We find this somewhat surprising, given that one of the measures proposed in the LTP under Road Maintenance and Bridge Strengthening is “Improved signing and decluttering” and it will surely be necessary to record the actions taken under this measure in terms of signs removed and erected?</p>	Indicator to be discussed with further development of monitoring programme
	<p>Generally we find the draft Environmental Report to be a very thorough and well presented document that identifies the likely key impacts of the LTP and LTTS as far as it is possible to do so at this generic, strategic level and offers sound suggestions as to how these potential impacts can be minimised and mitigated.</p>	SEA process has closely interacted with the LTP2 development process.
<b>English Nature</b>		
Inclusion of comments on Scoping Report	<p>We are happy that the Environmental Report appears to have taken on board all of English Nature’s comments on the Scoping Report.</p>	
	<p>The reference on p.1-11 to ‘Table 6.1’ concerning planting schemes using native species would appear to be an error and should probably read ‘Table 5.1’.</p>	ER adjusted to incorporate comment
Heading on p.4-4	<p>The subheading on p.4.4 would, for completeness, better read ‘Biodiversity and Geodiversity’ (or similar). The text goes on to recognise geological and geomorphological interest in paragraph 4.23, so it is only the heading to which the minor comment applies</p>	Heading revised to incorporate comment
Chesterton Sidings public transport interchange	<p>The Report (paragraph 8.47) expresses concern about the abstraction from existing public transport use by encouraging more and potentially longer journeys by car to Chesterton from the north, but the Chapter 8 reference makes no mention of biodiversity interest. It may be appropriate to include this issue at this point in the assessment.</p>	Biodiversity interests have been incorporated into cumulative assessment in Chapter 8
	<p>The adjacent Local Nature Reserve (Bramblefields) and BAP priority habitat is noted in Appendix B but the text in question is contradictory inasmuch as the same paragraph also states that ‘there are no biodiversity sites in the immediate area.’ We believe this should be clarified. The proposed interchange site itself holds the protected species Jersey Cudweed, which would show up in the EIA for any proposed development, but may be useful to be identified in the Environmental Report, perhaps by inclusion in Table 9.7 and accompanying text on p.8-19 and or in Appendix B</p>	Comments incorporated into the revised assessment tables.

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Sections of ER / questions responded to	Consultee Comments	How comments have been taken into account
Monitoring	In Table 11.1, there is no mention of an indicator for protected species in Effect 7 (biodiversity etc) other than by implication on designated sites. The designations mentioned above should also include LNRs and Roadside Reserves.	Suggestion incorporated into the ongoing development of the SEA monitoring programme for the LTP2
	We recognise that paragraph 11.18 emphasised that the monitoring programme is only preliminary and will evolve following further consultation, though other habitat lost (or conversely the net amount created), which is not on SSSI or CWS land, could also be included in this section as an indicator to monitor changes.	Incorporated into the ongoing development of the SEA monitoring programme for the LTP2
<b>Environment Agency</b>		
Environmental Management team comment	Water quality data is available from the Public Register held at our Peterborough Offices.	Comment noted for monitoring regime
Development control	Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws made thereunder, the prior written Consent of the Environment Agency is required for any proposed works or structures either affecting or within 9 metres of the landward side toe of any fluvial flood defence.	Comment noted
	Under the terms of the Water Resources Act 1991 and the Sea Defence Byelaws made thereunder, the prior written Consent of the Environment Agency is required for any proposed works or structures affecting any sea defences.	Comment noted
	Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws made thereunder, the prior written Consent of the Agency is required for any proposed works or structures in, under, over, or within 9 metres of the top of the bank of any designated main river	Comment noted
	Any culverting or works affecting the flow of a watercourse requires the prior written Consent of the Environment Agency under the terms of the Land Drainage Act 1991/Water Resources Act 1991. The Environment Agency seeks to avoid culverting, and its Consent for such works will not normally be granted except as a means of access.	Comment noted
	Please note the Environment Agency's formal Consent is required irrespective of any Town and Country Planning Act 1990 approvals/permissions. Consent is not implied by these comments.	Comment noted

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Sections of ER / questions responded to	Consultee Comments	How comments have been taken into account
<p>Fisheries Recreation and Biodiversity team</p>	<p>Table 5.1 (page 57): Destruction and fragmentation of natural habitats, and less protection of protected/ non-protected species</p> <p>i) Road schemes create physical barriers, inhibiting species dispersal throughout the countryside, for example the wider countryside provides corridors for a range of species: these corridors facilitate dispersal and connect a range of habitats. Therefore, developers must ensure that appropriate methods are installed to enhance species dispersal (e.g. mammal tunnels)</p> <p>ii) Where proposed road schemes transverse watercourses, developers should aspire to undertake the crossing in a manner which enables continuation of the 'green corridor', for example a clear span bridge, which retains the original banks and does not physically affect the watercourse. Additionally the watercourse should be enhanced, to mitigate for impacts of this crossing</p> <p>iii) Culverting: The Environment Agency has a general policy against the culverting of watercourses, due to the adverse ecological, flood defence, and other impacts that are likely to arise. It is always preferable to leave watercourses open where possible, and to open up previously culverted sections.</p> <p>Increased run off and reduced drainage/infiltration, and pollution of water resources:</p> <p>Consider integrating conservation features into SUDSs</p> <p>Table 1: Assessment Rationale (page 92)</p> <p>The SEA Objective: To protect and enhance biodiversity...</p> <p>The Assessment Rationale' should also include the potential impact on the wider countryside, not just locally important and designated habitats and species'</p>	<p>Schemes implemented by the LTP2 will consider the issue of habitat fragmentation and consider the integrity and creation "green corridors" where appropriate.</p> <p>Issues related to culverting and green networks have been incorporated into the revised ER, including within the suggested mitigation measures</p> <p>Integration of conservation features into SUDSs incorporated into revised ER and highlighted to Cambridgeshire CC.</p> <p>Potential impact on the wider countryside has been incorporated into assessment and clarification included in the revised ER.</p>
<p>Water Quality Team</p>	<p>1. Do you agree with the results of the assessment of effects?</p> <p>I agree with the overall conclusions of the Strategic Environmental Assessment (at this stage) that only Scenario 4 offers any potential for not having a detrimental impact on the water quality of surface and groundwater surrounding any discharge of road drainage. However I would like to make a suggestion for an addition under section 8.4.4, for cumulative and synergistic effects. This section mentions effects on water via increased groundwater pollution, but does not mention any effects of potential road drainage discharges on watercourses. There is a risk that road drainage that discharges into watercourses could reduce the local water quality in the immediate downstream water quality. This could have the effect of reducing the amenity value of the downstream watercourse and reduce the water quality for abstractors from the receiving watercourse.</p>	<p>Cumulative effect included into revised ER and fed into plan development process</p>
	<p>I would also like to suggest extra recommendations in section 8 of table 8.8, to improve the Environmental Performance of the LTP2. One way of protecting water quality could be with the installation of petrol interceptors</p>	<p>Understanding of SUDSs in ER incorporates petrol interceptors and silt traps.</p>

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Sections of ER / questions responded to	Consultee Comments	How comments have been taken into account
	and silt traps, as part of SUDSs (these could already be accounted for in designs but it is not clear in the report). Another example is to protect and enhance water quality, could be to reduce the number of accidents that occur on roads via the promotion of safer driving schemes to prevent road accidents and pollution of watercourses.	Link between safer driving, accidents and water quality highlighted in assessment tables in revised ER
	<p>2. Do you agree with the mitigation measures proposed?</p> <p>I would like to suggest an alteration to one of the proposed mitigation statements suggested in section 10.5. This section mentions "Mitigation measures during construction to minimise effects on biodiversity, soil and water resources." I believe it should distinguish between water resources and water quality and so should read "mitigation measures during construction to minimise effects on biodiversity, soil, water resources and water quality". This is because we are dealing with separate issues over the volumes of water created by extra road drainage discharge being covered in the water resources component. Separately, there are issues over the quality of the water (receiving and discharging) that need to be addressed in a separate water quality heading.</p>	Mitigation measures revised in ER to incorporate suggestion.
	<p>3. Will your organisation be able to provide monitoring data?</p> <p>The Environment Agency will be able to provide monitoring data relating to water quality for groundwater and surface water points. The level of water quality data for specific points will vary as the level of analysis is on a site by site basis.</p>	Comments considered for further development of SEA monitoring regime
<b>Cambridge City Council</b>		
	Generally we are happy with the draft, particularly since the majority of the earlier City Council comments have been taken on board, as set out in Table 1.1	
Assessment of effects	We support the analysis set out in chapter 7, particularly since this supports LTTS Scenario 4 (demand management).	
Mitigation measures	We support the general mitigation measures set out in para 10.5. In addition, we would suggest that "complementary demand management measures" is added. This is important for "locking in the benefits" of road schemes so that their benefits are not eroded by future traffic growth - particularly where a stated benefit of a new road scheme is to reduce traffic levels on existing routes. We strongly support detailed EIA and EA for individual schemes, in addition to the strategic assessment.	Mitigation measure included
Monitoring programme	We support the monitoring programme set out in Table 11.1 and in principle would be able to supply the required information on noise pollution and air quality. However, monitoring which is not part of an annual programme would, of course, be subject to other Council priorities.	Comments noted in relation to the continued development of the SEA monitoring regime

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Sections of ER / questions responded to	Consultee Comments	How comments have been taken into account
<b>RSPB</b>		
	<p>SEA should promote positive planning for biodiversity, following the sequential approach:</p> <ul style="list-style-type: none"> <li>a) Avoiding biodiversity loss or damage</li> <li>b) Enhancing biodiversity where possible or securing opportunities for recovery</li> <li>c) Compensating for unavoidable loss of biodiversity</li> </ul>	<p>These aspects have been incorporated by the assessment and informed the development of the plan making process</p>
<p>Environmental objectives of other relevant plans and programmes</p>	<p>The SEA should determine how the plan will influence the implementation of other plans and vice versa. We are pleased to see the inclusion of all relevant biodiversity-related legislation, planning policy and plans.</p>	<p>Full plan and policy review carried out as part of Stage A of the SEA</p>
<p>Baseline Data</p>	<p>Biodiversity, flora and fauna</p> <p>The baseline data should establish what biodiversity is present, its distribution and abundance, importance (with reference to site designations and protected species) and condition. The RSPB is pleased to see a complete list of all designated sites in Cambridgeshire and recognition of designations at international, national, regional (4.19) and local levels (4.20). There is a reference to the area of designated sites and some indication of the abundance of rivers and wetlands, trees and woodlands, and dry grasslands. The mapping of land uses and BAP habitats will produce a comprehensive representation of the Cambridgeshire landscape, which would provide a useful planning tool.</p> <p>In our response to the scoping report, we suggested obtaining further data on Cambridgeshire's biodiversity, flora and fauna through the 'Favourable Condition Assessment' undertaken by English Nature. The scheme produced a report in 2003 detailing the condition of the UK's SSSIs informing the Government's Public Service Agreement to get 95% of the SSSI estate into favourable condition by 2010. County Councils have a significant role to play in achieving this agreement. Recognition and understanding of the condition of Cambridgeshire's SSSIs may help inform the SEA process.</p>	<p>Comments noted</p> <p>Condition of SSSIs has been considered in assessment and reflected in revised ER.</p>
<p>Key Environmental Issues</p>	<p>The RSPB agrees that the issues outlined represent the key environmental issues in Cambridgeshire. We are particularly pleased to see recognition of the potential adverse impacts to natural habitats and both protected, and non-protected, species. We are supportive of the promotion of cycling, walking and smarter travel choices within schools and workplaces.</p> <p>We strongly support an overriding objective to protect and enhance biodiversity. The Local Transport Plan can help to achieve this through the avoidance of sensitive areas and the creation of new habitat and provision of biodiversity within new transport developments. Cambridgeshire County Council has obligations to meet BAP targets; the enhancement of green corridors and wildlife-friendly management, recognised as opportunities within the LTP,</p>	<p>Comments noted</p>

SEA Statement

Sections of ER / questions responded to	Consultee Comments	How comments have been taken into account
	can contribute to this.	
SEA Appraisal Framework	<p>SEA Objectives</p> <p>The Objective should incorporate all biodiversity interests relevant to the plan and appropriate indicators and targets should allow the objectives to be measures. The RSPB is pleased to see a comprehensive range of objectives, sub-objectives and indicators. We particularly support Objective 7; inclusion of this objective is in compliance with national and international legislation regarding nature conservation and Government guidance PPS9. We believe these objectives are key to improving quality of life for both wildlife and people. Identification of a range of sub-objectives facilitates greater focus for the plan.</p>	Comments noted
	<p>Table 6.2 Compatibility Matrix</p> <p>No potential conflicts have been identified through the matrix. However a high degree of uncertainty has been revealed in compatibility between the LTP objectives 1, 5 and 5 and the objectives of the SEA. These LTP objectives concern accessibility, economy and population, and efficiency respectively. Compatibility is dependent on the nature of implementation measures. This is an indication that in order to achieve compatibility and fulfil the SEA objectives, implementation of the plan should focus on major improvements to sustainable modes of transport, especially accessibility and safety for cyclists and pedestrians.</p>	Comments noted
Analysis of Alternatives	<p>The SEA process should identify options and alternatives for the plan that avoid minimise, reduce or compensate for loss of or damage to biodiversity. Opportunities for biodiversity protection and enhancement or recovery should be identified.</p> <p>The RSPB agrees with the outcome of the analysis that Scenario 4 produces greater potential benefits. We support a distinct focus of the plan on major improvements to public transport, and access, facilities and safety for cyclists and pedestrians. We understand that there may be a demand for highway improvements in certain areas, and this should be characterised by the need for safety improvements. Such improvements do not necessarily require land take and present opportunities for enhancing biodiversity and landscape character. Biodiversity enhancements should always be integrated into highway schemes.</p>	Comments noted
Assessment of Significant Effects of the LTP2	<p>The SEA should predict and evaluate the impacts of the plan and alternatives, including cumulative and direct impacts and help to identify preferred alternatives. Assessment of effects on the environment includes consideration of biodiversity.</p> <p>The RSPB agrees with the assessment rationale and feels that the assessment of effects is comprehensive. Where negative effects on biodiversity have been identified, appropriate mitigation should require sensitive design of schemes to consider the needs of biodiversity. All opportunities for biodiversity <u>provision and enhancement</u> should be fully explored and fulfilled. This includes schemes such as the 'Market Town Strategy' and 'New footpaths/rural pedestrian improvements/PROW'.</p>	Biodiversity provision and enhancement incorporated for Market Town Strategy and PROW improvements in revised assessment tables for ER

SEA Statement

Sections of ER / questions responded to	Consultee Comments	How comments have been taken into account
	<p>Road construction and safety schemes that require land take should incorporate biodiversity enhancements within the scheme, in addition to habitat creation to avoid unavoidable losses. This applies to 'Major Safety Schemes' and the Ely Southern Bypass'. The use of Sustainable Urban Drainage Systems (SUDS) should be incorporated into all schemes, including the above, that will lead to increased surface water runoff, so as to maintain water quality and conserve watercourses.</p>	<p>The SEA process has taken these issues into account.</p>
	<p>Ely Southern Bypass</p> <p>The RSPB would expect to see all predicted impacts on biodiversity appropriately mitigated for through re-locations and re-design as proposed in the SEA. There should be no net loss of BAP priority habitats. We would expect a loss of habitat to be compensated for through carefully planned habitat creation. The scheme should undergo a comprehensive Environmental Impact Assessment (EIA) which should fully address all likely impacts.</p>	<p>Comments noted . The scheme will be subject to a full EIA which will address, inter alia, potential impacts on biodiversity</p>
	<p>Chesterton Interchange</p> <p>The RSPB is pleased to see recognition that brownfield sites can support high biodiversity and that appropriate mitigation is proposed to account for the needs of biodiversity.</p>	<p>Needs of brownfield biodiversity has been incorporated by the plan</p>
<p>Mitigation</p>	<p>We agree with the mitigation measures proposed and believe they fulfil the objective to avoid, reduce, ameliorate or compensate for adverse impacts. In particular, we support measures that mitigate for loss of or damage to biodiversity. We strongly support an overriding objective to protect and enhance biodiversity through all aspects of planning. We are in favour of a focus of development towards previously developed sites, whilst recognising the biodiversity potential for brownfield land. There is a reference to 'protection', 'compensation' and 'integration' of biodiversity. We would expect integration of the needs of biodiversity to be synonymous with biodiversity 'enhancement'</p>	<p>Comments noted</p>
<p>Monitoring</p>	<p>The RSPB agrees with the proposed indicators to be monitored in relation to biodiversity and we believe that a scheme-by-scheme approach to monitoring is suitable. We suggest that 'condition of designated sites and other sites of nature conservation importance' is included as an additional indicator to monitor impacts on biodiversity. English Nature will be able to provide information from the favourable condition assessment.</p>	<p>Indicator to be considered in further development of monitoring regime</p>
<p><b>The Wildlife Trust</b></p>		

SEA Statement

Sections of ER / questions responded to	Consultee Comments	How comments have been taken into account
Key Environmental Issues	<p>Table 5.1 rightly notes the destruction and fragmentation of natural habitats as a major issue for a Transport Plan. It also correctly notes the need to avoid sensitive areas in the first place and to create new habitats as part of transport infrastructure provision. However, merely creating habitats along road verges is no longer sufficient. If a road or other major transport scheme is being undertaken, habitat creation should occur beyond the immediate transport corridor to help address strategic biodiversity priorities, as set out in the "50 Year Vision for Wildlife and Natural Habitats in Cambridgeshire &amp; Peterborough" (which summarise key proposals in the local BAP), and the emerging Cambridgeshire Green Infrastructure Strategy (which provides more detail than the vision).</p>	<p>The need for habitat creation beyond the immediate transport corridor has been highlighted in revised ER and included in proposed mitigation measures.</p>
	<p>In addition, transport corridors cause major habitat fragmentation. Even where transport infrastructure avoids sensitive habitats and sites, the current network, as well as any future schemes, limit the ability to create a better connected ecological network in the future. The Wildlife Trust therefore welcomes the recognition of the value of "green bridges". However, a network of green bridges is required to remedy past fragmentation caused by transport infrastructure, as well as with any new schemes coming forward in the future.</p>	<p>The needs of Green Networks have been incorporated into recommendations of the ER</p>
Assessment of Effects	<p>Firstly, in table 6.2, I believe that the broad assessment of SEA objectives 7 (biodiversity) and 4 (landscape) against the LTP2 / LTTS objectives 5 &amp; 6 understate the potential adverse impacts. The compatibility matrix should show "potential conflict" in these four boxes, not "dependent on nature of implementation".</p>	<p>Mitigation measures for the schemes that will implement objectives 5 and 6 will help minimise impacts on and sometimes enhance biodiversity assets.</p>
	<p>Ely Southern Bypass (1)</p> <p>With regards to the Ely Southern Bypass, I agree with the assessment which recognises the significant adverse impacts on biodiversity and landscape. At present the Wildlife Trust is fundamentally opposed to such a scheme as we can not see how the adverse biodiversity and landscape impacts could be avoided and how the scheme could not fail to cause major habitat and landscape fragmentation in the Ouse valley. We also note the potential adverse cumulative impacts of this scheme with others as set out in paragraph 8.47</p>	<p>Comments noted – see below</p>

SEA Statement

Sections of ER / questions responded to	Consultee Comments	How comments have been taken into account
	<p>Ely Southern Bypass (2)</p> <p>Looking at table 8.8 (and Appendix B), the Wildlife Trust agrees that an assessment of the adverse landscape and biodiversity impacts associated with the proposed scheme, together with the potential cumulative impacts, should be undertaken. We wish to see a detailed landscape and biodiversity assessment (if necessary including new survey work) before this scheme is included in the LTP2. We disagree with paragraph 8.15 which states that it will not usually be expected for an SEA to undertake the level of detailed assessment if a proposal will be subject to project EIA. In this case detailed studies may show the impacts to be so severe that mitigation will not be possible and the scheme should not be progressed. In which case it would be better to assess the scheme in sufficient detail at the SEA stage. We believe that failure to do so would be to ignore the findings of the SEA, be contrary to the SEA directive and therefore allow the LTP to be challenged through judicial review.</p>	<p>The Ely Southern Bypass was originally submitted as a major scheme bid as part of the Cambridgeshire Local Transport Plan 2001-06. The Environmental Impact Assessment of the scheme acknowledged that "Overall, the scheme is assessed as having a substantial adverse impact on biodiversity in accordance with the GOMMMS methodology." As part of developing the detailed proposals and business case for the scheme, the findings of the SEA will be taken into account and alternative means of achieving the objectives of the scheme will be investigated. This will include an assessment of potential environmental impacts and economic benefits for a number of options.</p> <p>Cambridgeshire County Council is content that the procedures undertaken for the Environmental Assessment of the Ely Southern Bypass are robust and appropriate in the context of the SEA directive, and of the Transport Analysis Guidance (TAG) "Strategic Environmental Assessment Guidance for Transport Plans and Programmes" 2004. Appendix 3 of that document considers overlapping plans and programmes.</p>
<p>Mitigation measures</p>	<p>Transport Plans and schemes proposed within it should be seeking to contribute towards other strategies and not just avoid damage. A network of green bridges are required around the county, across major roads and railways, to reverse the effects of past habitat, landscape and access fragmentation and contribute to the Green Infrastructure Strategy. These could be included in the LTTS and future LTPs. Likewise habitat creation along a road verge is insufficient mitigation for a new road. If necessary green bridges should be included in the design and habitat creation in the landscape beyond the immediate highway boundary should be supported, where this contributes to strategic habitat creation and countryside enhancement projects. Table 5.1 should recognise the need for mitigation and compensatory measures well beyond the immediate highway boundary.</p>	<p>Requirement for Green Corridors and Green Bridges incorporated into the revised ER and highlighted to Cambridgeshire CC. Additionally the need for habitat creation beyond the immediate transport corridor has been highlighted in revised ER.</p>
<p>Indicators</p>	<p>I generally support the indicators included in Table 6.1 and Table D, Appendix A. I would however, suggest that the indicator for number of sites fragmented, does not just refer to a route passing directly through a designated site. It should also include, within areas identified for strategic habitat creation, the number of sites fragmented and no longer capable of being connected as a result of the route.</p> <p>Likewise the achievement of BAP targets should not be limited to roadside verges and new planting schemes. Major infrastructure projects can contribute significantly to BAP targets through mitigation and compensation measures that look to the wider landscape beyond the immediate</p>	<p>Comments considered in continued development of monitoring programme.</p> <p>The need to achieve BAP targets through mitigation and compensation beyond the immediate transport corridor has been highlighted in revised ER.</p>

*SEA Statement*

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Sections of ER / questions responded to	Consultee Comments	How comments have been taken into account
	confines of the highway boundary.	

## **APPENDIX B : LIST OF CONSULTEES**

- Government Office for the South East
- Bedfordshire County Council
- Cambridgeshire ACRE
- Cambridge City Council
- Countryside Agency
- Council for the protection of Rural England
- DEFRA
- East Cambridgeshire District Council
- Essex County Council
- Fenland District Council
- GO East
- Hertfordshire County Council
- Huntingdonshire District Council
- Lincolnshire County Council
- National Farmer's Union
- National Trust- Region Office for East of England
- Norfolk County Council
- Northamptonshire County Council
- Peterborough City Council
- Ramblers' Association Countryside Protection Team – Central Office
- RSPB - Eastern England Regional Office
- South Cambridgeshire District Council
- Suffolk County Council
- Wildlife Trust