



**Worcestershire's Local Transport Plan  
Strategic Environmental Assessment  
Non Technical Summary**





## Introduction

This document is a summary of the consultation Environment Report, which has been produced as part of a Strategic Environmental Assessment (SEA) of Worcestershire County Councils' second Local Transport Plan (LTP2) 2006 to 2011. A full version of the Environment Report is available for download from the Worcestershire County Council (WCC) website at: [www.worcestershire.gov.uk/ltp](http://www.worcestershire.gov.uk/ltp).

## What is Strategic Environmental Assessment?

The SEA process aims to ensure that likely significant environmental effects arising from plans and programmes are identified, assessed, mitigated, communicated and monitored, and that opportunities for public involvement are provided. It enables plan-making authorities to incorporate environmental considerations into decision-making at an early stage and in an integrated way.

There is a requirement for SEAs to be carried out under UK and European law. The UK SEA Regulations 2004 transcribe the requirements of European Directive 2001/42/EC 'the assessment of the effects of certain plans and programs on the environment', the 'SEA Directive'. The EU

Directive (2001/42/EC) is an important advance in planning and environmental law. The objective of the 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 and programmes with a view to promoting sustainable development"*.

## The SEA Process

The SEA process involves five stages, described below:

Table 1: The five stages of SEA

SEA stages	
A	Setting the context and objectives, establishing the Baseline and deciding on the scope.
B	Developing and refining alternatives and assessing effects.
C	Preparing the Environmental Report.
D	Consulting on the draft plan and the Environmental Report.
E	Monitoring the significant effects of implementing the plan on the environment.

A more detailed methodology is presented in the full version of the 'draft' Environmental Report.

## SEA and the Worcestershire Local Transport Plan 2

The SEA was carried out alongside, and has interacted with, the development of the Worcestershire County Council LTP2. This approach ensures that any potential adverse effects that the LTP2 strategy may have on the environment are identified and mitigated against or removed. In some instances it may also have highlighted opportunities for the LTP2 to improve the environment.

## SEA Consultation

Public involvement through consultation is a key element of SEA. The SEA Regulations set specific requirements for consultation with the Statutory Environmental Bodies, as well as the public and 'other interested parties'.

Statutory Environmental Bodies include:

- English Nature;
- English Heritage;
- Environment Agency; and
- Countryside Agency.

WCC have extended this consultation to include:

- Bromsgrove District Council;
- Malvern Hills District Council;
- Redditch Borough Council;
- Worcester City Council;
- Wychavon District Council;
- Wyre Forest District Council;.
- Government Office for the West Midlands;
- Worcestershire Wildlife Trust;
- WCC Planning Department;
- Council for the Protection of Rural England;
- Cotswolds AONB; and
- Malvern Hills AONB.

The consultation period of this Environmental Report will span a period of six weeks, from the 24<sup>th</sup> October to the 4<sup>th</sup> December.

The Environmental Report has been published at approximately the same time as the provisional LTP2 so that the two documents can be viewed together. Following this consultation stage the comments received will be fed into the Environmental Report and can influence the development of the final LTP2 which will be published in March 2006. This process will be recorded in an Environmental Statement which will be published alongside the final LTP2.

### Commenting on the Environment Report

All comments on the Report, received before the end of the consultation period, will be reviewed and taken into account during the preparation of the Environmental Statement.

Comments relating to the content of this Environmental Report, and other queries regarding this consultation, should be sent to:

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### What does the Environmental Report Contain?

A key product of the SEA process is the Environmental Report, which contains:

- An outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes;
- The relevant aspects of the current state of the environment and the likely baseline

without implementation of the plan or programme;

- The environmental characteristics of areas likely to be significantly affected;
- Any existing environmental problems which are relevant;
- The environmental protection objectives, which are relevant to the plan or programme, and the way the objectives and any environmental considerations have been taken into account;
- The likely significant effects on the environment (biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage, landscape and the interrelationship between the above factors);
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment as a result of the plan or programme; and
- A description of the measures envisaged concerning monitoring.

### What does this Non-Technical Summary Contain?

This Non-Technical Summary contains:

- Plans and policies relevant to the LTP2;
- A summary of the key environmental and sustainability issues within Worcestershire;
- The main objectives of the LTP2;
- The SEA objectives used to assess the policies of the LTP2;
- A discussion of alternatives to the policies within the LTP2 considered;
- A summary of the significant environmental effects of the LTP2;
- Mitigation measures for policies identified as having significant adverse environmental effects; and
- Monitoring proposals.

### Plans and Policies Relevant to the LTP2

The LTP2 strategy is affected by and will itself influence a wide range of other plans and programmes at national, regional and local levels. The Scoping Report contains a full review of the relevant plans and programmes and details how they interact with the development of the LTP2. In addition, the

Environmental Report contains a comprehensive summary of this review.

### Key Environmental and Sustainability Issues within Worcestershire

Key environmental and sustainability issues were identified during the scoping stage. More specifically this included looking at possible tensions or inconsistencies between current or future baseline conditions and proposed objectives.

- Poor air quality at junction 1 of the M42, Welsh Gate in Bewdley, and Horsefair in Kidderminster; all traffic related.
- Species decline as a result of direct damage, fragmentation or loss of habitats, due to development pressures such as the construction of road infrastructure. Climate change also threatens significant shifts in species composition in Worcestershire.
- Climate change means that the County is now experiencing shorter milder winters, but increasingly erratic weather and drought, storm, and severe flooding have become regular events in the last decade. The main contributor to climate change is CO<sub>2</sub> emissions.

- There are increasingly more and more businesses in the county that are failing to survive.
- Poor rail access across the county and insufficient road infrastructure in parts of Worcestershire are acting as barriers for attracting inward investments locally.
- There is a skills gap in the county, particularly to fill graduate positions and jobs which demand high value adding transferable skills such as IT/computing, problem solving and management skills.
- Migration patterns mean that the population of Worcestershire is currently growing and is further increasing traffic congestion.
- Proportionately high levels of vehicle crime.
- Difficulties faced by the resident population to access key services and facilities.
- Disproportionately high numbers of cars currently being used for transport to work.

### LTP2 Objectives

LTP2 has been developed by considering the four shared priorities for transport agreed by central and local government. The LTP2 consultation process has placed these in the

following order of importance to the travelling public in Worcestershire:

- ensuring accessibility to facilities for all sectors of the community;
- tackling congestion;
- improving road safety, and;
- improving air quality.

The LTP2 plan is structured to reflect this order of importance, taking into account the transport needs for Worcestershire for the period 2006-11 that flow from key strategies at a regional and local level, as well as identifying those issues that will arise from the further development of the County beyond 2011. The basic strategy of the LTP2 arises from seven main objectives, outlined below:

- Ensure that all residents, visitors and workers in Worcestershire can access the facilities they need to carry out day-to-day activities by the safest, most efficient and convenient mode of transport available to them.
- Minimise the impact of all modes of transport upon the local environment, and seek to reduce vehicle emissions arising from transport activity within Worcestershire.

- Ensure that traffic congestion within Worcestershire does not constrain economic activity within the County, reduce the impact of congestion upon local communities, and ensure that the environmental impact of congestion is minimised.
- Create a transport network within Worcestershire that is even safer for people to use.
- Ensure that land use decisions take full account of transport issues and that community facilities are located to minimise the need for travel to their users.
- Support the future development of the County through initiatives such as the Central Technology Belt, and Market Towns Transportation Initiative.
- Undertake major transportation studies for the Worcester and Wyre Forest areas to identify the most appropriate future transport strategy to allow future development of these areas.

### SEA Objectives

SEA is best approached by adopting an objectives led approach. Although not a requirement of the Directive, SEA objectives are a recognised way of considering the environmental effects of a plan and comparing alternatives.

The formulation of SEA objectives has taken account of the environmental topics identified in the SEA Directive which states that the Environmental Report should include assessment of the following topics: *Biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the inter-relationship between the above factors.*

To ensure compatibility the SEA objectives were checked against the LTP2 objectives and against each other. These matrices are detailed in the Environmental Report.

Sixteen SEA objectives, shown in Table 2, were developed in consultation with the Statutory Consultees and relevant stakeholders, and revisited in the light of the baseline information and any problems identified.

Table 2: SEA Objectives used to assess the policies in the LTP2

	SEA Objective
1	Maintain and enhance the Worcestershire's biodiversity flora and fauna.
2	Maintain and enhance landscape character.
3	Protect and improve the water resource and reduce flood risk.
4	Maintain and improve air quality.
5	Encourage energy efficiency and reduce contributions to climate change.
6	Conserve and, where appropriate, enhance the historic and cultural environment.
7	Reduce crime and promote community safety.
8	Reduce poverty and social exclusion, promote a strong community where people feel they have a say in the future, and encourage accessibility to services.
9	To encourage the development of a buoyant, sustainable tourism sector, including access to the countryside and green spaces.
10	Promote, support and sustain healthy people and their life styles and the communities they live in.
11	Encourage economic growth that does not compromise the ability of future generations to meet their needs and improve access to employment areas.
12	Ensure the appropriate use of previously developed land and buildings.
13	Support the sustainable extraction, re-use and recycling of minerals and aggregates resources.
14	Manage waste in accordance with the waste hierarchy, encourage recycling and optimise the use of renewable resources.
15	Promote sustainable design and construction.
16	Maintain the best and most versatile agricultural land.

### Alternatives

Alternatives are a useful tool when considering different ways of achieving a plan in order that adverse environmental effects are avoided. Alternatives are a statutory part of the SEA process. The SEA Directive requires that *'...reasonable alternatives, taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated'* and *'an outline for the reasons for selecting the alternatives dealt with'* is provided (Article 5.1 and Annex I (h)).

The SEA has assessed alternatives for each of the LTP2 policies. As a minimum, alternatives have been prepared for all LTP2 policies against a 'business as usual' scenario e.g. what would happen if the proposed policy in the LTP2 didn't take place. Following this primary assessment stage, any policies identified as leading to potential adverse environmental effects are assessed with a view to identifying alternatives or specific mitigation to reduce or remove the identified adverse effect.

Development of additional alternatives beyond the do-nothing scenario are not proposed for those policies giving rise to positive or neutral environmental effects. This in part reflects the

desire to identify reasonable alternatives i.e. those that are actually needed. In the case of those policies identified as neutral or beneficial in environmental terms, when it is apparent that the proposed policy also meets the needs of a range or hierarchy of plans and policies then no further alternatives are presented.

### Significant Effects Assessment

Assessment of the effects of the LTP revealed that the majority of the 101 LTP2 policies will lead to environmental benefits in one form or another. For example the public transport initiatives will help with the modal shift from car users to public transport. These effects are discussed in the full version of the 'draft' Environmental Report, together with an assessment of cumulative effects. There are nevertheless a number of policies which have been identified as having potential adverse effects, as outlined below using a simple traffic light system for clarity.

Table 3: Significance of environmental effects from policies identified as having a potential environment effect

Policy identifies as having a potential adverse effect on the environment	Significance of effect (taken from the summary assessment tables in Appendix 6)
<p><b>ECON 1:</b> Support the implementation of transport strategies that will assist the sustainable development of key economic development sites identified within Worcestershire Economic Strategy.</p>	<p>Prescribed measures, at the time of writing, for regeneration of economic sites are not known which means no statement of significance can be made for this generic policy. The assessment can only concentrate on potential impacts (see Chapter 7 of the ER). Economic regeneration is important for the sustainable development of communities and the local/regional economy in Worcestershire. The key regeneration sites in Worcestershire are covered by LTP2 policies BROM4, MH1, RED2, and WF4 (see summary assessment sheets). EIA is likely to be necessary for any new transportation proposals associated with the economic regeneration of sites.</p>
<p><b>RAIL 3:</b> To attain direct access to national rail services through the construction of a Parkway Station at the intersection of the Worcester - London and Birmingham - Bristol lines.</p>	<p>EIA is recommended. The scope of the EIA should consider including the following topics: ecology, archaeology, townscape, air quality and transportation. This policy will have a potentially adverse affect on biodiversity, agricultural land and archaeology, but potential positive impacts on air quality, community integration, tourism, health, economy and the use of brownfield sites.</p>
<p><b>RAIL6:</b> Work with rail industry partners to identify and implement infrastructure improvements to increase the capacity of the rail network and reliability of services.</p>	<p>This policy has a minor positive impact on the SEA objectives. Overall, the policy has moderate benefits for the economy, air quality and for people visiting the region.</p>
<p><b>FQP2:</b> Working through the FQP, identify suitable locations for new lorry parking facilities across the County to meet the needs identified above, using LTP funding to support delivery of these facilities.</p>	<p>Potential adverse impact on biodiversity, greenfield, ancient hedgerows and air quality depending on locations of new lorry parking site infrastructure. Reduction in the number of lorries parking in inappropriate areas could reduce the number of accidents associated with this.</p>
<p><b>BROM4:</b> Work with partners to identify the appropriate transport strategy to improve strategic accessibility to the Longbridge area without having a significant environmental impact upon North Worcestershire.</p>	<p>EIA is recommended. The scope of the EIA should consider including the following topics: ecology, archaeology, townscape, water issues, air quality and transportation. Potential positive effects on the economy and use of brownfield site. Potential negative effects on 2 SSSIs, 1 SNCI and a major aquifer, on biodiversity, landscape, flood risk, aquifers, air quality and 3 historic monuments.</p>
<p><b>MH1:</b> To support the improvement of access to the major development sites within Malvern to allow it to fulfil its role as a key node on the Central Technology Belt.</p>	<p>Potential new infrastructure should undergo EIA prior to construction. There is a potential adverse impact on the Poolbrook Common through a small area of land-take by new road infrastructure, and positive impact on the local economy and utilisation of a brownfield site.</p>
<p><b>MH3:</b> To work with rail industry partners to identify and implement improvements to Great Malvern and Malvern Link stations, especially through the improvement of car parking facilities at Malvern Link.</p>	<p>This policy will have a minor positive effect on the environment. Increased community cohesion, reduced social exclusion, health benefits, greater labour force mobility and positive effects on air quality through modal shift from car to train travel for longer journeys create a positive effect on the environment and outweigh the possible adverse effect of localised reduction in air quality around the stations through increased car parking.</p>

<b>RED2:</b> To support the implementation of the agreed transport strategy for North Redditch should the Abbey Stadium re-development proposals gain planning approval during the LTP2 period.	EIA is recommended. The scope of the EIA should consider including the following topics: ecology, archaeology, townscape, water issues, air quality and transportation. This policy has a potentially adverse impact on landscape, flood plain and climate change and positive impacts on the local economy and regional tourism.
<b>WOR3:</b> To construct a Parkway Station at the intersection of the Worcester - London and Birmingham - Bristol lines at Norton, South-east of Worcester.	EIA is recommended. The scope of the EIA should consider including the following topics: ecology, archaeology, townscape, air quality and transportation. This policy will have a potentially adverse affect on biodiversity, agricultural land and archaeology, but potential positive impacts on air quality, community integration, tourism, health, economy and the use of brownfield sites.
<b>WOR4:</b> To implement a package of improvements on the A4440 Worcester Southern Link Road to reduce congestion on this critical route.	This plan could have significant adverse effects on biodiversity and landscape by the footprint of the widened road. Increased volume of traffic could increase emissions. A less congested route will lead to reduced adverse air quality impacts. Mitigation should be sought for it's effects on the floodplain and fragmentation of habitats along the river through sensitive design of infrastructure improvements. Positive effects are benefits surrounding the ease of traffic movement to and from Malvern and the AONB. It will also increase access to employment areas. Environmental Impact Assessment is recommended.
<b>WOR6:</b> To undertake a transportation and land use study to identify the long-term transport strategy for Worcester to enable the city to fulfil its sub-regional role	The transportation study is essential to further inform environmental assessment of effects and options for transportation solutions, although it has no direct positive or negative effects on it's own.
<b>WYCH3:</b> To review the operation of the Pinvin Crossroads to identify ways to reduce congestion at this location, and work towards the construction of the Keytec Link Road should developer funding become available for this scheme.	Potential adverse effects on the environment depending on the nature and locations of new road infrastructure. EIA could be recommended depending on the scale of the proposal. The increase in traffic movement to and from employment areas could have a positive effect on the economy.
<b>WYCH5:</b> Implement measures identified through the Vale of Evesham Freight Quality Partnership to minimise the impact of heavy goods vehicles on local communities whilst supporting the continuing development of the agricultural industry in the area.	This policy will have a minor positive effect on the environment. Reducing the impact of freight lorries on local communities is of benefit. It enables easier movement of traffic, with less lorries parking on main roads and will result in fewer accidents. It could reduce wear on roads less suitable for heavy freight movements and have a positive impact on tranquillity in these areas.
<b>WF2:</b> To undertake a transportation study for the Wyre Forest area which will result in the identification of the preferred transportation strategy to support the economic regeneration of the Stourport Road employment corridor.	The transportation study is essential to further inform environmental assessment of effects and options for transportation solutions at the Sugar Refinery site, although it has no direct positive or negative effects on it's own. It is likely that EIA will be necessary for any transportation proposals including new access routes through the area.

### Mitigation Measures for Policies Identified as having Significant Adverse Environmental Effects

For each of the policies identified in the table above as having a potential adverse effect, alternative mitigation options are listed below. These are options for mitigating the policy, should it be adopted. They do not represent alternatives to undertaking the option. This information is identified in Appendix A of the ER.

Mitigation options for policies identified as having significant adverse environmental effects are listed below:

- Operate a car exclusion policy for all new economic sites, allow deliveries only or access by public transport;
- Introduce a pricing strategy to help restrict access by car;
- Promote voluntary incentivised travel plans including car share options (see policy ETP2);
- All new roads should have low noise surfaces;
- Undertake Environmental Impact Assessment of any new transport route infrastructure proposals; and

- Construction Environmental Management Plans for any new transport schemes.

### Monitoring

The monitoring requirements typically associated with the SEA process are recognised as placing heavy demands on authorities with SEA responsibilities. For the purposes of efficiency, it is beneficial if the monitoring strategy builds on monitoring systems which are already in place. WCC will be responsible for implementing monitoring programmes based on those recommended in Stage C enabling the identification of unforeseen effects and quantification of predicted effects.

The monitoring proposals will also identify any gaps in monitoring undertaken at present, so that consideration might be given to how these could be addressed in the longer term. The inclusion of the initial monitoring proposals for consultation in the SEA will be a useful mechanism for obtaining views and feedback from a range of quarters, including those agencies who will potentially contribute to the monitoring process.

Monitoring reports should be published periodically as new information becomes

available. Suggested topics for future monitoring include:

- Condition of Sites of Special Scientific Interest;
- Biochemical quality of water bodies and courses;
- Percentage of new development in flood plain;
- Levels of key air pollutants;
- CO<sub>2</sub> emissions;
- Percentage of conservation areas lost or damaged;
- Condition / extent of rural cycle routes;
- Percentage people who travel to work by foot or cycle;
- Percentage of transport infrastructure materials coming from recycle sources;
- Means of waste transportation; and
- Percentage of new transport facilities built to BREEAM or other sustainable standards.

An electronic copy of the full version of the Strategic Environmental Assessment  
can be viewed at: [www.worcestershire.gov.uk/ltf](http://www.worcestershire.gov.uk/ltf)

or obtained in disk format from

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如果你在明白這份文件方面需要幫助的話，請致電 01905 25121。

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