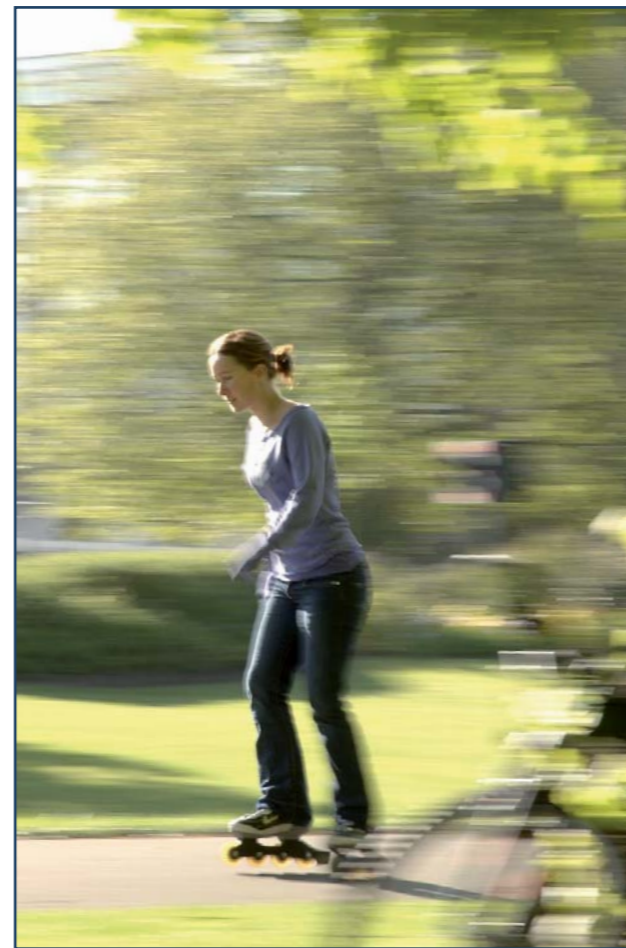


- Ensure that transport infrastructure is not located where it is likely to have a significant adverse effect on water quality and appropriate mitigation and prevention is adopted.
- Sustainable Urban Drainage – porous surfaces, greenspace, wetlands, flood storage areas.
- Encourage re-use, recycling of construction waste in transport schemes.
- Encourage communication between waste producers and potential recyclers for use in construction schemes.
- Provide recycling facilities integral to transport infrastructure, for example, separate containers for newspaper, drinks cans, etc.
- Implement speed restrictions and traffic management schemes.
- Taxis and buses should use carbon neutral fuel.

A full list of recommendations and mitigation suggestions can be found in the Final Environmental Report at Chapter 8.



Future activities

A crucial and ongoing part of the SEA process is monitoring of the actual effects of the LTP2 to enable negative environmental effects to be addressed quickly and provide data to be used in future assessments. It may also enable more accurate predictions of environmental effects to be made. The next transport SEA process scheduled by Southampton City Council will take place alongside the preparation of LTP3, however SEA can also benefit minor programmes of activities too. In the meantime Environmental Impact Assessments will need to be prepared for the major schemes mentioned earlier in this document, and SEA can provide important information and guidance to these procedures.

Local Transport Plan 2 Implementation: Strategic Environmental Assessment Guidance Note

This leaflet has been produced for the use of engineers, transport planners, Council Officers, policy makers or anyone with an interest in the implementation of transport policy in the City of Southampton.

As you may be aware, Southampton City Council launched its second Local Transport Plan (LTP2) on 1st April 2006. The document was in preparation for over a year and developed in consultation with several experts and a large number of stakeholders. It sets the policy context for developments in transport across the City for the next five years.

In accordance with recent European legislation, the LTP2 was subject to a Strategic Environmental Assessment (SEA), a key part of LTP2 development as the two processes were in constant interaction. The purpose of SEA is to examine the policy options of the LTP2 with a view to removing, reducing or offsetting any negative environmental consequences of implementing those policies. It has similarities to Environmental Impact Assessment (EIA) but, working at the strategic level, presents an earlier and effective opportunity to identify and avoid or mitigate environmental impacts.

Briefly, the methodology of SEA involves collecting baseline data across a variety of environmental and socioeconomic parameters in order to identify areas of sensitivity. These conditions are then applied to the various policy options of the LTP2 to assess the degree to which the options lead to positive or negative effects on the environment. Where there are likely to be negative effects, alternative means of meeting the objective of a particular option are suggested.

The purpose of this Guidance Note is to increase awareness of the SEA process among those responsible for delivering the LTP2, and to communicate its findings.

Local Transport Plan 2

With its REDUCE-MANAGE-INVEST approach to transport interventions, the LTP2 will be able to deliver its wide range of objectives and responsibilities, while making the best use of existing infrastructure. This is also entirely consistent with the principles of sustainable development.

Nevertheless, two of the LTP's 24 policy priorities were identified by the SEA as having potential negative environmental effects. That both policies aim to improve sustainable forms of transport (bus and cycle, respectively) is an indication of the plan's sustainability credentials.

Policies with potential negative environmental effects

1. Park and ride

Based around the concept of three strategic sites (east, west and north) service introduction is expected to commence during the period of this LTP. Park and Ride is a key demand management tool and introduction needs to be linked in delivery terms to further restriction of car access to the City Centre.



Further Information

If you would like to discuss the environmental implications of transport policy, or to comment on the LTP2 and its SEA, please contact us:

Environmental guidance, SEA and EIA:
Nick Pincombe, Neil Davidson
Halcrow | 01293 434 503 | 01905 361 361

Transport policy and the LTP2:
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Southampton City Council | Marland House | 023 8083 2628

Halcrow

Working for





Effect: The construction of park and ride sites will deplete the City's greenfield areas and recreational facilities. Continued encroachment into natural areas needs to be avoided and monitored, particularly with regard to pressure for development at the fringes of the New Forest National Park. For much of the time the City has a relatively free-flowing network so park and ride installation may not result in modal shift..

Recommendation: Conduct further studies to ascertain the need / demand for this service, and investigate the suitability of potential brownfield sites. If it is necessary, compensate for loss of playing fields and greenspace, ideally within the locality of loss. Consider use of clean fuels, emissions treatment, hydrogen fuel cells or LPG in Park and Ride buses to maximise environmental gains.

EIA related information: Use EIA to eliminate site specific impacts and include opportunities for habitat creation and enhancement. Use surface run-off attenuation measures and SUDS to control volume and quality of storm water..

2. Cycle route:

Work will be continued on those sections of NCN 2 (Weston Shore) and NCN 23, which are still incomplete. Discussions will be held with Sustrans about incorporating the Western Approach Cycle Route into the NCN.

Effect: The negative effects of this policy relate to the marginal impact it could have on an internationally important wetland SSSI that supports several breeding bird species, namely the Solent and Southampton Water. These impacts are offset to some degree by the desirability of potential improvements to air quality, climate change, health, quality of life and access to greenspace, although these effects occur at a local scale. Continued encroachment into natural areas needs to be avoided and monitored.

Concentration of cycle routes in green spaces will both increase the pressure on this limited resource and cumulatively decrease available space, particularly when considered in combination with other actions

Recommendation: Ensure that the cycle route has zero footprint in the designated area and install suitable barriers to prevent inappropriate use of the SSSI land if feasible. Restrict dog-walking and other activities that could disturb the wildlife. Consult with English Nature on need for Appropriate Assessment; provide additional land and habitat to compensate if required. Consideration should be given to focusing on improving the safety and extent of road cycle routes, except where the use of the road network is such that it would be unsafe or impractical for cyclists.

EIA Related Information: Ensure that construction is undertaken in accordance with best practice and avoid breeding bird season – consider limiting or restricting access along cycle route that affects SSSI during bird breeding season. Ensure that cycle route is not lit. Use surface run-off attenuation measures and SUDS to control volume of storm water.

The full assessment of these policies can be viewed in Strategic Environmental Assessment: Final Environmental Report for Southampton LTP2 Chapter 7 and Appendix F



Major schemes

The LTP2 identifies a number of major improvements that can be made to public transport provisions and vehicle movements within the City. These include a major remodelling of Central Station, new bus interchange facilities on both the east and west side of the City centre, focussing on Vincent's Walk and Castle Way, A33 Marsh Lane/Terminus Terrace/Platform Road/Town Quay improvements for port-associated goods traffic, and bridge widening along Bitterne Road. All of these projects have the potential to lead to significant localised environmental impacts and may be subject to EIA regulations requiring an EIA to be undertaken. However, at the strategic level they are considered to be beneficial.

Advantages include reduced congestion and noise, improved air quality and modal shift with consequent reductions in carbon emissions.

The Bitterne Road scheme may allow the introduction of a Bus and Toll lane but could affect disadvantaged residents disproportionately; High Occupancy Vehicle lanes would not have this effect.

General best practice recommendations

The majority of policies set out in the LTP2 are aimed at maintaining the existing network, simplifying and improving public transport provisions, upgrading the street scene and increasing the safety of pedestrians and cyclists.

At the strategic level, all of these are considered to carry potential benefits for the environment.

The general recommendations described below are intended to help lower any localised environmental impact, or to maximise environmental, social or economic gains.

- Develop a street lighting programme that utilises 'strategic lighting corridors' to ensure safe night-time walking / cycling routes without excessive light pollution. Install modern cut-off lighting to ensure light spill is minimised.
- Avoidance of sensitive habitats and designated sites when considering new development schemes. Exploit opportunities for habitat creation (particularly Biodiversity Action Plan habitats appropriate to the area) in new transport schemes. Liaise with English Nature and City Ecologist on siting of developments that may affect areas valuable to nature conservation, such as the NCN2 cycle route.
- Locate new development away from noise sensitive areas.
- Provide low noise road surfacing.
- Use of buffer zones / noise attenuation and downward facing or full cut-off lighting to avoid impacts to sensitive receptors.
- Design appropriate management and landscaping for development schemes to adapt to future climatic conditions.
- Consider specialised public transport, such as kneeling buses or raised kerbs for disabled and elderly passengers, particularly in deprived areas.
- Use of High Occupancy Vehicle lanes as alternative to toll lanes or congestion charging to reduce negative social exclusion consequences.
- Facilitate the development of professional employment opportunities to reduce the number of people travelling out of the City for better paid jobs.
- Ensure development proposals do not exacerbate flooding elsewhere in catchment.