



Somerset County Council

Somerset County Council
Future Transport Plan
Strategic Environmental
Assessment Environmental
Report

Appendix 1: Assessment of
Adopted FTP and Supporting
Policy Documents –
Assessment Matrices



Prepared for:
Somerset County Council
Taunton

Prepared by:
ENVIRON
Birmingham, UK

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1 SEA Topic: Health

Sustainability issues identified through the policy review and collection of baseline data include:

- **An ageing population** which needs to be considered in the provision of services and transport. There is predicted to be a 14% rise in the total population of Somerset by 2025. The population aged 65 and over is set to grow by 55% over the same period and the over 85s by 73% (Somerset NHS Annual Public Health Report, 2008/2009).
- **Poor and worsening air quality in Taunton and Yeovil** especially and road traffic noise along a number of sensitive routes including the stretches of the M5, A38, A358, A303, A3088, A37 and the A39. According to the Taunton Transport Strategy Review (which is looking at the area which will experience the most growth in traffic) forecast improvements in vehicle technology mean that emissions of local pollutants PM10 and NOX are forecast to decrease in the future baseline despite forecast traffic growth.
- As a general rule for there to be a perceptible **change in noise levels** there has to be a change of 3dBA which equates to a doubling or halving of traffic flow. The Taunton Transport Strategy Review (which is looking at the area which will experience the most growth in traffic) found that changes in annoyance associated with noise are generally small in scale for the future baseline with the exception of Fore Street/East Street in Taunton.
- **Child road accident statistics are higher** than target and pedestrian accidents have increased in the last year of data. Severity of car accidents may decrease in the longer term due to improved vehicle design and increased safety awareness amongst the public. However, in the absence of the measures in the Somerset County Council Transport Policies the assumption needs to be that accident levels remain at a similar level at least in the short term; and
- **Obesity and childhood obesity are increasing**; less than 25% of people in Somerset undertake as much physical activity as recommended and the number of people cycling is below target. However, cycling and walking in the Taunton Strategy Study Area in particular is higher than the national average. In the absence of measures in the Somerset County Council Transport Policies to promote walking and cycling, levels of walking and cycling are likely to decline. This will have a negative effect on obesity levels.

The SEA is assessing the Somerset County Council Transport Policies against the following objectives:

Somerset County Council SEA objective. Will the Transport Policies...	Somerset County Council SEA question. Will the Transport Policies...
1. Health	
1a: Improve the safety of the transport system?	<ul style="list-style-type: none"> • Lead to a decrease in traffic accidents /accident severity and help to meet KSI targets (link to LAA indicator NI 47 on road accidents)?
1b: Make healthier modes of travel easier and more attractive?	<ul style="list-style-type: none"> • Increase walking and cycling and help to meet the Somerset SCS target to increase the number of children and adults regularly participating in physical activity (link to LAA indicator NI 56 on obesity; NI 121 on circulatory disease; NI 137 on life expectancy)?
1c: Reduce the impact of the transport system on air and noise pollution?	<ul style="list-style-type: none"> • Reduce traffic/congestion that affects an AQMA or would help to meet air quality objectives? • Cause any changes to traffic levels (particularly a change of over 10%) or the nature of traffic (*) past sensitive receptors or on sensitive routes (**) that would help to achieve WHO noise guidelines? • Reduce traffic in tranquil areas?

Please note that where it is judged that policies will have no impact on an SEA objective they have been screened out and, therefore, have not been addressed within the assessment matrices.

The effect of the draft plan on health			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Goals	1a: The goals address road safety, traffic accidents and security issues. It will be positive for safety.	+	
	1b: The goals address getting people to walk and cycle more and this will be positive for healthier modes.	+	
	1c: The goals address encouraging more sustainable modes of transport and helping communities to travel less and if these are effective in getting people to use their cars less it will be positive in terms of air and noise pollution.	+	
Policy 1 Now POS1			
Policy 2 Now SUS1			
Policy 3 Now SUS2	1a:		
	1b:		
	1c: Policy 3 could lead to a reduced impact of the transport system on air and noise pollution if the strategy for improving community transport were successful in contributing to modal shift from private car to community transport.	+	
Policy 4 Now SUS2	1a:		
	1b:		
	1c: Policy 4 could lead to a reduced impact on air and noise pollution if the strategy for improving bus transport were successful in contributing to modal shift from private car to bus and community transport.	+	

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	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Policy 5 Now SUS2	1a:		
	1b:		
	1c: Policy 5 deals with the type of bus information available to the public and provides methods for the information on existing bus services to adapt to new technologies. This could lead to a reduced impact of the transport system on air and noise pollution by improving the range of local bus information available and thus encouraging people to shift from private car to bus.	+	
Policy 6 Now SUS3	1a:		
	1b: Developing services to develop high quality transport information across all modes of travel may encourage more walking and cycling leading to a positive impact in terms of promoting healthier modes of travel.	+	
	1c: Policy 6 could lead to a reduced impact on air and noise pollution if were successful in contributing to modal shift away from private car and reducing congestion. This should be particularly successful as research has indicated that people can't always find the travel information that they need within the county.	+	
Policy 7 Now SUS4.	1a: The policy aims to influence the design and implementation of infrastructure. This will help to make cycling routes safer. However, Policy SUS4 has changed from providing facilities to supporting the provision of facilities. This is a more realistic view of the likely short term situation and in light of the funding situation could still be seen to be positive. However, the policy is less positive than the previous version.	+	Enhancement measure: It will be important that if the funding situation does change in the future Policy SUS4 is re-written to ensure that more positive action can be planned.
	1b: The Chief Medical Officer advises that adults should undertake a daily minimum of 30 minutes of physical activity. Incorporating walking and cycling into everyday life can be an easy way to get enough exercise. Policy 7 can contribute positively towards making healthier modes of transport easier and more attractive by implementing initiatives that help to plan improvements to	+	

The effect of the draft plan on health			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	cycling networks. See above regarding changes to policy SUS4		
	1c: Policy 7 could lead to a reduced impact on air and noise pollution by encouraging modal shift from other modes of transport to walking through initiatives such as those discussed in 1a & 1b. See above regarding changes to policy SUS4	+	
Policy 8 Now SUS5	1a: The safety of the transport network for pedestrians would be improved through the implementation of measures including upgrading crossing facilities, addressing gaps in the provision of safe walking routes to schools and by reducing conflicts between pedestrians and cyclists. However, Policy SUS5 has removed the reference to improving the quality, attractiveness and comprehensiveness of Somerset's pedestrian routes. This is a more realistic view of the likely short term situation and in light of the funding situation could still be seen to be positive. However, the policy is less positive than the previous version.	+	Enhancement measure: It will be important that if the funding situation does change in the future Policy SUS5 is re-written to ensure that more positive action can be planned.
	1b: The Chief Medical Officer advises that adults should undertake a daily minimum of 30 minutes of physical activity. Incorporating walking and cycling into everyday life can be an easy way to get enough exercise. Policy 8 can contribute positively towards making healthier modes of transport easier and more attractive by implementing initiatives that improve the pedestrian environment and by working with partners to promote walking as the most sustainable, accessible and healthy form of transport. Evidence shows that traffic management measures are important in encouraging people to walk and the policy includes measures to re-allocate road space to the pedestrian. See above regarding changes to policy SUS5	+	
	1c: Policy 8 could lead to a reduced impact on air and noise pollution by encouraging modal shift from other modes of transport to walking through initiatives such as those discussed in 1a & 1b, by building sustainable development where walking is given a high priority and by avoiding the severance of walking routes. See above regarding changes to policy SUS5	+	

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	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Policy 9 Now SUS 6	1a: The safety of the pedestrian network should be improved by working with the Safe Routes to School team, Policy Planners and others to identify PRow on the urban fringe that link to nearby communities, schools, services, public open space etc that could be upgraded/improved to restricted byway or bridleway to serve as multi-use routes. The emphasis in Policy SUS6 has been taken away from <i>improving</i> rights of way to <i>maintaining</i> rights of way. This is a more realistic view of the likely short term situation and in light of the funding situation could still be seen to be positive. However, the policy is less positive than the previous version.	+	Enhancement measure: It will be important that if the funding situation does change in the future Policy SUS6 is re-written to ensure that more positive action can be planned.
	1b: Policy 9 can contribute positively towards making healthier modes of transport easier and more attractive by implementing initiatives that improve the pedestrian environment and improve the availability of PRow information. Examples include enhanced signage and waymarking, support of physical and mental health initiatives and developing publications and services to promoted trails. See above regarding changes to policy SUS6	+	
	1c: Policy 9 could lead to a reduced impact of the transport system on air and noise pollution by encouraging modal shift from other modes of transport to walking through initiatives such as those discussed in 1a & 1b. See above regarding changes to policy SUS6	+	
Policy 10 Now SUS7	1a:		
	1b: The main way that the strategies can contribute to this objective is to increase cycle parking at stations (as all stations in Somerset currently have inadequate cycle parking). The policy is positive in that it addresses improving the consistency of the type of facilities that stations provide but it does not directly address cycle parking directly (although it has been assumed that cycle parking and parking generally is included in this).	+	
	1c: Policy 10 could lead to a reduced impact of the transport system on air and noise pollution by encouraging modal shift from private car to rail through	+	

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	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	initiatives such as promoting the improved the consistency the type of facilities that stations provide and research into the need for new services. This will have a positive cumulative effect in association with the Great Western Route Utilisation Strategy which includes several schemes to increase capacity, journey times and services on several of the lines through Somerset. The Great Western Route Utilisation Strategy also includes a stakeholder aspiration to reopen a station in Wellington. If the station does re-open this could help to reduce commuting traffic to and from Wellington.		
Policy 11 Now SUS8	1a: Policy 11 will work to mitigate the safety effects of electric vehicles (stemming from the fact that they are harder to hear).	+	
	1b:		
	1c: Policy 11 could lead to a reduced impact on air and noise pollution by encouraging modal shift from fossil fuelled private car to new technologies such as electric vehicles through initiatives such as supporting the provision of electric vehicle charging points at locations and encouraging developers to install electric sockets in new developments. In addition Policy 11 could lead to a reduced impact of the transport system on noise pollution as electric vehicles have quieter engines.	+	
Policy 12 Now SUS 9	1a:		
	1b:		
	1c: Policy 12 aims to implement a strategy to deal with isolated locations of noise pollution.	+	
Policy 13 Now SUS10			
Policy 14 Now ECN1	1a:		
	1b:		

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	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	1c: The plan aims to reduce congestion by tackling the most congested parts of the road network to make journeys quicker and more reliable. If this is successful this will be positive for noise and air pollution.	+	
Policy 15 Now ECN2	1a:		
	1b: Policy 15 can contribute positively towards making healthier modes of transport easier and more attractive through measures such as supporting bus priority measures and ensuring developments support the use of ICT to reduce the need to travel. The emphasis in Policy SUS15 has been changed from making sure people don't have to travel far to access goods and services and can use sustainable modes to ensuring that developers take into account the way people travel. This is a subtle change in emphasis in the policy but does weaken the policy by removing the commitment that people should not have to travel further to access goods and services. The policy supporting text still lists many positive actions so the policy is still considered positive but the previous wording is considered to be more positive.	+	Enhancement measure: In future FTPs it is important that policy ensures that new development makes goods and services more accessible not less. It will be important that LDFs in Somerset do the same.
	1c: Policy 15 could lead to a positive impact on air and noise pollution if it were successful in contributing to modal shift from private car. See above regarding changes to policy SUS15	+	
Policy 16 Now ECN4			
Policy 17 Now ECN3	1a: Enforcing parking and stopping restrictions will be positive for safety (especially for people with disabilities).	+	
	1b: Policy 17 can contribute positively towards making healthier modes of transport easier and more attractive by providing well located, well designed parking facilities for disabled people and through the provision of pedal cycle parking.	+	
	1c: Policy 17 will have some positive impacts on congestion and air pollution	?	Mitigation measure: The plan states that

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	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	through reducing opportunities to park easily in towns and through provision of alternatives to parking in town centres. Depending on the location of the park and ride sites they may introduce noise and air quality issues in sensitive areas. Somerset County Council has indicated that little information about the impact of these schemes is available. Therefore, it is not possible to assess the direct impact as the location of the park and ride sites are unknown. However, the plan states that these schemes would be subject to environmental assessment.		new park and ride sites would be subject to environmental assessment and this should mitigate against the uncertain effect of Policy ECN3.
Policy 18 Now ECN5	1a: Policy 18 includes measures which will help drivers to avoid inappropriate (and therefore potentially unsafe) routes and should have a positive effect on safety.	+	
	1b:		
	1c:		
Policy 19 Now ECN6	1a: Regular monitoring of the Council's transport assets ensures that safety standards can be maintained by making sure the latest information is available on the state of the assets and how this may affect safety. Prioritising maintenance work ensures that safety standards can be maintained by making sure that the areas most in need of repair are tackled first. The policy has been amended to and has removed references to bringing the most benefits and minimising costs and risks. The policy now refers to making the best use of resources available. However, the supporting text sets out clearly how this system will work and will ensure risks are reduced and council objectives and local needs are met.	+	
	1b:		
	1c:		
Policy 20	1a: Policy 20 can contribute positively towards the safety of the transport network by working with children to improve their awareness of safety issues.	+	Enhancement measure: It will be important that if the funding situation

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	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Now EDU1	The policy has been amended so it now includes slightly less detail on how the policy will be implemented. However, the supporting text to the policy includes details on some of the initiatives that could be taken forward. The policy will still be positive but if the funding situation changes it would be more positive if the policy were definitive on the kinds of activities that might be used to implement the policy.		does change in the future Policy EDU1 is re-written to ensure that more positive action can be planned.
	1b: Policy 20 can contribute positively towards making healthier modes of transport easier and more attractive by working with schools with the highest levels of children being driven to school (who live within a reasonable walk to school distance) and by enhancing the level of cycle training delivered and encouraging children to walk to school more often. See above regarding changes to policy EDU1	+	
	1c: Policy 20 could lead to a reduced impact of the transport system on air and noise pollution through initiatives to encourage modal shift away from private car and measures to reduce congestion such as improving integration of school travel planning and the provision of school transport. See above regarding changes to policy EDU1	+	
Policy 21 Now SAF1	1a: Policy 21 can contribute positively towards the safety of the transport network through the Road Safety Strategy.	+	
	1b:		
	1c:		
Policy 22 Now SAF2	1a: Policy 22 includes many measures that should help to reduce motorcycle casualties and help to reach the target of 33% reduction in killed and seriously injured from motorcycle accidents.	+	
	1b:		
	1c: Motorcycles can be causes of noise pollution but there can also be substantial environmental benefits from increased motorcycle use compared	+	

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	to car use, including lower emissions of certain air pollutants and lower fuel consumption. It will be important that the Council promotes the safe and responsible use of smaller machines (as bigger machines have little pollution benefit over cars). The plan does discuss a Moped Loan Scheme that will help to achieve this and other measures to promote smaller machines are included in the Council's Motorcycling Strategy.		
Policy 23 Now HLT1	1a:		
	1b: The policy aims to give people opportunities to travel in more healthy ways.	+	
	1c:		
Policy 24 Now HLT2			
Policy 25 Now HLT3	1a:		
	1b:		
	1c: The cumulative effect of Policy 25 in association with the other measures in the plan to provide more sustainable forms of transport should be positive. The policy has removed the commitment to ensure any changes in the transport system do not increase pollution. This has been changed to minimising the effect of the transport system on air quality. This is still a positive policy and ensures that the council is doing everything in its power. The council would not have been able to guarantee that the previous policy was met as it can never be guaranteed that air pollution will never increase.	+	
Annex A	1a:		
	1b: Annex A could lead to an increase in walking and cycling through planned improvements to cross-boundary National Cycle Network links, for example Route 24 Bath/Radstock/Frome, the Axe River crossing at Brean, routes on	+	

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	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	Exmoor, and a route between Yeovil and Sherborne.		
	1c: Annex A could lead to a positive impact on air and noise pollution if it were successful in contributing to modal shift from private car to rail by implementing various rail service improvements and bus and coach improvements. Liaison on traffic management issues where diversionary routes are likely to impact on smaller settlements should contribute to a positive impact on air and noise pollution in more tranquil areas.	+	
Annex B: Taunton Area and Yeovil Transport Measures			
Area wide	1a: The initiatives will be positive for safety as they aim to ensure the design of new schemes considers safety for all.	+	
	1b: The plan can contribute positively towards making healthier modes of transport easier and more attractive by implementing initiatives such as working with schools and businesses to promote walking, cycling and providing information to help make informed choices.	+	
	1c: The plan could lead to a reduced impact of the transport system on air and noise pollution through the promotion of electric vehicles and by reducing congestion through the management of traffic to make better use of the road network, encouraging HGV deliveries take place outside main shopping and commuting hours and improving Community Transport.	+	
Bridgwater	1a: The options assessment undertaken on the Taunton Transport Strategy review showed that none of the options assessed would help fully to meet targets of reducing people killed and seriously injured on the road. However, many of the schemes identified will help contribute positively towards the safety of the transport network for pedestrians through the implementation of, traffic calming, pedestrian priority, shared spaces etc in town centres and by improving junctions considering needs of non-car users. Therefore, the strategy has been assessed as minor negative. The removal of the reference to 20mph zones may also increase the negative impacts of this policy.	-	Mitigation measure: When schemes are being assessed 20mph schemes should be included if they will help to improve safety in the towns in Somerset.

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	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	In addition the final plan has made it clear that any development of the schemes listed would be subject to further exploration of the impact they might have on Somerset's transport networks, environments, carbon emissions and natural resources and that the appropriate assessments, scheme appraisal processes and safety audits will also be undertaken for all schemes at the appropriate stage.		
	1b: High levels of traffic in the town centres makes walking and cycling unattractive and the options assessment suggested that a strategy should be taken forward that improves walking and cycling infrastructure but also improves the cycling and walking environment in terms of traffic flow. The plan contributes positively by improving walking and cycling infrastructure and also introduces some measures to encourage modal switch. If these measures are positive in reducing traffic levels there will be a minor positive impact on encouraging healthier modes of travel.	+	
	1c: Research has shown that 65% of trips less than 1 km are made by car and this has negative effects on air quality. The plan introduces measures to encourage modal switch. If these measures are positive in reducing traffic levels there will be a minor positive impact on air and noise pollution. Modelling data on air quality and noise were not presented for Bridgwater as part of the Taunton Transport Strategy Review but the information presented did show a decrease in traffic in many routes in the town (which is likely to lead to an improvement in noise and air pollution).	+	
Taunton	1a: As Bridgwater above	-	As Bridgwater above
	1b: As Bridgwater above	+	
	1c: Research has shown that 65% of trips less than 1 km are made by car and this has negative effects on air quality, especially in Taunton where an AQMA has been declared. Annex B introduces measures to encourage modal switch. If these measures are positive in reducing traffic levels there will be a significant positive impact on air and noise pollution. Modelling	+	

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	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	undertaken as part of the Taunton Transport Strategy Review showed reductions in atmospheric pollutants relative to the Baseline in 2026. There are some significant reductions in NOx in Taunton on North Street, A358 at Henlade and the Northern Inner Distributor Road. Particulates are generally comparable to the Baseline. Changes in forecast noise levels are generally small relative to the 2026 baseline. This is likely to be a long term effect (in the absence of funding some of the schemes are not likely to go ahead in the short term).		
Wellington	1a: As Bridgwater and Taunton above	-	As Bridgwater and Taunton above
	1b: As Bridgwater and Taunton above	+	
	1c: Research has shown that 65% of trips less than 1 km are made by car and this has negative effects on air quality. Annex B introduces measures to encourage modal switch and reduce heavy traffic flows in town (including a new road between the Taunton Road and the B3187). If these measures are positive in reducing traffic levels there will be a minor positive impact on air and noise pollution. However, the removal of the reference to 20mph zones, traffic calming and HGV restrictions may decrease the positive impacts of this policy.	+	Enhancement measure: When schemes are being assessed for Wellington, 20mph schemes, traffic calming and HGV restrictions should be included if they will help to improve safety in the town.
Yeovil highway	1a: Several of the junctions outlined in the policy for improvement are minor accident blackspots. Improving the junctions should help to reduce minor accidents and improve the safety of junctions for car drivers and pedestrians (at the moment it is difficult to see pedestrians at some of the junctions).	+	
	1b:		
	1c: Junction improvements should help traffic to run more smoothly which should help to reduce air and noise pollution.	+	
Yeovil non highway	1a: Cycling and walking improvements should help to make walking and cycling safer within Yeovil.	+	

The effect of the draft plan on health			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	1b: The policy includes a number of measures which will have a positive impact on helping to make healthier modes more attractive. These include a comprehensive walking and cycling network, improved cycle parking provision and cycle links between Ilchester and Yeovil.	+	
	1c: The policy proposes information measures, personalised travel planning, bus station improvements, programmes for behavioural change and improved public transport services. If all of these measures together help to facilitate modal shift, air and noise pollution should improve. The parking review may also be positive if car parking charges are set in such a way as to encourage modal shift.	+	
HIN1: Transport Requirements for new nuclear development	1a: The provisions of the policy provide for maximisation of safety in terms of transport infrastructure for new nuclear development.	+	
	1b: There is provision in the policy for the protection of cyclists and pedestrians and the enhancement of their needs throughout the construction and operation of the facility.	+	
	1c: There is provision for both sustainable transport linkages, low car parking provision during construction and ensuring construction material is delivered by sea.	+	
HIN2: Requirement of an evidence based approach			

The effect of the draft plan on health			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
HIN3: Evidence for the development consent application			
HIN4: Agreements prior to the commencement of construction			
Implementation Plan			
<p>The plan stresses that maintenance of the highway network is a priority and that funding will be set aside to deliver the road safety objectives as agreed through the road safety partnership. This should be positive for safety but it is likely that the funding available to encourage healthier modes of travel is going to be much reduced for the foreseeable future. Without mitigation this could cause a negative effect in the short term as traffic is likely to increase (with development and in the absence of infrastructure to support more sustainable modes) and this will discourage people from walking and cycling. However, the council have now produced a document entitled "Transport and Development" and this outlines the steps the council will take to ensure that development is planned in a sustainable way and the Implementation Plan clearly sets out that the proposed transport action areas have been matched against the Somerset Sustainable Community Strategy and the County Plan and the council have looked at which elements of transport help to achieve the different goals, and how much they help. With declines in funding there is still a risk that negative effects may occur, but with the process outlined in the document above this will not be a significant negative effect.</p>		-	<p>Mitigation measure: The potential negative effects from the uncertainty in the plan have been mitigated through the inclusion of a process set out within the plan to ensure that negative impacts of the transport implementation plan are minimised and community objectives are met where possible. This consists of a prioritisation programme which looks at how schemes can help meet community objectives. The selected programme (or groups of schemes) will then be subject to an environmental assessment to determine impacts and any necessary barriers to implementation (or suitable mitigation required).</p>

Assessment Conclusions – health

Summary of performance:

None of the policies will have a significant positive or significant negative effect on the SEA objectives. Most of the policies of the plan have a slight positive effect on the health SEA objectives as the Somerset County Council Transport Policies includes policies that will:

- Help improve health through encouraging modal shift from private car to more sustainable modes of travel (thus improving air quality and reducing nuisance from traffic noise);
- Help to make healthier modes of transport more attractive through improving walking and cycling routes;
- Improve the safety of the transport system through effective highway maintenance;
- Help to manage the impacts of freight traffic; and
- Introduce safety education programs and programmes such as safer routes to schools.

All of these measures, when implemented (recognising that the assessment of the Implementation Plan has shown that they are not likely to be implemented in the short term), will help to improve health and safety within Somerset. Many of the policies are likely to inter-relate to have a cumulative positive effect on health and safety. Many of the policies on public and community transport, parking, walking and development planning will be mutually re-enforcing in helping people to decide to switch to more sustainable modes. As people switch to more sustainable modes, traffic and congestion improve as does air quality, accident rates and noise. These improvements are then positive in helping more people to decide that walking and cycling is safe and pleasant.

One of the policies will have an uncertain effect on the SEA objectives and this is the effect of the new park and ride sites on air pollution. The policies for Taunton, Bridgwater and Wellington show a minor negative effect on accidents. This is because modelling has shown that the policies would not help fully to meet targets of reducing people killed and seriously injured on the road. However, some of the schemes identified have been removed from the policy text and therefore it is less certain whether they will help contribute positively towards the safety of the transport network for pedestrians through the implementation of 20 mph zones, traffic calming and pedestrian priority.

As with the other SEA objectives, there is some uncertainty over the implementation of the schemes in the strategies and the Implementation Plan in its current form is likely to have a minor negative effect due to the likely reduction in funding available. The plan stresses that maintenance of the highway network is likely to be a priority and that funding will be set aside to deliver the road safety objectives as agreed through the road safety partnership. This should be positive for safety but it is likely that the funding available to encourage healthier modes of travel is going to be much reduced for the foreseeable future.

Mitigation and enhancement measures:

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

- The plan states that new park and ride sites would be subject to environmental assessment and this should mitigate against the uncertain effect of Policy ECN3.
- When safety schemes are being assessed 20mph schemes should be included if they will help to improve safety in the towns in Somerset.

Assessment Conclusions – health

- The potential negative effects from the uncertainty in the plan have been mitigated through the inclusion of a process set out within the plan to ensure that negative impacts of the transport implementation plan are minimised and community objectives are met where possible. This consists of a prioritisation programme which looks at how schemes can help meet community objectives. The selected programme (or groups of schemes) will then be subject to an environmental assessment to determine impacts and any necessary barriers to implementation (or suitable mitigation required).

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

- It will be important that if the funding situation does change in the future Policy SUS4 – SUS6, EDU1 are re-written to ensure that more positive action can be planned.
- In future FTPs it is important that policy ensures that new development makes goods and services more accessible not less. It will be important that LDFs in Somerset do the same.
- When schemes are being assessed for Wellington, 20mph schemes, traffic calming and HGV restrictions should be included if they will help to improve safety in the town.

2 SEA Topic: Community

Sustainability issues identified through the policy review and collection of baseline data include:

- **People generally feel safer** in Somerset and feel that anti social behaviour is less of an issue than people in the UK on average. There are so many factors driving this issue the future baseline is impossible to predict
- **Community severance** caused by large volumes of traffic. The spatial strategy for Somerset will mean that most development occurs in SSCTs (Taunton, Bridgwater and Yeovil) and category B towns (most of the larger towns in the county. In the absence of the Somerset County Council Transport Policies severance in these communities is likely to increase and will affect the quality of the townscape in those areas
- Development in Somerset will occur mainly in **larger towns** and adequate transport is needed to support this. In the absence of measures promoted through the Somerset County Council Transport Policies development will not be supported by adequate sustainable transport and will cause future problems of pollution and congestion.

The SEA is assessing the Somerset County Council Transport Policies against the following objectives:

Somerset County Council SEA objective. Will the Transport Policies...	Somerset County Council SEA question. Will the Transport Policies...
2. Communities	
2a: Help to improve the quality of urban and rural centres?	<ul style="list-style-type: none"> • Reduce traffic levels, congestion or the nature of traffic (*) in residential areas / town and village centres? • Cause changes that reduce the impact of the transport system on townscape (this could include changes to highway signage, lighting and highway furniture) or introduce features that enhance the character of towns? • Support the spatial strategy for the area including providing improvements to transport in rural areas?
2b: Improve the security of the transport system?	<ul style="list-style-type: none"> • Make transport systems / interchanges more secure and contribute to the targets in the Somerset Crime Reduction and Drugs Strategy to reduce the fear of crime and reduce anti social behaviour?
2c: Reduce the community severance effects of transport?	<ul style="list-style-type: none"> • Result in a reduction in community severance (i.e. improved crossing facilities, reduced traffic speed, reduced traffic levels)?

Please note that where it is judged that policies will have no impact on an SEA objective they have been screened out and, therefore, have not been addressed within the assessment matrices.

The effect of the draft plan on community			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Goals	2a: The goals address protection of the countryside and the local urban environment / townscape.	+	
	2b: The goals address security issues. It will be positive for improving the security of the transport system.	+	
	2c: The goals address encouraging more sustainable modes of transport and if these are effective in getting people to use their cars less it will be positive in terms of severance.	+	
Policy 1 Now POS1			
Policy 2 Now SUS1			
Policy 3 Now SUS2	2a: Policy 3 would have a positive impact in improving the quality of urban and rural centres if it were successful in contributing to reduced traffic levels through modal shift from private car to more sustainable modes of transport. However, Policy SUS2 has been weakened as it has changed from stating that it will improve community transport / improve the way passenger transport networks work together / improve information to “we will do what we can to maintain essential services...” This is a more realistic view of the likely short term situation and in light of the funding situation could still be seen to be positive. However, the policy is less positive than the previous version.	+	Enhancement measure: It will be important that if the funding situation does change in the future Policy SUS2 is re-written to ensure that more positive action can be planned.
	2b:		
	2c: Policy 3 would have a positive impact in reducing severance if it were successful in contributing to reduced traffic levels through modal shift from private car to more sustainable modes of transport. See above regarding changes to policy SUS2	+	
Policy 4 Now	2a: Policy 4 would have a positive impact in improving the quality of urban	+	

The effect of the draft plan on community			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
SUS2	and rural centres if it were successful in contributing to reducing congestion through modal shift from private car to more sustainable modes of transport. See above regarding changes to policy SUS2		
	2b:		
	2c: Policy 4 would have a positive impact in reducing severance if it were successful in contributing to reduced traffic levels through modal shift from private car to more sustainable modes of transport. See above regarding changes to policy SUS2	+	
Policy 5 Now SUS2	2a: Policy 5 would have a positive impact in improving the quality of urban and rural centres if increased information were successful in contributing to modal shift from private car to bus. This will give new bus users additional information to reduce confusion and encourage bus use through new technologies such as mobile phones. See above regarding changes to policy SUS2	+	
	2b:		
	2c: Policy 5 would have a positive impact in reducing severance if it were successful in contributing to reduced traffic levels through modal shift from private car to more sustainable modes of transport. See above regarding changes to policy SUS2	+	
Policy 6 Now SUS 3	2a: Policy 6 would have a positive impact in improving the quality of urban and rural centres if it were successful in contributing to modal shift from private car to more sustainable modes of transport. This could be achieved through measures such as improving information across all modes of travel and improving information on integration between modes. This would be successful as a survey carried out in March 2010 found that lack of knowledge about alternatives was stopping people from using public transport.	+	

The effect of the draft plan on community			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	2b:		
	2c: Policy 6 would have a positive impact in reducing severance if it were successful in contributing to reduced traffic levels through modal shift from private car to more sustainable modes of transport.	+	
Policy 7 Now SUS4	2a:		
	2b:		
	2c: Policy 7 can help reduce community severance by examining gaps and barriers in our cycling network. However, Policy SUS4 has changed from providing facilities to supporting the provision of facilities. This is a more realistic view of the likely short term situation and in light of the funding situation could still be seen to be positive. However, the policy is less positive than the previous version.	+	Enhancement measure: It will be important that if the funding situation does change in the future Policy SUS4 is re-written to ensure that more positive action can be planned.
Policy 8 Now SUS5	2a: Policy 8 would have a positive impact in improving the quality of urban and rural centres through measures such traffic management measures which reallocate road space to the pedestrian. However, Policy SUS5 has removed the reference to improving the quality, attractiveness and comprehensiveness of Somerset's pedestrian routes. This is a more realistic view of the likely short term situation and in light of the funding situation could still be seen to be positive. However, the policy is less positive than the previous version.	+	Enhancement measure: It will be important that if the funding situation does change in the future Policy SUS5 is re-written to ensure that more positive action can be planned.
	2b: Policy 8 seeks to reduce the fear of crime through good design and improving existing facilities on pedestrian routes, including reducing conflicts between pedestrians and cyclists. See above regarding changes to policy SUS5	+	
	2c: Policy 8 can help reduce community severance by improving and upgrading crossing facilities and by avoiding the severance of walking routes by ensuring accessibility policies are adhered to during development	+	

The effect of the draft plan on community			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	planning. See above regarding changes to policy SUS5		
Policy 9 Now SUS 6	2a: Policy 9 would have a positive impact on improving the quality of urban and rural centres if it were successful in contributing to modal shift from private car. In addition, Policy 9 includes the assessment of urban/urban fringe PRoW in Taunton, Yeovil, Bridgwater and the market towns that would be suitable for furniture removal or replacement with less restrictive furniture. This would be positive for rural centres and areas on the fringe of centres. The emphasis in Policy SUS6 has been taken away from <i>improving rights of way to maintaining rights of way</i> . This is a more realistic view of the likely short term situation and in light of the funding situation could still be seen to be positive. However, the policy is less positive than the previous version.	+	Enhancement measure: It will be important that if the funding situation does change in the future Policy SUS6 is re-written to ensure that more positive action can be planned.
	2b:		
	2c: Policy 9 could be positive in reducing severance through improving PRoW (and especially those that link schools, communities and services). See above regarding changes to policy SUS6	+	
Policy 10 Now SUS7	2a: Policy 10 would have a positive impact in improving the quality of urban and rural centres by encouraging modal shift from private car to rail through initiatives such as promoting the improved consistency of station facilities and research into the need for new services. This will have a positive cumulative effect in association with the Great Western Route Utilisation Strategy which includes several schemes to increase capacity, journey times and services on several of the lines through Somerset. The Great Western Route Utilisation Strategy also includes a stakeholder aspiration to reopen a station in Wellington. If the station does re-open this could help to reduce commuting traffic to and from Wellington.	+	
	2b: Policy 10 refers to improving the security of stations.	+	
	2c: Policy 10 would have a positive impact in reducing severance if it were successful in contributing to reduced traffic levels through modal shift from	+	

The effect of the draft plan on community			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	private car to more sustainable modes of transport.		
Policy 11 Now SUS8			
Policy 12 Now SUS 9			
Policy 13 Now SUS10			
Policy 14 Now ECN1	2a: The policy should be positive in improving the quality of urban and rural centres through reducing congestion.	+	
	2b:		
	2c: The policy should be positive in reducing severance by reducing traffic levels and ensuring new developments don't make conditions worse for existing drivers.	+	
Policy 15 Now ECN2	2a: Policy 15 could lead to a positive impact the quality of urban and rural centres by helping to encouraging modal shift from private car to more sustainable modes of transport. The emphasis in Policy SUS15 has been changed from making sure people don't have to travel far to access goods and services and can use sustainable modes to ensuring that developers take into account the way people travel. This is a subtle change in emphasis in the policy but does weaken the policy by removing the commitment that people should not have to travel further to access goods and services. The policy supporting text still lists many positive actions so the policy is still considered positive but the previous wording is considered to be more positive.	+	Enhancement measure: In future FTPs it is important that policy ensures that new development makes goods and services more accessible not less. It will be important that LDFs in Somerset do the same.
	2b:		
	2c: Policy 15 could have a positive effect on severance through the schemes to improve the walking network. See above regarding changes to policy	+	

The effect of the draft plan on community			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	SUS15		
Policy 16 Now ECN4			
Policy 17 Now ECN3	2a: Policy 17 could lead to a positive impact on the quality of urban and rural centres by helping to encouraging modal shift from private car to more sustainable modes of transport through provision of Park and Ride sites in Yeovil and Bridgwater, prioritising town centre parking spaces for use by shoppers and visitors and providing all day parking for commuters and visitors in Taunton at Park and Ride sites.	+	
	2b: Policy 17 seeks to reduce the fear of crime by improving actual and perceived safety and security in public car parks.	+	
	2c:		
Policy 18 Now ECN5	2a: Policy 18 could lead to a positive impact on improving the quality of urban and rural centres by helping HGV drivers chose the most appropriate route and help to improve the liaison between operators and communities.	+	
	2b:		
	2c: Policy 18 could lead to a positive impact on severance by helping HGV drivers chose the most appropriate route and help to improve the liaison between operators and communities.	+	
Policy 19 Now ECN6			
Policy 20 Now EDU1			
Policy 21 Now SAF1			

The effect of the draft plan on community			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Policy 22 Now SAF2	2a: Motorcycles make a smaller contribution to overall congestion by taking up less road space than cars (although they are not as positive as public transport in reducing congestion). Therefore, if the strategy is successful in encouraging people to switch from their cars to motorcycles the effect on congestion (and town and village centres) will be positive.	+	
	2b:		
	2c:		
Policy 23 Now HLT1			
Policy 24 Now HLT2			
Policy - 25 HLT 3			
Annex A	2a: Enhancing rail services on various corridors and bus service enhancements should have a positive impact on reducing congestion and thus improving the quality of urban centres. Management reviews of the freight network and freight routes listed in the policy will also help improve the quality of centres. One area that experiences cross boundary freight traffic at the moment is Cheddar and this policy may help to reduce the impacts in this area.	+	
	2b:		
	2c: Better management of traffic (especially freight traffic) and authorities working together to put in place co-ordinated route hierarchies should be positive for community severance.	+	
Annex B: Taunton Area and Yeovil Transport Measures			

The effect of the draft plan on community			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Area wide	2a: Annex B could have a positive impact in improving the quality of urban and rural centres through reducing congestion through the management of traffic to make better use of the road network and encouraging HGV deliveries to take place outside main shopping and commuting hours.	+	
	2b: Annex B seeks to reduce the fear of crime by ensuring that the design of new schemes considers safety for all without compromising ease of use for more vulnerable users and by ensuring park and bus sites to be accredited to safe parking standard.	+	
	2c:		
Bridgwater	2a: The strategy includes traffic calming and pedestrian priority in town centres. However, this is likely to be tempered by an increase in overall traffic due to the level of development expected in Bridgwater. Modelling has shown that three out of five streets in Bridgwater centre will show reductions in traffic. This will have a minor positive impact on the quality of centres.	+	
	2b: The policy does not discuss the security of transport interchanges although better co-ordination of bus and train services should lead to indirect benefit as people are waiting at interchanges for less time.	+	
	2c: Several measures will be positive in improving crossing facilities including pedestrian links between schools and key destinations and improved junctions. The policy is likely to be positive for severance on most routes and in association with other policies in the plan is likely to reduce severance.	+	
Taunton	2a: The strategy includes pedestrianisation in Taunton. However, this is likely to be tempered by an increase in overall traffic due to the level of development expected in the town. Modelling has shown that traffic and congestion /delay in Taunton town centre will be reduced in many areas including the central shopping streets. There is predicted to be an overall reduction in traffic in Taunton town centre of 38%. This will have a significant positive effect on the quality of the centre but this is likely to be in the long	+	

The effect of the draft plan on community			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	term (in the absence of funding the schemes are not likely to go ahead in the short term).		
	2b: Improved interchange facilities will be provided and this will help to improve the security of the transport system. However, the policy has removed references to high quality secure multi storey car parks and this will mean that the policy has been weakened slightly. However, the supporting text to Policy ECN3 makes reference to improving actual and perceived safety and security in public car parks. Therefore, if new car parks are provided they are likely to be safe and secure.	+	
	2c: Additional crossing facilities will be provided in the town centre and this will be positive. It is assumed that severance in Norton Fitzwarren and Henlade will be reduced through the building of the bypasses although Somerset County Council has indicated that little information about the impact of these schemes is available. Modelling has shown that traffic will decrease on the following routes in Taunton: A38 Wellington Road/Wellington New Road, North Street, Corporation Street, Fore Street/East Street, A3038 Station Road/Kingston Road, Bridge Street and Third Way. This varies from a predicted reduction of 6% on the Third Way to 94% on North Street. Five routes are likely to experience an increase in traffic. However, the policy is likely to be positive for severance on most routes.	+	
Wellington	2a: The strategy makes reference to considering pedestrianisation, removal of on street parking and other measures which implemented will have a positive effect on the town centre.	+	
	2b: New park and bus facilities will be provided and this will help to improve the security of the transport system.	+	
	2c: There are several routes in Wellington sensitive to severance including the High Street. Several measures will be positive in improving crossing facilities including pedestrianisation.	+	

The effect of the draft plan on community			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Yeovil highway	2a: The junction improvements would help to reduce the negative traffic effects of the development sites in Yeovil. Therefore, the policy would be positive in terms of supporting the spatial strategy.	+	
	2b:		
	2c: The policy would help to reduce severance by improving crossing facilities at several of the junctions.	+	
Yeovil non highway	2a: Measures such as pedestrian priority areas should help improve the quality of the town centre.	+	
	2b: Bus station improvements should help to improve the security of the transport system.	+	
	2c: Measures such as pedestrian priority should help reduce community severance.	+	
HIN1: Transport Requirements for new nuclear development			
HIN2: Requirement of an evidence based approach			
HIN3: Evidence for			

The effect of the draft plan on community			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
the development consent application			
HIN4: Agreements prior to the commencement of construction			
Implementation Plan			
	<p>The plan stresses that maintenance of the highway network is likely to be a priority and that funding for other areas of the transport system is likely to decline. Without mitigation this could cause a significant negative effect in the short term on the quality of centres and community severance as traffic is likely to increase due to development and in the absence of infrastructure to support more sustainable modes. However, the council have now produced a document entitled "Transport and Development" and this outlines the steps the council will take to ensure that development is planned in a sustainable way and the Implementation Plan clearly sets out that the proposed transport action areas have been matched against the Somerset Sustainable Community Strategy and the County Plan and the council have looked at which elements of transport help to achieve the different goals, and how much they help. With declines in funding there is still a risk that negative effects may occur, but with the process outlined in the document above this will not be a significant negative effect.</p>	-	<p>Mitigation measure: The potential negative effects from the uncertainty in the plan have been mitigated through the inclusion of a process set out within the plan to ensure that negative impacts of the transport implementation plan are minimised and community objectives are met where possible. This consists of a prioritisation programme which looks at how schemes can help meet community objectives. The selected programme (or groups of schemes) will then be subject to an environmental assessment to determine impacts and any necessary barriers to implementation (or suitable mitigation required).</p>

Assessment Conclusions – community

Assessment Conclusions – community

Summary of performance:

None of the policies will have a significant negative or positive effect on the SEA objectives. The policies in the Somerset County Council Transport Policies document largely perform well against the SEA objectives as they include measures to help improve the quality of urban and rural centres through:

- Measures to manage traffic better;
- Provision of better pedestrian facilities;
- Measures to manage the impact of freight traffic;
- Parking policies and other measures to reduce congestion; and
- Measures to reduce the impact of vehicular traffic in certain areas.

All of these measures, if implemented (recognising that the assessment of the Implementation Plan has shown that they are not likely to be implemented in the short term), will help the communities of Somerset. In a similar way to the health SEA objective, many of the policies are likely to inter-relate to have a positive cumulative effect on communities. Many of the policies on public and community transport, parking, walking and development planning will be mutually re-enforcing in helping people to decide to switch to more sustainable modes. As people switch to more sustainable modes, traffic and congestion will improve as will air quality, accident rates and noise (thus helping to improve rural and urban centres). These improvements are then positive in helping more people to decide that walking and cycling is safer and pleasant. None of the policies assessed are likely to have a significant positive impact on the community SEA objectives.

As with the other SEA Objectives, there is uncertainty over the implementation of the schemes in the strategies and the Implementation Plan in its current form is likely to have a minor negative effect due to the likely reduction in funding available. The plan stresses that maintenance of the highway network is likely to be a priority and that funding for other areas of the transport system is likely to decline. This will cause a negative effect in the short term on the quality of centres and community severance as traffic is likely to increase in the absence of infrastructure to support more sustainable modes. **However, the council have set out a process to ensure that negative impacts of the transport implementation plan are minimised and community objectives are met where possible. This consists of a prioritisation programme which looks at how schemes can help meet community objectives. The selected programme (or groups of schemes) will then be subject to an environmental assessment to determine impacts and any necessary barriers to implementation (or suitable mitigation required).**

Mitigation and enhancement measures:

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

- **Mitigation measure: The potential negative effects from the uncertainty in the plan have been mitigated through the inclusion of a process set out within the plan to ensure that negative impacts of the transport implementation plan are minimised and community objectives are met where possible. This consists of a prioritisation programme which looks at how schemes can help meet community objectives. The selected programme (or groups of schemes) will then be subject to an environmental assessment to determine impacts and any necessary barriers to implementation (or suitable mitigation required).**

Assessment Conclusions – community**Enhancement measures identified in order to improve the performance of the plan are as follows:**

- It will be important that if the funding situation does change in the future Policy SUS2 – SUS6 are re-written to ensure that more positive action can be planned.
- In future FTPs it is important that policy ensures that new development makes goods and services more accessible not less. It will be important that LDFs in Somerset do the same.

3 SEA Topic: Economy

Sustainability issues identified through the policy review and collection of baseline data include:

- Up to 31% of people who live in Somerset **work outside the county boundary**;
- Most people still **travel to work by car** and a large proportion of pupils are still driven to school;
- There is **congestion** in key points in Taunton, Bridgwater and Yeovil but congestion is better than target due to the economic slowdown;
- The **growth in overall traffic mileage** is unclear due to changes in fuel prices and economic performance;
- **Number of HGVs using Somerset's strategic routes is declining** but decisions made by other authorities and the use of satellite navigation equipment can cause problems in Somerset.

The SEA is assessing the Somerset County Council Transport Policies against the following objectives:

Somerset County Council SEA objective. Will the Transport Policies...	Somerset County Council SEA question. Will the Transport Policies...
3. Economy	
3a: Help to manage and maintain the existing transport system efficiently?	<ul style="list-style-type: none"> • Help to manage routes effectively in order to maintain journey times?
3b: Invest in transport improvements that help the economy of Somerset?	<ul style="list-style-type: none"> • Include schemes that decrease journey times, congestion, improve journey time reliability and help to meet congestion targets in the Somerset County Council Transport Policies?
3c: Provide more sustainable transport access to rural areas, the countryside and visitor attractions?	<ul style="list-style-type: none"> • Increase access to tourist attractions, rural areas and the countryside by public transport and help to meet the objective of the Somerset Economic Strategy to revitalise the economy of Somerset's market towns and rural communities?
3d: Reduce the impact of road freight on communities?	<ul style="list-style-type: none"> • Provide / encourage the use of alternatives to road freight and provide routes for freight traffic that reduces impacts on communities and the environment?

Please note that where it is judged that policies will have no impact on an SEA objective they have been screened out and, therefore, have not been addressed within the assessment matrices.

The effect of the draft plan on Economy			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Goals	3a: The goals state the aspiration that transport, roads and new technology links are effective. This should be positive in terms of managing routes effectively.	+	
	3b: The goals address ensuring economic well being. This should be positive in terms of investment in transport improvements.	+	
	3c: The transport challenges address seeking innovative ways of making jobs, services and tourism more accessible to, from and for rural areas.	+	
	3d: Freight issues are not addressed by the goals. However, the transport challenges address minimising the adverse impact of transport on quality of life and the natural environment.	+	
Policy 1 Now POS1			
Policy 2 Now SUS1			
Policy 3 Now SUS2	3a:		
	3b: If Policy 3 is successful in contributing to modal shift from cars to community transport, it could have a positive impact on journey times and congestion. However, Policy SUS2 has been weakened as it has changed from stating that it will improve community transport / improve the way passenger transport networks work together / improve information to “we will do what we can to maintain essential services...” This is a more realistic view of the likely short term situation and in light of the funding situation could still be seen to be positive. However, the policy is less positive than the previous version.	+	Enhancement measure: It will be important that if the funding situation does change in the future Policy SUS2 is re-written to ensure that more positive action can be planned.
	3c: Policy 3 could have a positive impact on provision of sustainable transport	+	

The effect of the draft plan on Economy			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	access to rural areas, if services to rural areas are improved. See above regarding changes to policy SUS2		
	3d:		
Policy 4 Now SUS2	3a: Policy 4 will help to manage routes effectively by seeking opportunities to implement bus priority measures and through improvements to interchanges. See above regarding changes to policy SUS2	+	
	3b: Policy 4 will help to reduce journey times for public transport through integration of rail and bus services at railway stations and through seeking opportunities to implement bus priority measures. See above regarding changes to policy SUS2	+	
	3c: Policy 4 will help to improve access to rural areas and the countryside by introducing rural interchange improvements. See above regarding changes to policy SUS2	+	
	3d:		
Policy 5 Now SUS2			
Policy 6 Now SUS 3	3a:		
	3b: Policy 6 may help to reduce journey times and congestion through improving information provision, such as through development of the Council website and through greater use greater use of technology and information options.	+	
	3c:		
	3d:		
Policy 7 Now			

The effect of the draft plan on Economy			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
SUS4			
Policy 8 Now SUS5	3a: Policy 8 will have a positive effect through ensuring that highways management benefit pedestrians. However, Policy SUS5 has removed the reference to improving the quality, attractiveness and comprehensiveness of Somerset's pedestrian routes. This is a more realistic view of the likely short term situation and in light of the funding situation could still be seen to be positive. However, the policy is less positive than the previous version.	+	Enhancement measure: It will be important that if the funding situation does change in the future Policy SUS5 is re-written to ensure that more positive action can be planned.
	3b:		
	3c:		
	3d:		
Policy 9 Now SUS6	3a: Policy 9 will be positive in terms of management through helping to inform the Transport Assessment Management Process and ensuring that assets are maintained where possible. The emphasis in Policy SUS6 has been taken away from <i>improving</i> rights of way to <i>maintaining</i> rights of way. This is a more realistic view of the likely short term situation and in light of the funding situation could still be seen to be positive. However, the policy is less positive than the previous version.	+	Enhancement measure: It will be important that if the funding situation does change in the future Policy SUS6 is re-written to ensure that more positive action can be planned.
	3b:		
	3c: Policy 9 provides a list of actions in relation to Public Rights of Way (PRoW), such as improvements to the PRoW network and production of updated mapping. The measures will have a positive impact through providing sustainable routes to rural areas and tourist attractions. See above regarding changes to policy SUS6	+	
	3d:		
Policy 10	3a:		

The effect of the draft plan on Economy			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Now SUS7	3b: Policy 10 sets goals in terms of managing and improving rail timetables, rethinking the standard of station facilities, understanding and researching the need for new rail services and collaborating with the rail industry. These objectives are likely to help to reduce journey times and congestion by encouraging more people to travel by rail. This will have a positive cumulative effect in association with the Great Western Route Utilisation Strategy which includes several schemes to increase capacity, journey times and services on several of the lines through Somerset.	+	
	3c:		
	3d:		
Policy 11 Now SUS8			
Policy 12 Now SUS 9			
Policy 13 Now SUS10			
Policy 14 Now ECN1	3a: The plan should be positive in helping to manage the transport system. The policy aims to manage the road network better to improve congestion.	+	
	3b: The plan should help to introduce transport improvements to tackle congestion.	+	
	3c:		
	3d:		
Policy 15 Now ECN2	3a:		
	3b: Policy 15 sets out a number of measures which could help to decrease	+	Enhancement measures: In future FTPs

The effect of the draft plan on Economy			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	congestion and journey times including ensuring most new developments are located in the main urban areas. The emphasis in Policy SUS15 has been changed from making sure people don't have to travel far to access goods and services and can use sustainable modes to ensuring that developers take into account the way people travel. This is a subtle change in emphasis in the policy but does weaken the policy by removing the commitment that people should not have to travel further to access goods and services. The policy supporting text still lists many positive actions so the policy is still considered positive but the previous wording is considered to be more positive.		it is important that policy ensures that new development makes goods and services more accessible not less. It will be important that LDFs in Somerset do the same.
	3c:		
	3d:		
Policy 16 Now ECN4			
Policy 17 Now ECN3	3a: Policy 17 sets out the strategy for parking management, which includes prioritising town centre parking space, providing all day Park & Ride parking spaces and managing on-street parking restrictions in residential areas. These measures are likely to have a positive impact on the effective management of the transport system.	+	
	3b: Policy 17 sets out the strategy for parking management, which includes prioritising town centre parking space, providing all day Park & Ride parking spaces and managing on-street parking restrictions in residential areas. These measures are likely to have a positive impact on reducing congestion and journey times.	+	
	3c:		
	3d:		
Policy 18	3a: The supporting text to Policy 18 outlines action such as managing and developing interactive routing resources for freight, encouraging dialogue	+	

The effect of the draft plan on Economy			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Now ECN5	between different groups of road users, understanding and developing routing resources and collaborating with stakeholders to improve integration with other policies. These objectives could help to manage freight routes effectively and balance journey times for operators whilst minimising their effect on communities		
	3b		
	3c:		
	3d: The supporting text to Policy 18 outlines action such as managing and developing interactive routing resources for freight, encouraging dialogue between different groups of road users, understanding and developing routing resources and collaborating with stakeholders to improve integration with other policies. The collaboration with stakeholders could help to reduce impacts on communities and the environment.	+	
Policy 19 Now ECN6	3a: Policy 19 sets out an aspiration for regular monitoring and improving of Somerset's transport assets and a method for prioritising transport infrastructure maintenance work. This will help to manage and maintain routes effectively. The policy has been amended to and has removed references to bringing the most benefits and minimising costs and risks. The policy now refers to making the best use of resources available. However, the supporting text sets out clearly how this system will work and will ensure risks are reduced and council objectives and local needs are met.	+	
	3b:		
	3c:		
	3d:		
Policy 20 Now EDU1			

The effect of the draft plan on Economy			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Policy 21 Now SAF1			
Policy 22 Now SAF2	3a:		
	3b: As noted above, motorcycles make a smaller contribution to overall congestion by taking up less road space than cars (although they are not as positive as public transport in reducing congestion). Therefore, if the strategy is successful in encouraging people to switch from their cars to motorcycles the effect on congestion and journey times will be positive.	+	
	3c:		
	3d:		
Policy 23 Now HLT1			
Policy 24 Now HLT2			
Policy 25 Now HLT3			
Annex A	3a: A range of measures are given, relating to improvements to the rail network, bus network, freight routes, cycling and walking routes. These measures will have a positive effect on the management of routes and maintenance of journey times.	+	
	3b: A range of measures are given, relating to improvements to the rail network, bus network, freight routes, cycling and walking routes. These measures will have a positive effect on reducing congestion and improving journey time reliability.	+	
	3c:		

The effect of the draft plan on Economy			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	3d: The measures given include improvements to freight routes and the freight network, and the policy could have a positive impact on reducing the impact of road freight on communities.	+	
Annex B: Taunton Area and Yeovil Transport Measures			
Area wide initiatives	3a: Annex B lists Area Wide Initiatives for ensuring economic well-being in Somerset, which includes, for example, management of traffic to make better use of the road network.	+	
	3b: Annex B lists Area Wide Initiatives for ensuring economic well-being in Somerset, which include, for example, improving community transport, and promotion of walking, cycling and public transport use. These measures are likely to have a positive impact on reducing journey times and congestion.	+	
	3c		
	3d: Annex B lists Area Wide Initiatives for ensuring economic well-being in Somerset, which include encouraging HGV deliveries take place outside main shopping and commuting hours. This measure is likely to have a positive effect on reducing the impact of freight traffic.	+	
Bridgwater	3a: Improvements to bus priority should help to maintain good journey times for buses and this will be positive.	+	
	3b: Modelling has shown that three out of five junctions in Bridgwater will see a reduction in delay (taking into account future development levels). However, it is unclear what the impact of improving arterial routes, improved links to the A39 and the new park and ride routes might be. Somerset County Council has indicated that little information about the impact of these schemes is available. There is also uncertainty about the level of resources available to implement schemes. The impact has therefore, been scored as uncertain. However, the final plan has made it clear that any development of the schemes listed would be subject to further exploration of the impact they	?	Mitigation measure: The potential negative effects from the uncertainty in the plan have been mitigated through the inclusion of a commitment within the final plan to ensure that schemes are subject to further exploration of the impact they might have on Somerset's transport networks, environments, carbon emissions and natural

The effect of the draft plan on Economy			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	might have on Somerset's transport networks, environments, carbon emissions and natural resources and that the appropriate assessments, scheme appraisal processes and safety audits will also be undertaken for all schemes at the appropriate stage.		resources. The appropriate assessments, scheme appraisal processes and safety audits will also be undertaken for all schemes at the appropriate stage.
	3c: The strategy includes more public transport on rural routes and this will be positive in terms of sustainable access to rural areas.	+	
	3d: Pedestrian priority may reduce the impact of service vehicles on certain areas during the peak period and this should reduce the impact of freight on communities and other users of the town centre.	+	
Taunton	3a: A number of measures are proposed including variable message signing, real time information and improved bus priority routes. This should help to maintain journey times, especially for buses.	+	
	3b: Modelling has shown that there is a significant reduction in junction delay recorded at many key junctions in Taunton (even taking into account future development levels). However, it is unclear what the impact of the Norton Fitzwarren Bypass, Henlade Bypass, new access and link roads and new park and ride routes is likely to be. Somerset County Council has indicated that little information about the impact of these schemes is available. There is also uncertainty about the level of resources available to implement schemes. The impact has therefore, been scored as uncertain. However, the final plan has made it clear that any development of the schemes listed would be subject to further exploration of the impact they might have on Somerset's transport networks, environments, carbon emissions and natural resources and that the appropriate assessments, scheme appraisal processes and safety audits will also be undertaken for all schemes at the appropriate stage.	?	As Bridgwater
	3c: The strategy includes enhanced bus services and this may be positive in	+	

The effect of the draft plan on Economy			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	terms of sustainable access to rural areas. The policy states that links to other areas (outside of the towns) is also considered in other parts of the plan.		
	3d: The pedestrianisation measures in Taunton may reduce the impact of service vehicles on certain areas during the peak period. This would support the aspirations of Project Taunton to reduce vehicle impacts in the town centre whilst maintaining an adequate level of servicing.	+	
Wellington	3a:		
	3b: No modelling has been undertaken on the effect of the policy on journey time, delay etc in Wellington and the effect of the expected new development. It is also unclear what the impact of the new road between Taunton Road and B3187 and the various junction improvements is likely to be. Somerset County Council has indicated that little information about the impact of these schemes is available. The impact has therefore, been scored as uncertain. However, the final plan has made it clear that any development of the schemes listed would be subject to further exploration of the impact they might have on Somerset's transport networks, environments, carbon emissions and natural resources and that the appropriate assessments, scheme appraisal processes and safety audits will also be undertaken for all schemes at the appropriate stage.	?	As Bridgwater and Taunton
	3c:		
	3d: The pedestrianisation measures in Wellington could reduce the impact of service vehicles on certain areas during the peak period.	+	
Yeovil highway	3a: The junction improvements will help to improve management of traffic at junctions and reduce traffic delay.	+	
	3b: The junction improvements will help to improve management of traffic at junctions and reduce congestion and journey times.	+	

The effect of the draft plan on Economy			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	3c:		
	3d:		
Yeovil non highway	3a:		
	3b: Bus priority measures should help to decrease bus journey times and the car parking review in association with the public transport improvements may encourage people to switch modes. If this is the case, it will have a positive impact on congestion.	+	
	3c:		
	3d:		
HIN1: Transport Requirements for new nuclear development	3a:		
	3b:		
	3c: By ensuring connectivity with other employment sites, nuclear development at Hinckley should provide <i>accessible</i> economic benefits for the wider area.	+	
	3d: The specification of the use of sea access should result in positive impacts in terms of traffic being offset by marine shipping.	+	
HIN2: Requirement of an evidence based approach			

The effect of the draft plan on Economy			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
HIN3: Evidence for the development consent application			
HIN4: Agreements prior to the commencement of construction			
Implementation Plan			
	<p>The plan stresses that maintenance of the highway network is a priority and that funding will be set aside to deliver the road safety objectives as agreed through the road safety partnership. This should be positive for safety but it is likely that the funding available to encourage healthier modes of travel is going to be much reduced for the foreseeable future. Without mitigation this could cause a negative effect in the short term as traffic is likely to increase (with development and in the absence of infrastructure to support more sustainable modes) and this will discourage people from walking and cycling. However, the council have now produced a document entitled "Transport and Development" and this outlines the steps the council will take to ensure that development is planned in a sustainable way and the Implementation Plan clearly sets out that the proposed transport action areas have been matched against the Somerset Sustainable Community Strategy and the County Plan and the council have looked at which elements of transport help to achieve the different goals, and how much they help. With declines in funding there is still a risk that negative effects may occur, but with the process outlined in the document above this will not be a significant negative effect.</p>	-	<p>Mitigation measure: Mitigation measure: The potential negative effects from the uncertainty in the plan have been mitigated through the inclusion of a process set out within the plan to ensure that negative impacts of the transport implementation plan are minimised and community objectives are met where possible. This consists of a prioritisation programme which looks at how schemes can help meet community objectives. The selected programme (or groups of schemes) will then be subject to an environmental assessment to determine impacts and any necessary barriers to implementation (or suitable mitigation</p>

The effect of the draft plan on Economy			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
			required).

Assessment Conclusions – economy
<p>Summary of performance:</p> <p>The plan will have no significant negative or positive effects on the SEA objectives. The policies in the Somerset County Council Transport Policies document largely perform well against the SEA objectives as they include measures to:</p> <ul style="list-style-type: none"> • Manage, maintain and enhance the existing transport system; • Reduce traffic volumes and congestion; and • Manage freight traffic. <p>All of these measures, if implemented (recognising that the assessment of the Implementation Plan has shown that they are not likely to be implemented in the short term), should help the economy of Somerset. In a similar way to the health and community SEA objectives, many of the policies are likely to inter-relate to have a positive cumulative effect on congestion, journey time reliability and therefore, the economy. None of the policies assessed are likely to have a significant positive impact on the economy SEA objectives.</p> <p>The policies in relation to Taunton, Wellington and Bridgwater will have an uncertain impact on the economy. All of these policies include a list of schemes and little information is available on the likely effect of these schemes on parameters such as congestion and journey time reliability. However, the final plan has made it clear that any development of the schemes listed would be subject to further exploration of the impact they might have on Somerset's transport networks, environments, carbon emissions and natural resources and that the appropriate assessments, scheme appraisal processes and safety audits will also be undertaken for all schemes at the appropriate stage</p> <p>As with the other SEA objectives, there is uncertainty over the implementation of the schemes in the strategies and the Implementation Plan in its current form is likely to have a minor negative effect due to the likely reduction in funding available. The plan stresses that maintenance of the highway network is likely to be a priority and that funding for other areas of the transport system is likely to decline. This is likely to have a negative effect in the short term on the economy if development occurs without the necessary transport infrastructure. However, the council have set out a process to ensure that negative impacts of the transport implementation plan are minimised and community objectives are met where possible. This consists of a prioritisation programme which looks at how schemes can help meet community objectives. The selected programme (or groups of schemes) will then be subject to an environmental assessment to determine impacts and any necessary barriers to implementation (or suitable mitigation required).</p> <p>Mitigation and enhancement measures:</p>

Assessment Conclusions – economy**Mitigation measures identified to address potential negative or uncertain effects are as follows:**

- The potential negative effects from the uncertainty in the plan have been mitigated through the inclusion of a commitment within the final plan to ensure that schemes are subject to further exploration of the impact they might have on Somerset's transport networks, environments, carbon emissions and natural resources. The appropriate assessments, scheme appraisal processes and safety audits will also be undertaken for all schemes at the appropriate stage.
- The potential negative effects from the uncertainty in the plan have been mitigated through the inclusion of a process set out within the plan to ensure that negative impacts of the transport implementation plan are minimised and community objectives are met where possible. This consists of a prioritisation programme which looks at how schemes can help meet community objectives. The selected programme (or groups of schemes) will then be subject to an environmental assessment to determine impacts and any necessary barriers to implementation (or suitable mitigation required).

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

- It will be important that if the funding situation does change in the future Policy SUS2 – SUS6 are re-written to ensure that more positive action can be planned.
- In future FTPs it is important that policy ensures that new development makes goods and services more accessible not less. It will be important that LDFs in Somerset do the same.
- It will be important that if the funding situation does change in the future Policy SUS2 – SUS6 are re-written to ensure that more positive action can be planned.
- In future FTPs it is important that policy ensures that new development makes goods and services more accessible not less. It will be important that LDFs in Somerset do the same.

4 SEA Topic: Accessibility

- **Access to services** (especially healthcare) in Somerset is poor in many areas for people without a car. Without the measures taken forward as part of the Somerset County Council Transport Policies accessibility levels will decline;
- Travel by **different age groups and social groups** can be very different. The information available on travel by different groups is scarce in Somerset and information is needed to set a baseline before action can be taken:
- **Bus punctuality is improving** but there are problems with bus stop information. According to the Taunton Transport Strategy Review accessibility to public transport is likely to decrease as congestion on the network increases and bus time reliability falls: and
- Somerset has **good rail access** between the main towns and to areas outside the county and the use of the rail network has increased in recent years. It is expected that rail use will continue at the same level or even increase slightly in light of some of the recent infrastructure upgrades.

The SEA is assessing the Somerset County Council Transport Policies against the following objectives:

Somerset County Council SEA objective. Will the Transport Policies...	Somerset County Council Transport Policies. Will the Transport Policies...
4. Accessibility	
4a: Improve sustainable access to basic services for all groups in society	<ul style="list-style-type: none"> • Improve provision of public and community transport that makes key services (***) more accessible (link to LAA indicator NI 75 Access to services and facilities by public transport, cycling and walking). • Improve access for certain equality groups (race, gender, disability, age, religion and sexual orientation) and contribute to the DfT goal of promoting greater equality of opportunity for all citizens. This includes changes to physical infrastructure and services.

Please note that where it is judged that policies will have no impact on an SEA objective they have been screened out and, therefore, have not been addressed within the assessment matrices.

The effect of the draft plan on Accessibility			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Goals	4a: The goals discuss residents being able to reach jobs, shops, schools and medical care easily. The goals also address people having choice and control over their lives, whatever their age, situation and background. This is positive for accessibility and equality.	+	
Policy 1 Now POS1			
Policy 2 Now SUS1			
Policy 3 Now SUS2	4a: Policy 3 would have a positive impact on improving sustainable accessibility by improving existing community transport. However, Policy SUS2 has been weakened as it has changed from stating that it will improve community transport / improve the way passenger transport networks work together / improve information to “we will do what we can to maintain essential services...” This is a more realistic view of the likely short term situation and in light of the funding situation could still be seen to be positive. However, the policy is less positive than the previous version.	+	Enhancement measure: It will be important that if the funding situation does change in the future Policy SUS2 is re-written to ensure that more positive action can be planned.
Policy 4 Now SUS2	4a: Policy 4 would have a positive impact in improving the provision of public and community transport by improvement of the integration of rail and bus services at local railway stations, improvements to rural interchanges and through the implementation of bus priority measures. In addition introducing smart card technology to process concessionary passes for the elderly and disabled will help promote greater equality in different groups. See above regarding changes to policy SUS2	+	Enhancement measure: It will be important that if the funding situation does change in the future Policy SUS2 is re-written to ensure that more positive action can be planned.
Policy 5 Now SUS2	4a: Policy 5 could have a positive impact if increased information were successful in making public transport more accessible. The provision of audio timetabling would have a positive impact on improving access for blind and partial sighted users. See above regarding changes to policy SUS2	+	Enhancement measure: It will be important that if the funding situation does change in the future Policy SUS2 is re-written to ensure that more positive action can be planned.

The effect of the draft plan on Accessibility			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Policy 6 Now SUS 3	4a: Policy 6 would have a positive impact in improving the provision of public and community transport by improving information across all modes of travel and improving information on integration between modes.	+	
Policy 7 Now SUS4	4a: Policy 7 will help to improve access by cycle to key services in market towns in particular. However, Policy SUS4 has changed from providing facilities to supporting the provision of facilities. This is a more realistic view of the likely short term situation and in light of the funding situation could still be seen to be positive. However, the policy is less positive than the previous version.	+	Enhancement measure: It will be important that if the funding situation does change in the future Policy SUS4 is re-written to ensure that more positive action can be planned.
Policy 8 Now SUS5	4a: Policy 8 would have a positive impact on accessibility and equality through ensuring those with reduced mobility and sensory impairments are taken into account when designing pedestrian networks/facilities. However, Policy SUS5 has removed the reference to improving the quality, attractiveness and comprehensiveness of Somerset's pedestrian routes. This is a more realistic view of the likely short term situation and in light of the funding situation could still be seen to be positive. However, the policy is less positive than the previous version.	+	Enhancement measure: It will be important that if the funding situation does change in the future Policy SUS5 is re-written to ensure that more positive action can be planned.
Policy 9 Now SUS 6	4a: Policy 9 would have a positive impact in improving access for certain groups by improving the safety of walking, the pedestrian environment and the availability of PRow information and through improving access to visually and mobility impaired people. The emphasis in Policy SUS6 has been taken away from <i>improving</i> rights of way to <i>maintaining</i> rights of way. This is a more realistic view of the likely short term situation and in light of the funding situation could still be seen to be positive. However, the policy is less positive than the previous version.	+	Enhancement measure: It will be important that if the funding situation does change in the future Policy SUS6 is re-written to ensure that more positive action can be planned.
Policy 10 Now SUS7	4a: Policy 10 would have a positive impact by helping make to rail travel more accessible through initiatives such as promoting the improved consistency of station facilities and research into the need for new services. This will have a positive cumulative effect in association with the Great	+	

The effect of the draft plan on Accessibility			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	Western Route Utilisation Strategy which includes several schemes to increase capacity, journey times and services on several of the lines through Somerset. See above regarding changes to policy SUS6		
Policy 11 Now SUS8			
Policy 12 Now SUS 9			
Policy 13 Now SUS10			
Policy 14 Now ECN1			
Policy 15 Now ECN2	4a: Policy 15 could lead to a positive impact in improving sustainable access through ensuring developers promote attractive environments which are accessible and linked with the wider transport network. The emphasis in Policy SUS15 has been changed from making sure people don't have to travel far to access goods and services and can use sustainable modes to ensuring that developers take into account the way people travel. This is a subtle change in emphasis in the policy but does weaken the policy by removing the commitment that people should not have to travel further to access goods and services. The policy supporting text still lists many positive actions so the policy is still considered positive but the previous wording is considered to be more positive.	+	In future FTPs it is important that policy ensures that new development makes goods and services more accessible not less. It will be important that LDFs in Somerset have the same actions.
Policy 16 Now ECN4	4a: Policy 16 could ensure that services are more accessible to people without having to travel. However, the new policy has removed the commitment to improve Somerset residents' ability to use and access ICT. Considering the responsibilities of the transport planning function of the council and the fact that it is many organisations that will help to increase	+	

The effect of the draft plan on Accessibility			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	access to ICT, it is considered that this policy is still positive as the supporting text to the policy still contains many positive actions.		
Policy 17 Now ECN3	4a: Policy 17 could lead to a positive impact on the provision of public transport through provision of Park and Ride sites in Yeovil and Bridgwater and through improving access for groups with disabilities by setting standards to ensure developments cater for disabled parking.	+	
Policy 18 Now ECN5			
Policy 19 Now ECN6			
Policy 20 Now EDU1	4a: Policy 20 aims to work with local schools and colleges to minimise exclusion from after school learning and activities, which would have a positive impact on promoting greater equality.	+	
Policy 21 Now SAF1			
Policy 22 Now SAF2	4a: Motorcycles can provide mobility to people who could not afford a car in areas where public transport is poor and so are positive for accessibility. They are particularly positive in improving accessibility for young people and people on low incomes. Measures such as the Moped Loan scheme will be particularly positive.	+	
Policy 23 Now HLT1			
Policy 24 Now HLT2	4a: Policy 24 would help improve access to health facilities by developing out of hours transport. The emphasis of the policy has slightly changed and the reference to improving people's ability to access services has changed to make it easier for people to access services. However, this is not seen as a significant change as the policy still commits to working with healthcare	+	

The effect of the draft plan on Accessibility			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	providers and developing out of hours transport services.		
Policy 25 Now HLT3			
Annex A	4a: A range of measures are given, relating to improvements to the rail network, bus network, cycling and walking routes. In addition, measures relating to accessibility planning are also set out, including access to regional hospitals and major employment sites. These measures are likely to have a positive impact on accessibility and equality.	+	
Annex B: Taunton Area and Yeovil Transport Measures			
Area wide initiatives	4a: Annex B could have a positive impact on improving accessibility by improving community transport.	+	
Bridgewater	4a: Several of the measures will help to improve accessibility including enhanced bus links (including more evening and Sunday services), better integration of bus and rail and new park and ride sites. In addition, new or improved bus priority will make bus journeys more reliable and will have a positive impact on improving sustainable access to services for all groups.	+	
Taunton	4a: Several of the measures will help to improve accessibility including enhanced bus, better integration of bus and rail and new or expanded park and ride. In addition, better traffic management, junction improvements and improved bus priority will make bus journeys more reliable and will have a positive impact on improving sustainable access to services for all groups.	+	
Wellington	4a: Several of the measures will help to improve accessibility including a re-opened railway station (although this is only a possibility at the moment) and a town bus route. If measures to reduce heavy traffic in town were successful this would also improve bus reliability.	+	
Yeovil	4a: The policy would help to reduce the delay experienced by buses. Many	+	

The effect of the draft plan on Accessibility			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
highway	bus services use the corridors addressed in the policy.		
Yeovil non highway	4a: Several of the measures would help to improve access to services, including quality bus partnerships on core services and school, workplace, residential and personalised travel planning.	+	
HIN1: Transport Requirements for new nuclear development			
HIN2: Requirement of an evidence based approach			
HIN3: Evidence for the development consent application			
HIN4: Agreements prior to the commencement of construction			
Implementation Plan			

The effect of the draft plan on Accessibility			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	<p>The plan stresses that maintenance of the highway network is a priority and that funding will be set aside to deliver the road safety objectives as agreed through the road safety partnership. This should be positive for safety but it is likely that the funding available to encourage healthier modes of travel is going to be much reduced for the foreseeable future. Without mitigation this could cause a negative effect in the short term as traffic is likely to increase (with development and in the absence of infrastructure to support more sustainable modes) and this will discourage people from walking and cycling. However, the council have now produced a document entitled "Transport and Development" and this outlines the steps the council will take to ensure that development is planned in a sustainable way and the Implementation Plan clearly sets out that the proposed transport action areas have been matched against the Somerset Sustainable Community Strategy and the County Plan and the council have looked at which elements of transport help to achieve the different goals, and how much they help. With declines in funding there is still a risk that negative effects may occur, but with the process outlined in the document above this will not be a significant negative effect.</p>	-	<p>Mitigation measure: The potential negative effects from the uncertainty in the plan have been mitigated through the inclusion of a process set out within the plan to ensure that negative impacts of the transport implementation plan are minimised and community objectives are met where possible. This consists of a prioritisation programme which looks at how schemes can help meet community objectives. The selected programme (or groups of schemes) will then be subject to an environmental assessment to determine impacts and any necessary barriers to implementation (or suitable mitigation required).</p>

Assessment Conclusions – accessibility
<p>Summary of performance:</p> <p>None of the policies will have a significant negative or significant positive effect on the SEA objectives. The policies in the Somerset County Council Transport Policies document largely perform well against the SEA objectives as they include measures to:</p> <ul style="list-style-type: none"> • Improve the provision of public and community transport that will help improve access to key facilities; and • Help improve access and facilities for certain groups of people, such as people with disabilities. <p>All of these measures, when implemented (recognising that the assessment of the Implementation Plan has shown that they are not likely to be implemented in the short term), will help improve accessibility for people in Somerset.</p> <p>As with the other SEA Objectives, there is some uncertainty over the implementation of the schemes in the strategies and the Implementation Plan in its current form is likely to have a minor negative effect due to the likely reduction in funding available. The plan stresses that maintenance of the highway</p>

Assessment Conclusions – accessibility

network is likely to be a priority and that funding for other areas of the transport system is likely to decline. This will cause a negative effect in the short term on accessibility in the absence of infrastructure to support public and community transport services. However, the council have set out a process to ensure that negative impacts of the transport implementation plan are minimised and community objectives are met where possible. This consists of a prioritisation programme which looks at how schemes can help meet community objectives. The selected programme (or groups of schemes) will then be subject to an environmental assessment to determine impacts and any necessary barriers to implementation (or suitable mitigation required).

Mitigation and enhancement measures:

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

- The potential negative effects from the uncertainty in the plan have been mitigated through the inclusion of a process set out within the plan to ensure that negative impacts of the transport implementation plan are minimised and community objectives are met where possible. This consists of a prioritisation programme which looks at how schemes can help meet community objectives. The selected programme (or groups of schemes) will then be subject to an environmental assessment to determine impacts and any necessary barriers to implementation (or suitable mitigation required).

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

- It will be important that if the funding situation does change in the future Policy SUS2 – SUS6 are re-written to ensure that more positive action can be planned.
- In future FTPs it is important that policy ensures that new development makes goods and services more accessible not less. It will be important that LDFs in Somerset do the same.

5 SEA Topic: Environment

Sustainability issues identified through the policy review and collection of baseline data include:

- Somerset is a county **rich in biodiversity** from international, national and local sites. Many of these sites and habitats occur next to highways, cycle routes, green lanes or other transport corridors. There have been significant declines in certain habitats and species in past years and much of the South West wildlife is still under threat. Without active management it can be assumed that some habitats and species at least will continue to decline.
- Somerset has a number of **Special Road Verges** which are identified sites within the highways that are of biodiversity interest, usually containing wild flowers of importance, such as orchids.
- **A large proportion of Somerset is protected landscape or is rural** in character. Transport can affect landscape in a number of ways and transport is having a detrimental effect on a number of countryside character areas.
- Transport planning can contribute to **green infrastructure networks** by enhancing biodiversity interest on rights of way and promoting new rights of way that link areas of green infrastructure. The rights of way network in Somerset is not as easy to use as it could be. Most resources will be targeted at improving the network that exists in the next few years (rather than expanding the network).
- Transport can have negative effects on the townscape and heritage of the settlements it passes through. Most roads in Taunton and Bridgwater and Yeovil will experience increases in traffic thus increasing impact on townscape.

The SEA is assessing the Somerset County Council Transport Policies against the following objectives:

Somerset County Council SEA objective. Will the Transport Policies...	Somerset County Council SEA question. Will the Transport Policies...
5. Environment	
5a: Protect and enhance biodiversity at all levels	<ul style="list-style-type: none"> • Cause direct habitat fragmentation / loss especially that would risk achievement of Somerset BAP priority targets? • Cause a change in traffic flows or nature of traffic (*) that will affect sensitive habitats or focal species?
5b: Protect and enhance buildings, sites, areas and features of historic, archaeological and architectural interest	<ul style="list-style-type: none"> • Cause direct impacts on sites or monuments through the provision of new infrastructure? • Cause a change in traffic flows or the nature of traffic (*) that affects townscape,

Somerset County Council SEA objective. Will the Transport Policies...	Somerset County Council SEA question. Will the Transport Policies...
	sites and monuments valued for their cultural heritage or changes the number of sites at risk?
5c: Protect and enhance landscape quality and character	<ul style="list-style-type: none"> • Cause changes in traffic flows in areas that are valued for their landscape character? • Introduction of new infrastructure to existing areas. This will include new routes, changes to highways signing, lighting and highway furniture such as noise barriers?

Please note that where it is judged that policies will have no impact on an SEA objective they have been screened out and, therefore, have not been addressed within the assessment matrices.

The effect of the draft plan on environment			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Goals	5a: The goals address protection of the countryside and this should be positive for habitats and therefore species.	+	
	5b: The goals address protection of the countryside and the local urban environment / townscape.	+	
	5c: The goals address protection of the countryside and this should be positive for the landscape.	+	
Policy 1 Now POS1			
Policy 2 Now SUS1			
Policy 3 Now SUS2	5a: If Policy 3 is successful in contributing to modal shift from cars to community transport, it could have an indirect positive impact on biodiversity and species through reduction of emissions. However, Policy SUS2 has	+	Enhancement measure: It will be important that if the funding situation does change in the future Policy SUS2

The effect of the draft plan on environment			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	been weakened as it has changed from stating that it will improve community transport / improve the way passenger transport networks work together / improve information to “we will do what we can to maintain essential services...” This is a more realistic view of the likely short term situation and in light of the funding situation could still be seen to be positive. However, the policy is less positive than the previous version.		is re-written to ensure that more positive action can be planned.
	5b: If Policy 3 is successful in contributing to modal shift from cars to community transport, it could have an indirect positive impact on protecting and enhancing historic assets through reduction in traffic flows within urban centres. See above regarding changes to policy SUS2	+	
	5c: If Policy 3 is successful in contributing to modal shift from cars to community transport, it could have an indirect positive impact on protecting and enhancing landscape quality and character, through reduction in traffic flows in rural areas. See above regarding changes to policy SUS2	+	
Policy 4 Now SUS2	5a: If Policy 4 is successful in contributing to modal shift from cars to public transport, it could have an indirect positive impact on biodiversity and species through reduction of emissions. See above regarding changes to policy SUS2	+	
	5b: If Policy 4 is successful in contributing to modal shift from cars to public transport, it could have an indirect positive impact on protecting and enhancing historic assets through reduction in traffic flows within urban centres. See above regarding changes to policy SUS2	+	
	5c: If Policy 4 is successful in contributing to modal shift from cars to public transport, it could have an indirect positive impact on protecting and enhancing landscape quality and character, through reduction in traffic flows in rural areas. See above regarding changes to policy SUS2	+	
Policy 5 Now	5a: If Policy 5 is successful in contributing to modal shift from cars to public transport, it could have an indirect positive impact on biodiversity and	+	

The effect of the draft plan on environment			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
SUS2	species through reduction of emissions. See above regarding changes to policy SUS2		
	5b: If Policy 5 is successful in contributing to modal shift from cars to public transport, it could have an indirect positive impact on protecting and enhancing historic assets through reduction in traffic flows within urban centres. See above regarding changes to policy SUS2	+	
	5c: If Policy 5 is successful in contributing to modal shift from cars to public transport, it could have an indirect positive impact on protecting and enhancing landscape quality and character, through reduction in traffic flows in rural areas. See above regarding changes to policy SUS2	+	
Policy 6 Now SUS3	5a: If Policy 6 is successful in contributing to modal shift from cars to public transport, it could have an indirect positive impact on biodiversity and species through reduction of emissions.	+	
	5b: If Policy 6 is successful in contributing to modal shift from cars to public transport, it could have an indirect positive impact on protecting and enhancing historic assets through reduction in traffic flows within urban centres.	+	
	5c: If Policy 6 is successful in contributing to modal shift from cars to public transport, it could have an indirect positive impact on protecting and enhancing landscape quality and character, through reduction in traffic flows in rural areas.	+	
Policy 7 Now SUS4	5a: Policy 7 does not contain any reference to biodiversity. Similarly to Policy 8, Policy 7 could have impacts on Natura 2000 sites. A similar mitigation measure should be included. The supporting text of Policy 13 that refers to loss or disturbance to Natura 2000 sites should be extended to include walking and cycle routes.	+	.
	5b:		

The effect of the draft plan on environment			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	5c:		
Policy 8 Now SUS5	5a: Policy 8 does not contain any reference to biodiversity, however, the Habitat Regulations Screening Assessment carried out on the Somerset County Council Transport Policies made the recommendation to add an additional measure, which would ensure that any new walking route does not contribute to increases in habitat degradation or loss, or species disturbance on or in areas ecologically supporting Natura 2000 sites. This new measure has been added to the supporting text of Policy 13.	+	
	5b:		
	5c:		
Policy 9 Now SUS 6	5a: Policy 9 lists actions in relation to Public Rights of Way (PRoW). Of these actions, work with the Countryside Team to ensure that access improvements are included in the development of County Wildlife Sites and community woodlands will be particularly positive for biodiversity.	+	
	5b:		
	5c: Actions such as ensuring that network improvements are secured prior to the sale of any County Farms, improving the PRoW on retained estate farms and enhancing signage and waymarking are likely to have a positive impact on protection and enhancement of the landscape character.	+	
Policy 10 Now SUS7	5a: If Policy 10 is successful in contributing to modal shift from cars to public transport, it could have an indirect positive impact on biodiversity and species through reduction of emissions. This will have a positive cumulative effect in association with the Great Western Route Utilisation Strategy which includes several schemes to increase capacity, journey times and services on several of the lines through Somerset.	+	
	5b: If Policy 10 is successful in contributing to modal shift from cars to public	+	

The effect of the draft plan on environment			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	transport, it could have an indirect positive impact on protecting and enhancing historic assets through reduction in traffic flows within urban centres. This will have a positive cumulative effect in association with the Great Western Route Utilisation Strategy which includes several schemes to increase capacity, journey times and services on several of the lines through Somerset. The Great Western Route Utilisation Strategy also includes a stakeholder aspiration to reopen a station in Wellington. If the station does re-open this could help to reduce commuting traffic to and from Wellington.		
	5c: If Policy 10 is successful in contributing to modal shift from cars to public transport, it could have an indirect positive impact on protecting and enhancing landscape quality and character, through reduction in traffic flows in rural areas. This will have a positive cumulative effect in association with the Great Western Route Utilisation Strategy which includes several schemes to increase capacity, journey times and services on several of the lines through Somerset.	+	
Policy 11 Now SUS8	5a: Supporting text to Policy 11 provides a list of measures to support the use of electric vehicles and other sustainable vehicle technologies, such as provision of vehicle charging points, electric sockets in new housing developments, vehicle battery disposal options and support for advancement of biofuels. This could have a positive effect on biodiversity protection and enhancement through reducing vehicle emissions if it results in the use of more sustainable vehicle types. A Habitat Regulations Assessment has been undertaken on the Somerset County Council Transport Policies, and this made the recommendation that the supporting text to this policy should stipulate that, before supporting new technologies, consideration should be given to wildlife species and habitats that are sensitive to changes in land use, and the provisions of the Conservation of Habitats and Species Regulations 2010 should be complied with. This text has been added to the final plan.	+	
	5b:		

The effect of the draft plan on environment			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	5c:		
Policy 12 Now SUS 9			
Policy 13 Now SUS10	5a: The policy will be positive for biodiversity as it aims to integrate biodiversity concerns into transport planning in Somerset. Examples include the provision of species and habitat action plans and actions to protect Natura 2000 sites.	+	
	5a: The policy will be positive for heritage and townscape as it aims to integrate environmental concerns into transport planning in Somerset. Examples include considering the impacts of work on the local urban environment.	+	
	5c: The policy will be positive for landscape as it aims to integrate landscape concerns into transport planning in Somerset. Examples include considering landscape character in the preparation of schemes and maintenance.	+	
Policy 14 Now ECN1	5a: If the policy is successful in reducing congestion and traffic it will be positive for biodiversity.	+	
	5b: If the policy is successful in reducing congestion and traffic it will be positive for heritage.	+	
	5c: If the policy is successful in reducing congestion and traffic it will be positive for landscape.	+	
Policy 15 Now ECN2	5a: If Policy 15 is successful in contributing to modal shift from cars to public transport, it could have an indirect positive impact on biodiversity and species through reduction of emissions. The emphasis in Policy SUS15 has been changed from making sure people don't have to travel far to access goods and services and can use sustainable modes to ensuring that	+	In future FTPs it is important that policy ensures that new development makes goods and services more accessible not less. It will be important that LDFs in Somerset do the same.

The effect of the draft plan on environment			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	developers take into account the way people travel. This is a subtle change in emphasis in the policy but does weaken the policy by removing the commitment that people should not have to travel further to access goods and services. The policy supporting text still lists many positive actions so the policy is still considered positive but the previous wording is considered to be more positive.		
	5b: If Policy 15 is successful in contributing to modal shift from cars to public transport, it could have an indirect positive impact on protecting and enhancing historic assets through reduction in traffic flows within urban centres. See above regarding changes to policy SUS15	+	
	5c: If Policy 15 is successful in contributing to modal shift from cars to public transport, it could have an indirect positive impact on protecting and enhancing landscape quality and character, through reduction in traffic flows in rural areas. See above regarding changes to policy SUS15	+	
Policy 16 Now ECN4			
Policy 17 Now ECN3	5a: Policy 17 sets out the strategy for parking management, which includes provision of Park & Ride sites in Taunton, Yeovil and Bridgewater. These may have an adverse impact on biodiversity through loss of habitat. However, the exact locations of these sites are unknown and it is assumed that this type of development will require EIA through the planning process. Therefore, it is appropriate to address this at the more detailed planning level. The final plan has made it clear that any development of the schemes listed in Annex B (and this includes park and ride sites) would be subject to further exploration of the impact they might have on Somerset's transport networks, environments, carbon emissions and natural resources and that the appropriate assessments, scheme appraisal processes and safety audits will also be undertaken for all schemes at the appropriate stage.	?	Mitigation measure: The potential negative effects from the uncertainty in the plan have been mitigated through the inclusion of a commitment within the final plan to ensure that schemes are subject to further exploration of the impact they might have on Somerset's transport networks, environments, carbon emissions and natural resources. The appropriate assessments, scheme appraisal processes and safety audits will also be undertaken for all schemes at the appropriate stage.

The effect of the draft plan on environment			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	5b: Policy 17 sets out the strategy for parking management, which includes provision of Park & Ride sites in Taunton, Yeovil and Bridgewater. These may have an adverse impact on heritage, however, the exact locations of these sites are unknown and it is assumed that this type of development will require EIA through the planning process. Therefore, it is appropriate to address this at the more detailed planning level.	?	See above
	5c: Policy 17 sets out the strategy for parking management, which includes provision of Park & Ride sites in Taunton, Yeovil and Bridgewater. These may have an adverse impact on landscape. However, the exact locations of these sites are unknown and it is assumed that this type of development will require EIA through the planning process. Therefore, it is appropriate to address this at the more detailed planning level.	?	See above
Policy 18 Now ECN5	5a: The main impact that the packages are likely to have is through changes to HGV routes (routing HGVs away from sensitive routes or changes that bring HGVs onto more sensitive routes). The Traffic Regulations Orders in particular may pose the risk of moving HGV traffic to more sensitive area in terms of environmental impact. However, the policy does recognise this and commits the council to considering this before implementing them.	+	
	5b: The main impact that the packages are likely to have is through changes to HGV routes (routing HGVs away from sensitive routes or changes that bring HGVs onto more sensitive routes). The Traffic Regulations Orders in particular may pose the risk of moving HGV traffic to more sensitive area in terms of environmental impact. However, the policy does recognise this and commits the council to considering this before implementing them.	+	
	5c: The main impact that the packages are likely to have is through changes to HGV routes (routing HGVs away from sensitive routes or changes that bring HGVs onto more sensitive routes). The Traffic Regulations Orders in particular may pose the risk of moving HGV traffic to more sensitive area in terms of environmental impact. However, the policy does recognise this and	+	

The effect of the draft plan on environment			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	commits the council to considering this before implementing them.		
Policy 19 Now ECN6			
Policy 20 Now EDU1	5a: If Policy 20 is successful in contributing to modal shift from cars to public transport, it could have an indirect positive impact on biodiversity and species through reduction of emissions. The policy has been amended to and has removed references to bringing the most benefits and minimising costs and risks. The policy now refers to making the best use of resources available. However, the supporting text sets out clearly how this system will work and will ensure risks are reduced and council objectives and local needs are met. The policy will still be positive but if the funding situation changes it would be more positive if the policy were definitive on the kinds of activities that might be used to implement the policy.	+	Enhancement measure: It will be important that if the funding situation does change in the future Policy EDU1 is re-written to ensure that more positive action can be planned.
	5b: If Policy 20 is successful in contributing to modal shift from cars to public transport, it could have an indirect positive impact on protecting and enhancing historic assets through reduction in traffic flows within urban centres. See above regarding changes to policy EDU1	+	
	5c: If Policy 20 is successful in contributing to modal shift from cars to public transport, it could have an indirect positive impact on protecting and enhancing landscape quality and character, through reduction in traffic flows in rural areas. See above regarding changes to policy EDU1	+	
Policy 21 Now SAF1	5a: Policy 21 highlights the fact that a Somerset Drivers Centre forms a long term part of the road safety strategy. The policy supporting text recognises that the environmental impact of such a centre would need to be considered.	+	
	5b: Policy 21 highlights the fact that a Somerset Drivers Centre forms a long term part of the road safety strategy. The policy supporting text recognises that the environmental impact of such a centre would need to be	+	

The effect of the draft plan on environment			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	considered.		
	5c: Policy 21 highlights the fact that a Somerset Drivers Centre forms a long term part of the road safety strategy. The policy supporting text recognises that the environmental impact of such a centre would need to be considered.	+	
Policy 22 Now SAF2			
Policy 23 Now HLT1			
Policy 24 Now HLT2			
Policy 25 Now HLT3			
Annex A	5a: A range of measures are given, relating to improvements to the rail network, bus network, freight routes, cycling and walking routes. If successful in promoting modal shift, these measures would have an indirect positive impact on biodiversity and species through reduction of emissions.	+	
	5b: Annex A lists the cross-boundary transport issues and aspirations for Somerset. A range of measures are given, relating to improvements to the rail network, bus network, freight routes, cycling and walking routes. If successful in promoting modal shift, these measures would have an indirect positive impact on protecting and enhancing historic assets through reduction in traffic flows within urban centres.	+	
	5c: Annex A lists the cross-boundary transport issues and aspirations for Somerset. A range of measures are given, relating to improvements to the rail network, bus network, freight routes, cycling and walking routes. If successful in promoting modal shift, these measures would have an indirect	+	

The effect of the draft plan on environment			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	positive impact on protecting and enhancing landscape quality and character, through reduction in traffic flows in rural areas.		
Annex B: Taunton Area and Yeovil Transport Measures			
Area wide initiatives			
Bridgwater	5a: The changes in traffic levels in association with the new development expected in the town will mainly affect routes in town centres or strategic routes so there will be no significant effect on habitats and species of value due to changes in traffic levels. Some of the schemes identified in the policy may cause negative impacts on biodiversity. The potential park and ride site may cause issues in relation to various protected species and habitats and may also have cumulative impacts in association with development at North East Bridgwater and the hospital site. However, the final plan has made it clear that any development of the schemes listed would be subject to further exploration of the impact they might have on Somerset's transport networks, environments, carbon emissions and natural resources and that the appropriate assessments, scheme appraisal processes and safety audits will also be undertaken for all schemes at the appropriate stage. Therefore, the impact of the policy has been scored as uncertain.	?	Mitigation measure: The potential negative effects from the uncertainty in the plan have been mitigated through the inclusion of a commitment within the final plan to ensure that schemes are subject to further exploration of the impact they might have on Somerset's transport networks, environments, carbon emissions and natural resources. The appropriate assessments, scheme appraisal processes and safety audits will also be undertaken for all schemes at the appropriate stage.
	5b: Traffic calming measures and pedestrian priority should have a positive effect on townscape within Bridgwater. There could be some negative impacts on features of historic interest from the park and bus site. However, no details are available on these schemes or their locations so the impact has been scored as uncertain.	?	See above
	5c: There could be some negative impacts on local landscape character from the park and bus site. However, no details are available on these schemes or their locations so the impact has been scored as uncertain.	?	See above
Taunton	5a: The changes in traffic levels in association with the new development	?	See above

The effect of the draft plan on environment			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	<p>expected in the town will mainly affect routes in town centres or strategic routes so there will be no significant effect on habitats and species of value due to changes in traffic levels. Some of the schemes identified in the policy may cause negative impacts on biodiversity including on Hestercombe House SAC and Annex B recognises this and states that any proposal would have to ensure that there is no adverse effect on the maintenance of the population of lesser horseshoe bats in order to comply with the Habitats Regulations. The location of new park and ride sites is unspecified and their impact is therefore unknown. However, the final plan has made it clear that any development of the schemes listed would be subject to further exploration of the impact they might have on Somerset's transport networks, environments, carbon emissions and natural resources and that the appropriate assessments, scheme appraisal processes and safety audits will also be undertaken for all schemes at the appropriate stage. Therefore, the impact of the policy has been scored as uncertain.</p>		
	<p>5b: Increased pedestrianisation should have a positive effect on townscape within Taunton. There could be some negative impacts on features of historic interest from the North Fitzwarren and Henlade bypass and the new park and ride site. However, no details are available on these schemes or their locations so the impact has been scored as uncertain.</p>	?	See above
	<p>5c: There could be some negative impacts on local landscape character from the North Fitzwarren and Henlade bypass and the new park and ride site. However, no details are available on these schemes or their locations so the impact has been scored as uncertain.</p>	?	See above
Wellington	<p>5a: The changes in traffic levels in association with the new development expected in the town will mainly affect routes in town centres or strategic routes so there will be no significant effect on habitats and species of value due to changes in traffic levels. The new road between Taunton Road and B3187 may cause negative impacts on biodiversity including on Hestercombe House SAC. Annex B recognises this and states that any</p>	?	See above

The effect of the draft plan on environment			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	proposal would have to ensure that there is no adverse effect on the maintenance of the population of lesser horseshoe bats in order to comply with the Habitats Regulations. However, the final plan has made it clear that any development of the schemes listed would be subject to further exploration of the impact they might have on Somerset's transport networks, environments, carbon emissions and natural resources and that the appropriate assessments, scheme appraisal processes and safety audits will also be undertaken for all schemes at the appropriate stage. Therefore, the impact of the policy has been scored as uncertain.		
	5b: Increased pedestrianisation and the development of the new road should have a positive effect on townscape within Wellington. There could be some negative impacts on features of historic interest from the new road between Taunton Road and the B3187. However, no details are available on this scheme so the impact has been scored as uncertain.	?	See above
	5c: There could be some negative impacts on local landscape character from the new road between Taunton Road and the B3187. However, no details are available on this scheme so the impact has been scored as uncertain.	?	See above
Yeovil highway			
Yeovil non highway			
HIN1: Transport Requirements for new nuclear development			

The effect of the draft plan on environment			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
HIN2: Requirement of an evidence based approach	5a: The policy provides for all environmental impacts to be mitigated / compensated for. However, it may be possible to put in place biodiversity / green infrastructure enhancements through the development and some of these could be delivered as part of new access routes. The policy, however, does not rule this out and this is likely to be delivered through the planning process for the development.	+	
	5b: As above	+	
	5c: As above	+	
HIN3: Evidence for the development consent application			
HIN4: Agreements prior to the commencement of construction			
Implementation Plan			
	A draft version of the implementation plan has been assessed. The final implementation plan is yet to be finalised and the levels of resources available to the County Council are not known. The plan stresses that maintenance of the highway network is likely to be a priority and that funding for other areas of the transport system is likely to decline. The effect of this is that the schemes highlighted above are unlikely to be implemented in the short term. This could mean that some negative environmental effects are avoided in the short term but also means that schemes to reduce the negative impacts of traffic on the environment and	?	Mitigation measure: The potential negative effects from the uncertainty in the plan have been mitigated through the inclusion of a process set out within the plan to ensure that negative impacts of the transport implementation plan are minimised and community objectives are

The effect of the draft plan on environment			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	townscape are not taken forward. In the absence of information on the likely timescales for schemes the impact has been scored as uncertain.		met where possible. This consists of a prioritisation programme which looks at how schemes can help meet community objectives. The selected programme (or groups of schemes) will then be subject to an environmental assessment to determine impacts and any necessary barriers to implementation (or suitable mitigation required).

Assessment Conclusions – Environment

Summary of performance:

None of the policies will have a significant negative or significant positive effect on the SEA objectives. The policies in the Somerset County Council Transport Policies document largely perform well against the SEA objectives as they include measures that will help reduce the impact of transport on the environment. The policies contained within the plan should help to provide alternative modes of transport and manage traffic to reduce the impact on communities and townscape and reduce congestion and traffic. All of these measures should help to reduce the impact of traffic on biodiversity and heritage and improve landscapes and townscapes. All of these measures, when implemented (recognising that the assessment of the Implementation Plan has shown that they are not likely to be implemented in the short term), will help improve the environment of Somerset. There are a number of impact-interactions between the environmental SEA objectives and the other SEA objectives. For example, there is a clear inter-relationship between air quality and biodiversity. A positive impact on air quality (as highlighted in the health section above) could have an indirect and cumulative effect on biodiversity as improved air quality can help to reverse the degradation of some habitats. There is also a clear inter-relationship between effects on urban and rural centres and heritage/townscape. If traffic management measures are put in place to improve the quality of centres this is likely to have a positive impact on heritage (as many of Somerset's towns and villages have historic cores).

Several policies are likely to have an uncertain impact. This includes the effects of the listed park and ride sites and the Taunton, Bridgwater and Wellington schemes in Annex B on heritage and landscape. The Council has indicated that there are no details available on these schemes and their locations so the impact has been scored as uncertain. The Implementation Plan could also have an uncertain effect as it highlights funding cuts. The effect of this is that the schemes highlighted above are unlikely to be implemented in the short term. This could mean that some negative environmental effects are avoided in the short term but also means that schemes to reduce the negative impacts of traffic on townscape are not taken forward. In the absence of information on the likely timescales for schemes the impact has been scored as uncertain.

Assessment Conclusions – Environment**Mitigation and enhancement measures:****Mitigation measures identified to address potential negative or uncertain effects are as follows:**

- The final plan has made it clear that any development of the schemes listed would be subject to further exploration of the impact they might have on Somerset's transport networks, environments, carbon emissions and natural resources and that the appropriate assessments, scheme appraisal processes and safety audits will also be undertaken for all schemes at the appropriate stage.
- Mitigation measure: The potential negative effects from the uncertainty in the plan have been mitigated through the inclusion of a process set out within the plan to ensure that negative impacts of the transport implementation plan are minimised and community objectives are met where possible. This consists of a prioritisation programme which looks at how schemes can help meet community objectives. The selected programme (or groups of schemes) will then be subject to an environmental assessment to determine impacts and any necessary barriers to implementation (or suitable mitigation required).

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

- It will be important that if the funding situation does change in the future Policy SUS2 – SUS6 and EDU1 are re-written to ensure that more positive action can be planned.
- In future FTPs it is important that policy ensures that new development makes goods and services more accessible not less. It will be important that LDFs in Somerset do the same.

6 SEA Topic: Natural Resources

- There is **no data available on the amount of renewable energy** used in the transport system in Somerset. The target is 10% of the total energy use in transport systems to be derived from renewable sources;
- Somerset's cars **emit more CO₂ than in other areas** because of the rural nature of the county and the average age of the fleet. Road transport emits a higher amount of CO₂ in Sedgemoor, South Somerset and Taunton Deane. This is likely to be due to the rural nature of South Somerset and the influence of the M5 in Sedgemoor and Taunton Deane;
- The county is likely to experience **a number of changes due to climate change** such as warmer wetter winters, more stormy weather and hotter summers. This will have numerous effects on the transport system;
- **Water consumption per head is higher** in Somerset than in the UK as a whole. This is an important issue in terms of maintenance;
- There has been deterioration in groundwater quality in the Wessex Water region. Transport can also have impacts on sensitive watercourses and soil if drainage is not adequate;
- Use of recycled aggregates – **Somerset re-uses a high proportion of road planings** and this should continue; and
- Transport of minerals and waste by road can cause problems to local communities.

The SEA is assessing the Somerset County Council Transport Policies against the following objectives:

Somerset County Council SEA objective. Will the Transport Policies...	Somerset County Council SEA question. Will the Transport Policies...
6. Natural resources	
6a: Reduce the contribution of the transport system to carbon emissions	<ul style="list-style-type: none"> • Cause a change in vehicle miles or a change in the nature of traffic (*) that would cause changes in fuel use and CO₂ that would assist in meeting the SCS target of reducing the amount of carbon dioxide produced per person in Somerset (link to LAA indicator NI 185: CO₂ reduction from Local Authority operations; NI 186: per capita CO₂ emissions in the Local Authority area) • Increase the use of energy from renewable sources in the transport system (to reach a target of 10% of the total energy consumed)
6b: Ensure that the transport system can cope with the unavoidable effects of climate change	<ul style="list-style-type: none"> • Reduce the unavoidable effects of climate change (link to LAA indicator NI 188: Adapting to climate change)

Somerset County Council SEA objective. Will the Transport Policies...	Somerset County Council SEA question. Will the Transport Policies...
6c: Minimise the impact of the transport system on water resources, soil and mineral resources	<ul style="list-style-type: none"> • Cause an improvement in water quality that could help to meet the WFD target of achievement of good ecological status of water bodies by 2015? • Cause changes to maintenance regimes that may decrease the need for water or decrease the potential for flooding? • Reduce the demand for aggregate? • Help to protect loss or pollution of soils which support valued habitats or are already experiencing erosion?

Please note that where it is judged that policies will have no impact on an SEA objective they have been screened out and, therefore, have not been addressed within the assessment matrices.

The effect of the draft plan on natural resources			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Goals	6a: The goals address encouraging more sustainable modes of transport and helping communities to travel less and if these are effective in getting people to use their cars less it will be positive in terms of carbon emissions.	+	
	6b: The goals address the importance of everyone being aware of the impact of climate change on the county and of the importance of managing its effects. This should be positive for ensuring the county adapts to climate change.	+	
	6c: The goals do not address pollution directly but do address encouraging more sustainable modes of transport and helping communities to travel less. If this helps to reduce traffic the pollution from traffic will be reduced.	+	
Policy 1 Now POS1			
Policy 2 Now	6a: Publishing an annual Climate Change Action Plan to deal with the causes	-	Mitigation measure: The amended

The effect of the draft plan on natural resources			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
SUS1	of climate change should lead to a reduction of carbon emissions. The amended policy has removed the commitment to reduce carbon emissions. As emissions are increasing from baseline trend information then removing the commitment to reduce these emissions means that the plan will have a minor negative effect.		policy has removed the commitment to reduce carbon emissions. Removing this commitment weakens the policy in terms of its implementation. Future transport policy documents should include a commitment to reducing the council's carbon emissions and planning for climate change adaptation.
	6b: Publishing an annual Climate Change Action Plan to deal with the effects of climate change should help ensure that the transport system can cope with the effects of climate change.	+	
	6c:		
Policy 3 Now SUS2	6a: Policy 3 could lead to a positive impact in reducing carbon emissions if it were successful in contributing to modal shift from private car to community transport. However, Policy SUS2 has been weakened as it has changed from stating that it will improve community transport / improve the way passenger transport networks work together / improve information to "we will do what we can to maintain essential services..." This is a more realistic view of the likely short term situation and will have a neutral effect on carbon emissions.	0	Enhancement measure: It will be important that if the funding situation does change in the future Policy SUS2 is re-written to ensure that more positive action can be planned.
	6b:		
	6c:		
Policy 4 Now SUS2	6a: Policy 4 could lead to a positive impact in the reduction of carbon emissions if the strategy for improving bus and community transport were successful in contributing to modal shift from private car to bus and community transport. See above regarding changes to policy SUS2.	0	
	6b: Increases in temperature and rainfall at certain times of the year (under climate change scenarios) may make people less willing to use the bus.	+	

The effect of the draft plan on natural resources			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	However, the plan does recognise this and states that it may undertake to improve bus stops and interchanges and will consider how it could contribute to climate change mitigation and adaption. See above regarding changes to policy SUS2		
	6c:		
Policy 5 Now SUS2	6a: Policy 5 could lead to a positive impact in the reduction of carbon emissions by improving the range of local bus information available and thus encouraging people to shift from private car to bus. This policy deals with the type of bus information available to the public and the way in which the bus information should be made available and provides methods for the information on existing bus services to adapt to new technologies. See above regarding changes to policy SUS2.	0	
	6b:		
	6c:		
Policy 6 Now SUS3	6a: Policy 6 could lead to a positive impact in the reduction of carbon emissions if it were successful in contributing to modal shift away from private car and reducing congestion. This should be particularly successful, as research has indicated that people can't always find the travel information that they need within the county.	+	
	6b:		
	6c:		
Policy 7 Now SUS4	6a:		
	6b: Under climate change forecasts weather may get hotter and also wetter at certain times of the year and this may discourage people from cycling. However, the plan does recognise this and states that it may undertake to improve facilities and will consider how it could contribute to climate change	+	

The effect of the draft plan on natural resources			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	mitigation and adaption. By providing shaded paths, avoiding areas at risk from flooding or using materials which don't contribute to surface water runoff, for example		
	6c:		
Policy 8 Now SUS5	6a:		
	6b: Under climate change forecasts weather may get hotter and also wetter at certain times of the year and this may discourage people from walking. However, the plan does recognise this and states that it may undertake to improve facilities and will consider how it could contribute to climate change mitigation and adaption. By providing shaded paths, avoiding areas at risk from flooding or using materials which don't contribute to surface water runoff, for example	+	
	6c:		
Policy 9 Now SUS 6			
Policy 10 Now SUS7	6a: Policy 10 could lead to a positive impact in the reduction of carbon emissions by encouraging modal shift from private car to rail through initiatives such as promoting the improved consistency of station facilities and research into the need for new services. This will have a positive cumulative effect in association with the Great Western Route Utilisation Strategy which includes several schemes to increase capacity, journey times and services on several of the lines through Somerset.	+	
	6b:		
	6c:		
Policy 11	6a: Policy 11 could lead to a positive impact in the reduction of carbon emissions by encouraging modal shift from private car to new technologies	+	

The effect of the draft plan on natural resources			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Now SUS8	such as electric vehicles through initiatives such as supporting the provision of electric vehicle charging points at locations and encouraging developers to install electric sockets in new developments.		
	6b:		
	6c:		
Policy 12 Now SUS 9			
Policy 13 Now SUS10	6b: The policy will be positive as it seeks to ensure that work does not create an additional risk of flooding and, where possible, measures can be implemented to help reduce the risk of flooding in the future.	+	
Policy 14 Now ECN1	6a: If the policy is successful in reducing congestion and traffic it will be positive for carbon emissions.	+	
Policy 15 Now ECN2	6a: Policy 15 should be positive in reducing carbon emissions as it seeks to put in place measures to reduce car travel from new developments. The emphasis in Policy SUS15 has been changed from making sure people don't have to travel far to access goods and services and can use sustainable modes to ensuring that developers take into account the way people travel. This is a subtle change in emphasis in the policy but does weaken the policy by removing the commitment that people should not have to travel further to access goods and services. The policy supporting text still lists many positive actions so the policy is still considered positive but the previous wording is	+	In future FTPs it is important that policy ensures that new development makes goods and services more accessible not less. It will be important that LDFs in Somerset do the same.

The effect of the draft plan on natural resources			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	considered to be more positive.		
	6b: The supporting text to Policy 15 states that developers should take account of climate change in the layout of developments. See above regarding changes to policy SUS15	+	
	6c:		
Policy 16 Now ECN4			
Policy 17 Now ECN3	6a: Policy 17 could lead to a positive impact in the reduction of carbon emissions through modal shift achieved by the implementation of Park and Ride schemes that help reduce congestion and by providing parking facilities for cyclists, by promoting active travel etc.	+	
	6b:		
	6c:		
Policy 18 Now ECN5	6a: In order to have a positive effect on carbon emissions, the policy would need to cause a significant change in vehicle miles. The main impact on vehicle miles is likely to come from developing Traffic Regulation Orders. These orders are likely to lengthen routes that HGVs have to take and so increase carbon emissions. If Traffic Regulation Orders are taken forward their routing should be carefully planned and monitored to ensure that they do not increase the level of carbon emissions unacceptably. However, the policy does recognise this and commits the council to considering this before implementing them.	+	
	6b:		
	6c:		
Policy 19	6a:		

The effect of the draft plan on natural resources			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Now ECN6	6b: Policy 19 will help ensure the condition of assets will be regularly monitored and improvements are made to improve the standard of the transport asset. This should help ensure that the transport system can cope with the effects of climate change. The policy supporting text also states that maintenance will be prioritised based on local needs and Council goals and objectives.	+	
	6c: The policy could be positive in reducing the impact on minerals resources if good quality materials are used as it makes reference to sustainable and responsibly sourced materials.	+	
Policy 20 Now EDU1	6a: Policy 20 could lead to a positive impact on carbon emissions reductions through initiatives to encourage modal shift away from private car and measures to reduce congestion such as improve integration of school travel planning and the provision of school transport. The policy has been amended to and has removed references to bringing the most benefits and minimising costs and risks. The policy now refers to making the best use of resources available. However, the supporting text sets out clearly how this system will work and will ensure risks are reduced and council objectives and local needs are met. The policy will still be positive but if the funding situation changes it would be more positive if the policy were definitive on the kinds of activities that might be used to implement the policy.	+	Enhancement measure: It will be important that if the funding situation does change in the future Policy EDU1 is re-written to ensure that more positive action can be planned
	6b:		
	6c:		
Policy 21 Now SAF1			
Policy 22 Now SAF2	6a: Motorcycles represent a more efficient use of resources than the private car in terms of both their fuel efficiency and manufacture and the smaller and newer machines produce lower CO ₂ emissions than most cars. It will be important that the Council promotes the safe and responsible use of smaller	+	

The effect of the draft plan on natural resources			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	machines (as bigger machines have little pollution benefit over cars). The plan does discuss a Moped Loan Scheme that will help to achieve this and other measures to promote smaller machines are included in the Council's Motorcycling Strategy.		
	6b:		
	6c:		
Policy 23 Now HLT1			
Policy 24 Now HLT2			
Policy 25 Now HLT3			
Annex A	6a: A range of measures are given, relating to improvements to the rail network, bus network, freight routes, cycling and walking routes. If successful in promoting modal shift, these measures would have a positive impact on reducing carbon emissions through reduction in traffic flows within urban centres	+	
	6b:		
	6c:		
Annex B: Taunton Area and Yeovil Transport Measures			
Area wide initiatives	6a: Annex B could lead to a positive impact in the reduction of carbon emissions through the promotion of electric vehicles and by reducing congestion through the management of traffic to make better use of the road network.	+	

The effect of the draft plan on natural resources			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	6b:		
	6c:		
Bridgwater	6a: The change in CO ₂ emissions resulting from future development and the traffic this causes is not known from the measures outlined for Bridgwater. The effect has been assessed as uncertain (although CO ₂ emissions are likely to rise). However, the final plan has made it clear that any development of the schemes listed would be subject to further exploration of the impact they might have on Somerset's transport networks, environments, carbon emissions and natural resources and that the appropriate assessments, scheme appraisal processes and safety audits will also be undertaken for all schemes at the appropriate stage.	?	Mitigation measure: The potential negative effects from the uncertainty in the plan have been mitigated through the inclusion of a commitment within the final plan to ensure that schemes are subject to further exploration of the impact they might have on Somerset's transport networks, environments, carbon emissions and natural resources. The appropriate assessments, scheme appraisal processes and safety audits will also be undertaken for all schemes at the appropriate stage.
	6b:		
	6c: The effects of the listed schemes in the policy on water resources, soils and minerals are unknown. However, any new infrastructure is likely to require aggregates and could potentially cause water and soil pollution.	?	See above
Taunton	6a: The change in CO ₂ emissions resulting from future development and the traffic this causes is not known from the measures outlined for Taunton. The effect has been assessed as uncertain (although CO ₂ emissions are likely to rise).	?	See Bridgwater
	6b:		
	6c: The effects of the listed schemes in the policy on water resources, soils and minerals are unknown. However, any new infrastructure is likely to require aggregates and could potentially cause water and soil pollution.	?	See Bridgwater

The effect of the draft plan on natural resources			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
Wellington	6a: The change in CO ₂ emissions resulting from future development and the traffic this causes is not known from the measures outlined for Wellington. The effect has been assessed as uncertain (although CO ₂ emissions are likely to rise).	?	See Bridgwater and Taunton
	6b:		
	6c: The effects of the listed schemes in the policy on water resources, soils and minerals are unknown. However, any new infrastructure is likely to require aggregates and could potentially cause water and soil pollution.	?	See Bridgwater and Taunton
Yeovil highway			
Yeovil non highway	6a: The change in CO ₂ emissions is not known from the measures outlined for Yeovil. The effect has been assessed as uncertain.	?	See Bridgwater, Taunton and Wellington
	6b:		
	6c: The effects of the listed schemes in the policy on water resources, soils and minerals are unknown. However, any new infrastructure is likely to require aggregates and could potentially cause water and soil pollution.	?	See Bridgwater, Taunton and Wellington
HIN1: Transport Requirements for new nuclear development			
HIN2: Requirement of an evidence	6a: The policy aims to minimise the volume of traffic associated with the new development, provide sustainable transport solutions for workers and visitors and improve the transport network all of which should provide a positive outcome for this objective	+	

The effect of the draft plan on natural resources			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
based approach	6b: No direct reference to adapting to climate change but sustainable transport solutions could be inferred to include mitigating against climate change.	+	
	6c: The policy provides for all environmental impacts to be mitigated / compensated for so this policy should have a positive impact.	+	
HIN3: Evidence for the development consent application			
HIN4: Agreements prior to the commencement of construction			
Implementation Plan			
	A draft version of the implementation plan has been assessed. The final implementation plan is yet to be finalised and the levels of resources available to the County Council are not known. The plan stresses that maintenance of the highway network is likely to be a priority and that funding for other areas of the transport system is likely to decline. The fact that maintenance is remaining a priority will be positive for climate change adaptation as the funding should still be available to ensure that the transport system is maintained in a way that should help to reduce flooding and drainage issues, for example. However, in terms of emissions of CO ₂ , without mitigation this could cause a significant negative effect in the short term as traffic is likely to rise as development and growth continues and in the absence of schemes to encourage modal shift. However, the council have now produced a document	-	Mitigation measure: The potential negative effects from the uncertainty in the plan have been mitigated through the inclusion of a process set out within the plan to ensure that negative impacts of the transport implementation plan are minimised and community objectives are met where possible. This consists of a prioritisation programme which looks at how schemes can help meet community

The effect of the draft plan on natural resources			
	Impact of the option (including if appropriate nature and spatial extent of the impact, probability, duration, frequency and reversibility)	Significance of the effect	Suggested mitigation and enhancement measures
	entitled "Transport and Development" and this outlines the steps the council will take to ensure that development is planned in a sustainable way and the Implementation Plan clearly sets out that the proposed transport action areas have been matched against the Somerset Sustainable Community Strategy and the County Plan and the council have looked at which elements of transport help to achieve the different goals, and how much they help. With declines in funding there is still a risk that negative effects may occur, but with the process outlined in the document above this will not be a significant negative effect.		objectives. The selected programme (or groups of schemes) will then be subject to an environmental assessment to determine impacts and any necessary barriers to implementation (or suitable mitigation required).

Assessment Conclusions – Natural resources
<p>Summary of performance:</p> <p>None of the policies will have a significant negative or significant positive effect on the SEA objectives. The policies in the Somerset County Council Transport Policies document largely perform well against the SEA objectives as they include measures to:</p> <ul style="list-style-type: none"> • Encourage modal shift; • Manage traffic better; and • Plan for the impacts of climate change. <p>All of these measures, when implemented (recognising that the assessment of the Implementation Plan has shown that they are not likely to be implemented in the short term), will help to conserve the natural resources of Somerset and reduce carbon emissions. In a similar way to the health, community and economy SEA objectives, many of the policies are likely to inter-relate to have a cumulative effect on traffic miles and therefore, carbon emissions.</p> <p>Some of the policies have an uncertain impact. The Taunton, Bridgwater, Yeovil and Wellington schemes in Annex B will have an uncertain impact on natural resources. The Council has indicated that there are no details available on these schemes and their locations so the impact on natural resources has been scored as uncertain.</p> <p>As with the other SEA objectives, there is some uncertainty over the implementation of the schemes in the strategies and the Implementation Plan in its current form is likely to have a minor negative effect due to the likely reduction in funding available. The plan stresses that maintenance of the highway network is likely to be a priority and that funding for other areas of the transport system is likely to decline. However, in terms of emissions of CO₂ the effect is likely to be negative in the short term as traffic is likely to rise as development and growth continues and in the absence of schemes to encourage modal shift. However, the council have set out a process to ensure that negative impacts of the transport implementation plan are minimised and community objectives are met where possible. This consists of a prioritisation programme which looks at how schemes can help meet community objectives. The selected programme (or groups of schemes) will then be subject to an environmental assessment to determine impacts and any necessary barriers to implementation</p>

Assessment Conclusions – Natural resources

(or suitable mitigation required).

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

- The potential negative effects from the uncertainty in the plan have been mitigated through the inclusion of a commitment within the final plan to ensure that schemes are subject to further exploration of the impact they might have on Somerset's transport networks, environments, carbon emissions and natural resources. The appropriate assessments, scheme appraisal processes and safety audits will also be undertaken for all schemes at the appropriate stage.
- The potential negative effects from the uncertainty in the plan have been mitigated through the inclusion of a process set out within the plan to ensure that negative impacts of the transport implementation plan are minimised and community objectives are met where possible. This consists of a prioritisation programme which looks at how schemes can help meet community objectives. The selected programme (or groups of schemes) will then be subject to an environmental assessment to determine impacts and any necessary barriers to implementation (or suitable mitigation required).
- The amended policy SUS 1 has removed the commitment to reduce carbon emissions. Removing this commitment weakens the policy in terms of its implementation. Future transport policy documents should include a commitment to reducing the council's carbon emissions and planning for climate change adaptation.

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

- It will be important that if the funding situation does change in the future Policy SUS2 – SUS6 and EDU1 are re-written to ensure that more positive action can be planned.
- In future FTPs it is important that policy ensures that new development makes goods and services more accessible not less. It will be important that LDFs in Somerset do the same.