



Somerset County Council
Transport Policies
Strategic Environmental
Assessment

Environmental Report –
Annex

Prepared for:

**Somerset County Council
Taunton**

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Appendix 1: Assessment of the Adopted FTP

1 Introduction

1.1 This report

The Somerset Future Transport Plan (FTP) and its Supporting Policy Documents have been subject to a full strategic environmental assessment (SEA) in line with the requirements of *Statutory Instrument 2004 No. 1633: The Environmental Assessment of Plans and Programmes Regulations 2004* (otherwise known as the SEA Regulations). These Regulations require an environmental assessment to be carried out on certain plans and programmes prepared by public authorities that are likely to have a significant effect upon the environment. Certain plans, including Local Transport Plans (of which the FTP is an example), have been deemed by the Government to automatically require SEA¹.

The SEA has been carried out by independent consultants, ENVIRON using the following guidance: Department for Transport (April 2009): *Strategic Environmental Assessment for Transport Plans and Programmes. TAG Unit 2.11. "In draft" Guidance.*

An Environmental Report was published in October 2010 that set out the methodology of the SEA and the results of the assessment that had been carried out on the plan options and the FTP and its Supporting Policy Documents. The Environmental Report was subject to consultation with local stakeholders at the same time as the Draft FTP and its Supporting Policy Documents.

Somerset County Council has considered the consultation responses to the Draft FTP and its Supporting Policy Documents and the results of the SEA and has completed the final document, the Adopted FTP and Supporting Policy Documents. It is now necessary to consider what the environmental and sustainability effects of the Adopted FTP and Supporting Policy Documents will be.

This report outlines the changes made to the plan and their likely implications for sustainability. It is important that this report is read in conjunction with the Somerset Draft FTP Environmental Report. This document is available on the following website:

<http://www.somerset.gov.uk/irj/public/services/directory/service?rid=/guid/10a792ea-dddd-2d10-0c92-f8a877a39b80>

1.2 The structure of this report

This report is divided into the following sections:

- **Section 2** identifies and reports on the assessment of the significant changes to the plan; and
- **Section 3** outlines how the effects of the Adopted FTP and Supporting Policy Documents will be monitored.

¹ This is set out as a requirement in LTP guidance and also in Appendix 1 of *A Practical Guide to the Strategic Environmental Assessment Directive* (Office of the Deputy Prime Minister, 2005).

2 Identifying and assessing the significant changes

2.1 Identifying the changes to the plan

Changes have been made to the plan in response to the SEA recommendations and consultation responses. Changes have also been made to reflect any political and policy changes that have occurred since the publication of the Draft FTP and Supporting Policy Documents. Examples include changes to the position with regards to the District Local Development Frameworks due to the abolition of the Regional Spatial Strategy.

Table 1 summarises the significant changes that have been made to the strategy.

Table 1: Schedule of Changes		
Old version	New version	Changes
Schedule of Policies		
Policy 1 Community and Partnership involvement	POS 1 Community and Partnership involvement	No changes made to the policy
Policy 2 Climate change	SUS1: Climate change	The policy has removed the phrase “We will work to reduce our carbon emissions whilst planning for the effect climate change will have on transport”
Policy 3 Bus and community transport services	SUS2: Bus and community transport services	Changed from: Policy 3 We will help to develop, promote and improve existing community transport services and explore the potential for developing new ones.
Policy 4 Integrating Passenger Transport		Policy 4: We will improve the way our passenger transport network works together. We will help improve facilities, timetables, the reliability of buses and introduce smartcard ticketing.
Policy 5 Bus and Community Transport Information		Policy 5: We will improve the information available about bus and community transport by creating a single point of contact online and by phone. We will explore how other new technologies could help improve the way we provide this information. To: (SUS2) We will do what we can to maintain essential services in the early years of this plan and work to improve the way services work together and provide better bus information during its later years.
Policy 6 Smarter Travel Choices	SUS 3 Smarter Choices	Changed reference to One Stop Shop to high quality transport information
Policy 7: Cycling	SUS 4 Cycling	Has changed from providing appropriate and well connected facilities. To: We will support the provision of appropriate and well connected cycling facilities.
Policy 8 Walking	SUS5: Walking	Has changed from: We will help people make more trips by foot. We will improve the quality, attractiveness and comprehensiveness of Somerset’s pedestrian routes and

Table 1: Schedule of Changes

Old version	New version	Changes
		<p>help people to see walking as a smarter and healthier way to travel.</p> <p>To: We will help people make more trips on foot and help people see the benefits of walking.</p>
Policy 9 Rights of Way	SUS6 Rights of Way	<p>Changed from:</p> <p>We will improve the quality and accessibility of our Rights of Way network. We will work to connect more places with our Rights of Way and improve the information available to help people use them.</p> <p>To: We will work to maintain our Rights of Way network and improve the information available to help people use them.</p>
Policy 10 Rail	SUS7 Rail	No changes made to the policy
Policy 11 Emerging Technologies	SUS8 Emerging Technologies	Changed from “support” to “consider how they could help us meet our challenges”
Policy 12 Noise	SUS9 Noise	<p>Changed from: We will manage the effect noise has on our communities at problem locations. We will assess sites according to the Department for Environment, Food and Rural Affairs' guidance and prioritise possible solutions based on how well they fit with our goals and challenges.</p> <p>To: We will manage the effect transport-related noise has on our communities at problem locations. We will assess sites according to the Department for Environment, Food and Rural Affairs' guidance and prioritise possible solutions.</p>
Policy 13 Landscapes and biodiversity	SUS10 Landscapes and biodiversity	<p>Changed from: We will protect Somerset’s landscapes and biodiversity by raising awareness, developing plans to tackle specific issues and making sure our own work does not damage them.</p> <p>To: We will protect Somerset’s landscapes and biodiversity by working to minimise the effect transport schemes have on them.</p>
Policy 14 Car and Taxi	ECN1 Car and taxi	<p>From: We will tackle the most congested parts of the road network to make journeys quicker and more reliable. We will work to manage the road network better and improve the most congested junctions and stretches of road. We will make sure new developments don’t make conditions worse for existing drivers.</p> <p>To: We will work to better manage the traffic on the roads and improve the most congested junctions and routes. We will work with developers to try and make sure new developments don’t make conditions worse.</p>
Policy 15 Sustainable	ECN2 Sustainable	From: We will work to make sure new developments are set out so that people do not have to travel so far to

Table 1: Schedule of Changes		
Old version	New version	Changes
development	development	<p>access goods and services, and to make it easier for them to use sustainable modes of transport that are appropriate for their location.</p> <p>To: We will work with developers to ensure they take into account the way people travel, and how people travel, to access services.</p>
Policy 16 Information & Communication Technology	ECN4 Information & Communication Technology	Policy has removed the following sentence: We will improve Somerset residents' ability to access and use ICT.
Policy 17 Parking	ECN3 Parking	<p>From: We will encourage people to use the right sort of car park for their trip and help provide parking facilities for more sustainable means of travel(46). We will manage the negative effects of parking and help plan new developments appropriately.</p> <p>To: We will help improve parking facilities to encourage more sustainable means of travel. We will work to improve the management of parking and help plan new developments appropriately.</p>
Policy 18 Freight	ECN5 Freight	Policy has changed the word relationships to communication (between hauliers and communities)
Policy 19 Maintenance	ECN6 Maintenance	<p>From: We will maintain our network in a way that targets our work to bring the most benefits, minimises long term costs and reduces the risks we face.</p> <p>To: We will maintain our network in a way that makes best use of the resources available.</p>
Policy 20 School travel	EDU1 School travel	<p>From: We will help improve travel to Somerset's schools with training, promotion, safety initiatives and better walking and cycling routes. We will make the school transport services we provide more efficient.</p> <p>To: We will help people walk and cycle to Somerset's schools and make the school transport services we provide more efficient.</p>
Policy 21 Road safety	SAF1 Road safety	Changed to reflect the fact that Somerset County Council needs to work with partner organisations to improve safety
Policy 22 Motorcycling	SAF2 Motorcycling	<p>From: We will promote safe and responsible motorcycling through safety schemes and by working to improve parking provision.</p> <p>To: We will promote safe and responsible motorcycling by working with our partners to deliver our road safety policy and helping to improve parking provision.</p>
Policy 23 Active travel	HLT1 Stay active	Added the example of walking and cycling as a healthy form of transport.
Policy 24 Access	HLT2 Access to	From: We will improve people's ability to access

Table 1: Schedule of Changes		
Old version	New version	Changes
to health	health	<p>healthcare services by sharing our plans with the people who provide them and helping to develop 'out of hours' transport to healthcare services.</p> <p>To: We will talk to healthcare providers about transport plans, to help make it easier for people to access their services. We will help to develop 'out of hours' transport to healthcare services.</p>
Policy 25 Air Quality	HLT3 Air Quality	<p>From: We will make sure any changes to the transport system do not increase pollution.</p> <p>To: We will work to minimise the effect any changes to Somerset's transport systems have on air pollution.</p>
Annex A Cross Boundary Issues	Annex A Cross Boundary Issues	There are no changes to the Annex
Annex B Taunton Area and Yeovil Transport Measures	Annex B Taunton Area and Yeovil Transport Measures	<p>Area wide initiatives: changed from ensure HGV deliveries take place outside main shopping and commuting hours to encourage...</p> <p>Bridgwater initiatives: removal of reference to 20mph zones; removal of reference to North Petherton Bypass and removal of reference to new road between Bristol Road and Taunton Road adjacent to the M5</p> <p>Taunton initiatives: removal of reference to high quality, secure multi-storey car parks and removal of reference to 20mph zones.</p> <p>Wellington initiatives: removal of reference to 20mph limits in zones across all of Rockwell and Wellington, traffic calming and HGV restrictions.</p> <p>Yeovil initiatives: changed from Cycle link provided on A37 between Ilchester and Yeovilton to Cycle link provided on A37 between Ilchester and Yeovil.</p>
Transport and Development Document		
The Draft Transport and Development document does not have any policies in it.	Policy now has 4 new policies: HIN1: Transport Requirements for new nuclear development	New policy
	HIN2: Requirement of an evidence based approach	New policy
	HIN3: Evidence for the development consent application	New policy

Table 1: Schedule of Changes		
Old version	New version	Changes
	HIN4: Agreements prior to the commencement of construction	New policy
Implementation Plan		
The team assessed a draft version of the Implementation Plan	Final Implementation Plan reviewed	The final Implementation Plan now has budget figures allocated to it. The previous version did not yet have these figures as they had not been determined.

2.2 The effects of the Adopted FTP

The assessment of the Draft FTP and Supporting Policy Documents was carried out on a topic by topic basis and the full assessment recorded in assessment matrices. For this final assessment these matrices have been updated and where changes to the plan will change the assessment conclusions this has been recorded. These new assessment matrices can be found in **Appendix 1**.

To ensure that the assessment of the changes is as clear as possible, where changes have been made to the assessment these are written in Appendix 1 in red text. The assessment matrices as completed, therefore, represent an assessment of the sustainability effects of the Adopted Plan as a whole (including changes made since the draft plan).

The effects of the Adopted FTP and Supporting Policy Documents is summarised in Table 2.

2.3 Effects of the Final Plan

The changes to the draft policies have not been substantive in regard to the content of the policies, but rather to the intent and commitment that lies behind them. Removing words such as improve and enhance infers a maintaining of a *status quo* rather than an attempt to improve conditions. Whilst this is not necessarily a negative effect it does dilute some of the positive messages from the draft plan.

Table 2: Effects of the Adopted FTP	
Effects of the plan	Mitigation and enhancement measures
SEA topic: Health	
<p>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:</p> <ul style="list-style-type: none"> • 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. <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 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.</p> <p>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</p>	<p>Mitigation measures identified to address potential negative or uncertain effects are as follows:</p> <ul style="list-style-type: none"> • 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. • 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>Enhancement measures identified in order to improve the performance of the plan are as follows:</p> <ul style="list-style-type: none"> • 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.

Table 2: Effects of the Adopted FTP	
Effects of the plan	Mitigation and enhancement measures
<p>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.</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 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.</p>	
SEA topic: Community	
<p>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:</p> <ul style="list-style-type: none"> • 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. <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), will help the communities of Somerset. In a similar way to the health SEA objective, many of the policies are likely to</p>	<p>Mitigation measures identified to address potential negative or uncertain effects are as follows:</p> <ul style="list-style-type: none"> • 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>Enhancement measures identified in order to improve the performance of the plan are as follows:</p> <ul style="list-style-type: none"> • 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

Table 2: Effects of the Adopted FTP	
Effects of the plan	Mitigation and enhancement measures
<p>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.</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 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).</p>	<p>be planned.</p> <ul style="list-style-type: none"> 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.
SEA topic: Economy	
<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>	<p>Mitigation measures identified to address potential negative or uncertain effects are as follows:</p> <ul style="list-style-type: none"> The potential negative effects from the uncertainty in the plan have been mitigated through the inclusion of a commitment within the final plan to

Table 2: Effects of the Adopted FTP	
Effects of the plan	Mitigation and enhancement measures
<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</p>	<p>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.</p> <ul style="list-style-type: none"> • 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>Enhancement measures identified in order to improve the performance of the plan are as follows:</p> <ul style="list-style-type: none"> • 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.

Table 2: Effects of the Adopted FTP	
Effects of the plan	Mitigation and enhancement measures
<p>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>	
SEA topic: Accessibility	
<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 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</p>	<p>Mitigation measures identified to address potential negative or uncertain effects are as follows:</p> <ul style="list-style-type: none"> • 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>Enhancement measures identified in order to improve the performance of the plan are as follows:</p> <ul style="list-style-type: none"> • 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.

Table 2: Effects of the Adopted FTP	
Effects of the plan	Mitigation and enhancement measures
suitable mitigation required).	
SEA topic: Environment	
<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 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</p>	<p>Mitigation measures identified to address potential negative or uncertain effects are as follows:</p> <ul style="list-style-type: none"> 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). <p>Enhancement measures identified in order to improve the performance of the plan are as follows:</p> <ul style="list-style-type: none"> 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.

Table 2: Effects of the Adopted FTP	
Effects of the plan	Mitigation and enhancement measures
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.	
SEA Topic: Natural Resources	
<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</p>	<p>Mitigation measures identified to address potential negative or uncertain effects are as follows:</p> <ul style="list-style-type: none"> • 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. <p>Enhancement measures identified in order to improve the performance of the plan are as follows:</p> <ul style="list-style-type: none"> • It will be important that if the funding situation does change in the future

Table 2: Effects of the Adopted FTP	
Effects of the plan	Mitigation and enhancement measures
<p>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 (or suitable mitigation required).</p>	<p>Policy SUS2 – SUS6 and EDU1 are re-written to ensure that more positive action can be planned.</p> <p>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.</p>

3 Monitoring Measures

The SEA Regulations require authorities to:

...monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action (Section 17 (1)).

A monitoring programme to monitor the effects of the Draft FTP was set out in the Environmental Report. This monitoring programme has been updated below (this is because due to changes in the plan the number of uncertain effects has been reduced).

Significant / uncertain effect identified²	Monitoring required
<p>Uncertain and minor negative effects of the schemes identified in Annex B and Policy ECN3. These parts of the plan include various transport schemes and Somerset County Council has indicated that little information about the impact of these schemes is available. 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>The further assessment that is undertaken for these schemes should also involve setting up a system to monitor the effects of the schemes on the SEA objectives.</p> <p>All new schemes should include a monitoring system of identified likely impacts and this should address all the relevant SEA objectives</p> <p>The effectiveness of this prioritisation programme should also be reviewed through an annual review. The purpose of this annual review is to ensure that the programme is addressing (and ensuring mitigation is proposed for) negative impacts of schemes.</p>
<p>Minor negative effect of the Implementation Plan. Due to funding cuts there may be minor negative effects on various of the SEA objectives. 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>	

² The effects have been grouped into similar effects for the purpose of the monitoring programme. Please note that the assessment identified no significant negative effects.