



Somerset Future Transport Plan

Strategic Environmental Assessment Adoption Statement

Prepared for:

**Somerset County Council
Taunton**

Prepared by:



**ENVIRON
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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.*

This report is the SEA Adoption Statement for the FTP. The SEA Statement is the final output of the SEA process for the Somerset FTP. According to the SEA Regulations, the statement must include a description of:

- How environmental considerations have been integrated into the FTP;
- How the Environmental Report has been taken into account;
- How opinions expressed in response to the consultation on the FTP and the Environmental Report have been taken into account;
- The reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternative options dealt with; and
- The measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme.

To reflect these requirements, the format of this report is as follows:

- **Background:** A brief background to the SEA process undertaken on the Somerset FTP;
- **Environmental / sustainability issues and the FTP:** How the FTP addresses environmental and sustainability issues, why the Final FTP was selected as the preferred option and how the Environmental Report has been taken into account;
- **Consultation:** How comments from the public and statutory consultees have been taken into account in the Final FTP; and
- **Monitoring:** What measures will be taken to monitor the potentially significant and unforeseen effects of the FTP.

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 Background to the SEA Process

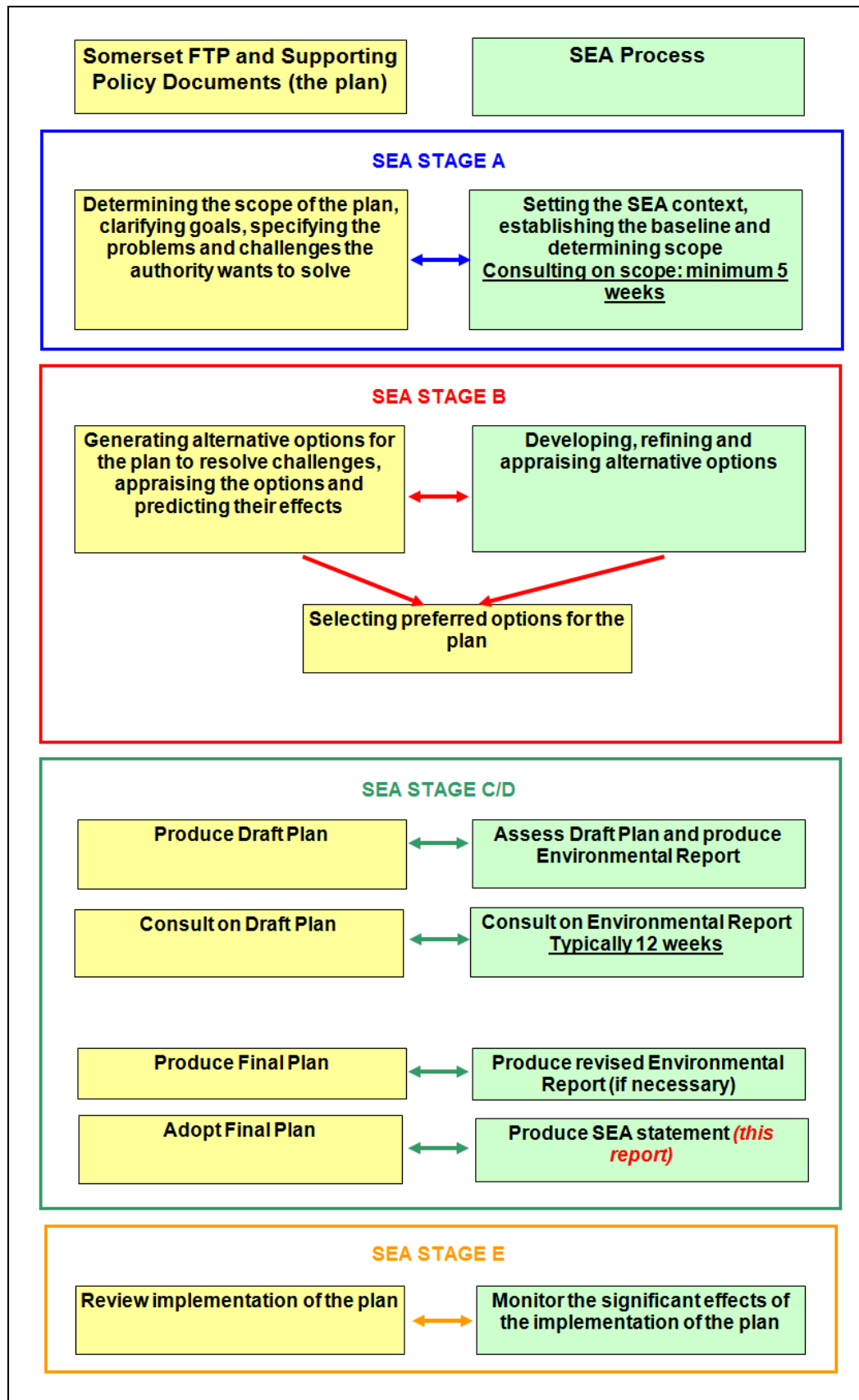
2.1 The SEA process and timetable

The SEA process aimed to provide integration of environmental and sustainability considerations into the FTP preparation by:

- Undertaking the SEA process in tandem with development of the FTP and by providing information on environmental / sustainability implications of the plan and its alternatives;
- Establishing an environmental baseline and identifying the environmental problems and issues in Somerset which were used to help develop options for the FTP;
- Undertaking assessments of the FTP options and an evaluation of the Draft FTP; and
- Making recommendations at each stage of how the FTP could be amended to reduce or offset adverse effects and enhance any positive effects.

The FTP process followed for the Somerset FTP is shown in Figure 1.

Figure 1: The SEA process



2.2 Reports produced

The reports produced for the different stages of the SEA are set out below. The SEA process has ensured the integration of environmental and sustainability considerations into the development of the plan through assessment at key stages.

Table 1: SEA reports produced		
FTP Stage	SEA activity	SEA reports produced
Evidence gathering stage	SEA scoping. A comprehensive scoping report and topic papers were produced and consulted on in September – October 2009	<i>Somerset FTP SEA. SEA Scoping Report.</i> ENVIRON, September 2009
Development of the Taunton Strategy options as reported in the <i>Taunton Transport Strategy Review – 2. Final Report</i> (Atkins for Somerset County Council, May 2008)	Assessment of a future baseline for Taunton and three scenarios	<i>Somerset FTP SEA. Taunton Options Assessment.</i> ENVIRON, January 2010
Development of the modal strategy options. Various options papers sent to ENVIRON in June 2010	Assessment of modal strategy options for freight, rail, parking, motorcycling, bus and walking.	<i>Somerset FTP SEA: Assessment of the FTP Options Packages.</i> ENVIRON, June 2010
Draft FTP (including a policy schedule and a document detailing how transport and land use development should work together. Received October 2010	Assessment of the Draft FTP	<i>Somerset FTP SEA: Environmental Report.</i> ENVIRON, October 2010
Final FTP detailing changes post consultation (Adopted March 2011)	Assessment of the changes made to the Final FTP	<i>Somerset FTP SEA Environmental Report Annex.</i> ENVIRON, March 2011 <i>Somerset FTP SEA Adoption Statement.</i> ENVIRON, April 2011. This report

3 The FTP and the Environment / Sustainability

3.1 How the FTP addresses the environment and sustainability issues

The Somerset County Council FTP and Supporting Documents are both a long term transport strategy (2011-2026) and also a short term Implementation Plan (2011-2014). The theme of sustainability and the environment is present throughout the document. One of the goals of the plan is “living sustainably”. The vision for this goal states:

Everyone is aware of the impact of climate change on the county and of the importance of reducing and managing its effects. They use less energy and are proud of our local production. People walk and cycle more and take public and community transport whenever they can. Homes are of good quality, affordable and sustainable. Residents can reach jobs, shops, schools and medical care easily as new communities are planned in a way that reduces the need to travel. Transport, roads and new technology links are effective. Communities work well together, are forward looking and known for their self-reliance. Somerset’s countryside is treasured and valued for what it adds to the quality of people’s lives.

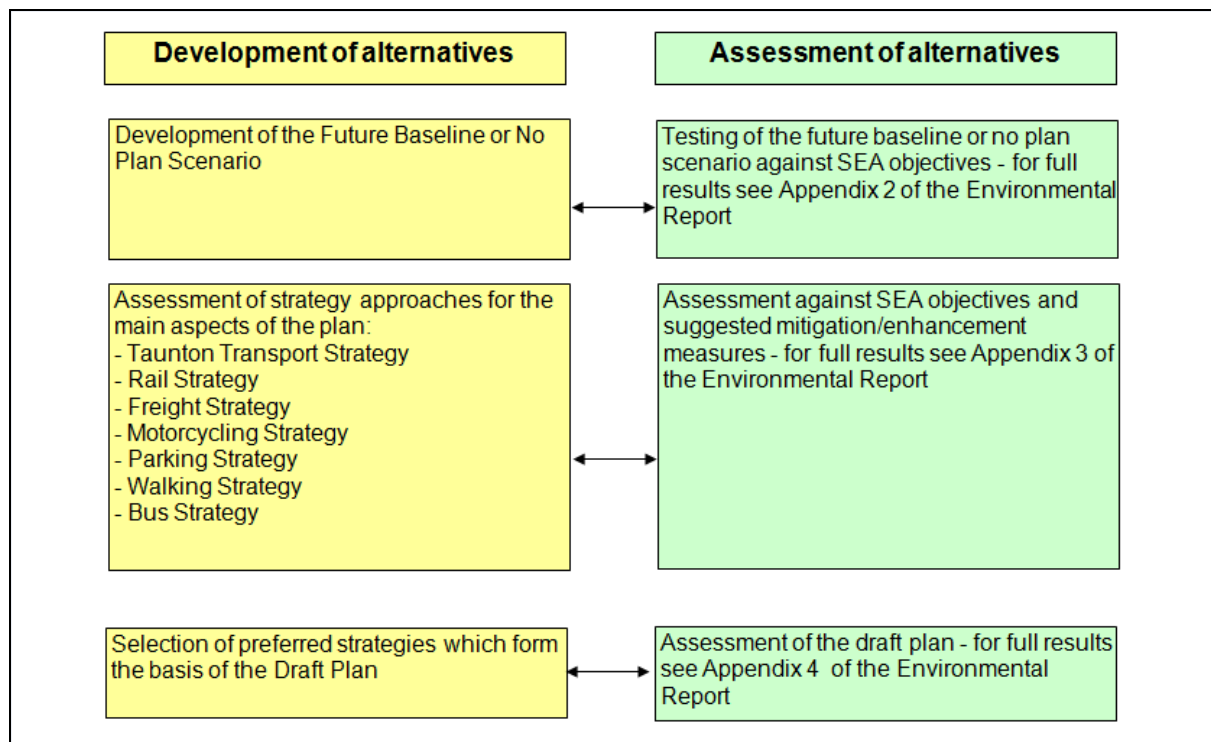
The long term strategy element of the plan is policy based and set out policies to guide transport planning and development in Somerset, presented in the six sections. Most of the sections of the plan address some element of sustainable transport. However, the following sections of the plan in particular address environmental and sustainability issues:

- Section 1, Making a positive contribution: This section addresses partnerships needed to provide more sustainable transport.
- Section 2, Living sustainably. This section addresses climate change and improving sustainable modes and community transport; and
- Section 3, Ensuring economic well-being: This section addresses the transport improvements that are needed in various areas of the county and integration with the planning system.

In terms of the Implementation Plan, environmental and sustainability issues are included in the plan through the appraisal criteria that the Implementation Plan includes. Local transport schemes must be appraised against these criteria before they go ahead. The criteria include consideration of community support for proposals, consideration of how the scheme makes sustainable transport an easier choice and also assesses any constraints (including environmental) before a scheme is approved to go ahead.

3.2 Why the Final FTP was selected

The SEA Directive requires that, ‘... reasonable alternatives, taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated.’ A number of different levels of alternative options were developed and assessed and these are shown in Figure 2.

Figure 2: Alternative options generated and assessed²

3.2.1 The reasons for selecting the options dealt with

During the FTP process, the council has set out options/alternatives for the main policy elements of the plan. The options selected for each policy element represented a range of different actions and initiatives that could be used to achieve the best results. Some options were based on education and softer measures, others were directed towards engineering solutions and some options were a combination of the two. When developing these options, Somerset County Council considered whether these options were broadly affordable, whether they would be acceptable to Somerset communities and also whether they were deliverable. This consideration led to the selection of several “reasonable” options for testing. These options are shown in Table 2.

3.2.2 The reasons for choosing the plan or programme as adopted

For each of the policy areas, Table 2 sets out which options were tested, the strategy approach taken forward for the Final Plan and the reason this approach was taken forward, taking into account the council’s own appraisal of the options and the SEA carried out on each of the options.

² For full details please see the Environmental Report which is available on www.somerset.gov.uk

Table 2a: Options tested (Taunton Transport Strategy)		
Options tested	Summary of the SEA recommendations made at the options stage	Strategy approach taken forward in Final FTP and Supporting Documents
<p>Taunton transport strategy</p> <ul style="list-style-type: none"> • Do minimum scenario • Scenario 1: low costs and low level of intervention – interventions costing less than £5m including Smarter Choices initiatives; <ul style="list-style-type: none"> - 1a: assesses the contribution to delivery of the strategy objectives of activities associated with Smarter Choices, such as travel planning and marketing, and a number of walking and cycling schemes, modelled through changes to travel demand - Scenario 1b also includes a number of low cost highway and public transport interventions • Scenario 2: schemes included in scenario 1 and also includes schemes with moderate to high costs with increased level of intervention with interventions costing in excess of £5 million (major schemes); and • Scenario 3: schemes included in scenarios 1 and 2 and also includes schemes with high costs and high intervention – characterised by demand 	<ul style="list-style-type: none"> • Further research is needed on safety measures as none of the scenarios will lead to a significant positive effect on the numbers of people killed and seriously injured. • 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. This would suggest that some demand management measures (i.e. scenario 3 measures) are needed. This will need to be considered carefully in relation to the amount of funding available as the most successful demand management measures are likely to be high cost. • HGV traffic was raised as an issue in Wellington during the consultation and it would be positive if some measures were included. • Scenarios 2 and 3 both include bus priority measures, fleet and passenger information improvements and park and ride sites. To maximise success, the final strategy should reduce overall congestion and also lead to bus journey time improvements relative to other vehicles (through re-allocation of road space). • None of the scenarios will help to meet carbon targets and this is a significant concern. The reason for this should be investigated and if possible further measures should be proposed that would help to meet carbon reduction targets. 	<p>The preferred strategy that was chosen was one based on scenario 3 and which focuses on maintaining an effective transport system within the urban area. The FTP includes several schemes for Taunton in Annex B (Taunton Area and Yeovil Transport Measures). These include:</p> <ul style="list-style-type: none"> • Completion of a bypass for Norton Fitzwarren • Traffic management Variable Message Signing • Quality Bus Partnerships / enhanced bus services • On-street parking permit-controlled, public transport has priority • Additional pedestrian crossing facilities around town centre area • Real Time Information on buses • Increase pedestrianisation of Taunton town centre to include increased cycle access and shared walk/cycle routes in Taunton • Increased parking charges • Comprehensive and integrated cycle network • Improved facilities at Taunton bus station and improved interchange facilities and better integration of bus and rail services at Taunton railway station • Henlade by-pass, traffic calming, improved junctions (303/A358 improvement package)

Table 2a: Options tested (Taunton Transport Strategy)		
Options tested	Summary of the SEA recommendations made at the options stage	Strategy approach taken forward in Final FTP and Supporting Documents
management.		<ul style="list-style-type: none"> • New or expanded Park & Ride which is located to avoid impacts on Hestercombe House SAC • Bus priority routes to town centre • Improved junctions between Norton Fitzwarren / Monkton Heathfield / M5 and Taunton town centre • New access and link roads to facilitate development but which are also routed to avoid impacts on Hestercombe House SAC
<p>Reason for taking forward the chosen approach (Taunton Transport Strategy):</p> <p>Out of the three scenarios, Scenario 3 was judged to get closest to delivering the objectives of the FTP and to be capable of reducing reliance on the car through demand management and changing travel habits. In a comparison of the performance of all three scenarios against strategic objectives, scenario 3 had the greatest positive impacts and the least negative impacts. The SEA recommendations have been / will be taken into account in the strategy in the following ways. In terms of safety, any future strategy will continue to adopt the current process of identifying specific causes of traffic collisions and putting in place specific measures to tackle those problems, continuing our current good progress in reducing road casualties. With regard to demand management measures to improve walking and cycling, the chosen strategy includes demand management in the form of pedestrianisation in selected town centre areas, restricted zones (restricting vehicular access to town centres) and potentially higher parking charges for both long and short stay parking. In terms of HGV traffic in Wellington, further proposals in Wellington (Appendix A) include traffic management to reduce heavy traffic flows in town; pedestrianisation, 20mph limits in zones across all of Rockwell and Wellington, traffic calming and HGV restrictions. In terms of reducing congestion, the preferred strategy will make reductions in congestion relative to the 'do-minimum' for the network as a whole. Improvements to bus service journey times are achievable with Scenario 3, which will improve accessibility to jobs and services. One of the main concerns of the SEA was that none of the targets will help meet carbon targets. Although this is the case, the preferred strategy does result in reductions in atmospheric pollutants and a small reduction in carbon dioxide emissions. The preferred strategy performed the most positively in relation to carbon emissions in light of the reduction in resources available to transport .</p>		

Table 2b: Options tested (Freight Strategy)		
Options tested	Summary of the SEA recommendations made at the options stage	Strategy approach taken forward in Final FTP and Supporting Documents
<ul style="list-style-type: none"> • Option 1: Do minimum • Option 2: Reacting to demand for information • Option 3: Stimulating demand for information • Option 4: Reacting to demand for physical measures • Option 5: Area wide restrictions • Option 6: Preferred strategy <p>Please note that all the options above include the measures proposed in option 1.</p>	<p>It is uncertain what the safety record of freight travel is in Somerset and whether residents feel that freight travel is less safe (and causes more accidents in their communities) than it actually is in reality. This would be a useful issue to address for the preferred strategy as liaison with communities (as part of measure 1.2, for example) is undertaken.</p> <p>Whilst physical restrictions such as those proposed under packages 4 and 5 can be useful but they should be guided by information (and monitoring) to ensure that the impact does not move to another community or make other sustainability impacts (including carbon emissions) worse. The preferred strategy does not include traffic regulation orders but care should be taken if these are used in the future</p>	<p>The preferred strategy that was chosen at the options assessment stage was a mix of the measures included in options 1-3 including freight maps and information, freight studies and advisory signage and measures to reduce the impact of the last mile of the HGV journey. The preferred strategy forms the basis of the Somerset Freight Strategy which sets out in detail how the Council will address freight issues affecting communities. More general policies were included in the FTP which reflect this preferred strategy. These include:</p> <ul style="list-style-type: none"> • Policy ECN1 Freight, states that the council will help hauliers chose the most appropriate routes and work with them to improve communication between communities and the hauliers that serve them (although it is not explicitly stated, in line with the SEA recommendations, it will be possible to include consideration of freight safety issues here). • Freight measures included in Annex A (Cross Border Working) which outline work with other authorities on freight routes and route hierarchies; and • Freight measures included in Annex B (Taunton Area and Yeovil Transport Measures) of encouraging HGV deliveries to take place outside main shopping and commuting hours.

Table 2b: Options tested (Freight Strategy)		
Options tested	Summary of the SEA recommendations made at the options stage	Strategy approach taken forward in Final FTP and Supporting Documents
<p>Reason for taking forward the chosen approach (Freight Strategy):</p> <p>All of the options were assessed against the SEA framework and the council also assessed their costs and benefits using the council's Modal Strategy Appraisal Tool (MSAT). The results of these appraisals were:</p> <ul style="list-style-type: none"> • Option 1 benefits from being low cost and having a wide ranging nature and long term impacts. However, it would only serve to maintain the status quo and is not capable of tackling short term or localised sustainability and transport issues. • Options 2 and 3 offer the best options for building on package one and making progress towards the strategy's objectives and the SEA objectives and these form the basis of the preferred strategy. • Options 4 and 5 offer few benefits as they involve significant risk and are likely to be difficult to implement and un-popular. The SEA also concluded (as noted above) that whilst physical restrictions can be useful they can be cost prohibitive and very difficult to target. They are also likely to increase vehicle miles and therefore carbon emissions. <p>As a result of these assessments, the preferred strategy was taken forward which was a mix of the measures included in options 1-3.</p>		

Table 2c: Options tested (Rail Strategy)		
Options tested	Summary of the SEA recommendations made at the options stage	Strategy approach taken forward in Final FTP and Supporting Documents
<ul style="list-style-type: none"> • Option 1: Lobbying and partnerships (do minimum) • Option 2: Learning, lobbying and partnerships • Option 3: Supporting station A (contributing) • Option 4: Supporting station B (doing) • Option 5: Supporting services • Option 6: Preferred strategy <p>Please note that all the options above include the measures proposed in option 1.</p>	<p>Due to the fact that all stations in Somerset currently have inadequate cycle parking and increasing cycling is a key objective of the plan, it would be appropriate for the preferred strategy to refer to improved cycle parking directly. It would also be useful to refer directly to security improvements in the preferred strategy.</p>	<p>The preferred strategy that was chosen at the options assessment stage was a mix of the measures in option 2 and option 3 supported by a number of options from option 1 which provide good value support to option 2. The preferred strategy forms the basis of the Somerset Passenger Transport Strategy which sets out in detail how the Council will address rail issues. More general policies were included in the FTP which reflect this preferred strategy. These include:</p> <ul style="list-style-type: none"> • Policy SUS7 Rail, states that the council will work in partnership with the industry and other stakeholders to encourage more people to travel by train. They will support better services, facilities, security, integration and improvements in the way people see train travel (although not stated explicitly this can include measures related to improved security and cycle facilities). • Rail measures included in Annex A (Cross Border Working) which outline work with other authorities on enhancing rail services. <p>Rail measures included in Annex B (Taunton Area and Yeovil Transport Measures) including improvements at Bridgwater railway station to address access issues, improved interchange facilities and better integration of bus and rail services at Taunton railway station and a possible reopened railway station at Wellington.</p>
Reason for taking forward the chosen approach (Rail Strategy):		

Table 2c: Options tested (Rail Strategy)		
Options tested	Summary of the SEA recommendations made at the options stage	Strategy approach taken forward in Final FTP and Supporting Documents
<p>All of the options were assessed against the SEA framework and the council also assessed their costs and benefits using the council's Modal Strategy Appraisal Tool (MSAT). The results of these appraisals were:</p> <ul style="list-style-type: none"> Options 1 and 2 both score well in helping to support existing rail partnerships and will help ensure that the interests of Somerset travellers is included in the decision of other organisations. This may help people see train travel more positively and help support modal switch which will help achievement towards some of the SEA objectives. Option 2 performed better because it was based on research. Options 3 and 4 both score well for certain elements but option 3 on further analysis was felt to offer better value, as option 4 was likely to be significantly more costly. Option 5 is subject to a high level of risk and uncertainty so appears to do little to help achieve local objectives. The uncertainty also affected the results of the SEA with the option performing as uncertain against a large number of the SEA objectives. <p>As a result of these assessments, the preferred strategy was taken forward which was a mix of the measures included in options 2 and 3.</p>		

Table 2d: Options tested (Parking Strategy)		
Options tested	Summary of the SEA recommendations made at the options stage	Strategy approach taken forward in Final FTP and Supporting Documents
<ul style="list-style-type: none"> • Option 1: Do minimum • Option 2: Do something • Option 3: Do something plus <p>Please note that all the options above include the measures proposed in Option 1.</p>	<p>Options 2 and 3 seem to contain some elements (increasing parking provision and decreasing car parking charges) that work against the measures to reduce the impact of traffic in town centres. For the preferred strategy, if these measures are taken forward, the strategy needs to be clear regarding the purpose of these measures and the impact they are likely to have in reaching sustainability and wider transport objectives.</p> <p>It would be helpful if the preferred strategy gave more detail on the types of situation where controlled and restricted parking zones might be used and whether they can be used for townscape or heritage reasons.</p> <p>Option 2 will include small scale park and ride facilities for sensitive rural locations. There is an uncertainty over this measure though, as the measure also seems to commit to increasing visitor parking at sensitive rural locations which could have a negative effect. This should be clarified.</p> <p>If infrastructure needs to be built or maintained this will have an effect on mineral resources. It would be useful if the FTP made a commitment within a FTP policy to reducing the impact of the resources used to build new transport infrastructure.</p>	<p>Please note that the full parking strategy is still being developed. However, some parking policies and measures have been included in the FTP in advance of this. Policies included in the FTP include:</p> <ul style="list-style-type: none"> • Policy ECN3 Parking, states that the council will help to improve parking facilities to encourage more sustainable means of travel. They will work to improve the management of parking and help plan new developments appropriately. • Parking measures included in Annex A (Cross Border Working) which commit to investigation of parking issues and other management policies on competing commercial centres in the West of England, Devon, Wiltshire and Dorset. <p>Parking measures included in Annex B (Taunton Area and Yeovil Transport Measures) including more control over retail parking on edges of town centre; on-street parking permit-controlled in Taunton, increased parking charges in Taunton and a car parking review to cover charging regime, approach to employment sites, public off and on road provision (in Yeovil).</p>
<p>Reason for taking forward the chosen approach (Parking Strategy):</p> <p>Please note that the full parking strategy is still being developed. The strategy will be assessed using MSAT at the appropriate stage and the SEA recommendations will be considered at that stage.</p>		

Table 2e: Options tested (Motorcycling Strategy)		
Options tested	Summary of the SEA recommendations made at the options stage	Strategy approach taken forward in Final FTP and Supporting Documents
<p>Please note that the motorcycle strategy has not put forward different option packages for testing. It has put forward a long list of measures that could be taken forward under the following headings:</p> <ul style="list-style-type: none"> • Road safety measures; • Highway design measures; • Land use planning measures; • Parking measures; • Social inclusion measures; and • Policy integration measures. <p>These measures have been formulated into an action plan and prioritised as high, medium and low. The SEA team assessed this action plan as the preferred strategy.</p>	<p>Some schemes that are listed as medium and low priority would appear to be low cost ways to improve safety and the strategy would be stronger if they were listed as high priorities. The measures are further engaging with key stakeholder groups (RS5), continuing to seek opportunities to gather feedback from riders (RS7) and ensuring that the needs of motorcyclists are considered in traffic calming schemes (HD11). Other measures which could be moved up the priority list include such measures as replacing safety barriers with ones that are safer for motorcyclists (HD7 and HD8). These will clearly have safety benefits but these measures are subject to budget constraints and it is the decision of Somerset County Council where resources are best targeted.</p> <p>The preferred strategy needs to include measures that more pro-actively encourage the use of smaller machines.</p>	<p>The preferred strategy that was chosen at the options assessment stage was a mix of all the measures presented but were mainly focused on improving safety for riders. The preferred strategy forms the basis of the Somerset Motorcycling Strategy which sets out in detail how the Council will address safety issues for powered two wheelers. A more general policy was included in the FTP which reflects this preferred strategy (please see below):</p> <p>Policy SAF2 Motorcycling, states that the council will promote safe and responsible motorcycling by working with partners to deliver the road safety policy and help to improve parking provision.</p>
<p>Reason for taking forward the chosen approach (Motorcycling Strategy):</p> <p>All of the measures were assessed against the SEA framework and the council also assessed their costs and benefits using the council's Modal Strategy Appraisal Tool (MSAT). The measures that performed the best were developed into the action plan. Some of the headline results of this appraisal were:</p> <ul style="list-style-type: none"> • Measures that scored well and were identified as high priorities were those focused on safety and were prioritised because of the importance of ensuring the safety of motorcyclists. These measures include casualty reduction programmes, extending rider training, site safety audits and providing a motorbike focus in new road scheme design and highway maintenance. These schemes scored well as part of the MSAT appraisal and the SEA. • Measures that scored less well as part of the MSAT and have been listed as medium priorities are those focused on engagement and on more targeted safety schemes. These measures were assessed as offering lower value for money and did not offer as many benefits as broader scale safety 		

Options tested	Summary of the SEA recommendations made at the options stage	Strategy approach taken forward in Final FTP and Supporting Documents
<p>improvements. Measures include engaging stakeholder groups, identifying hazardous bends, creating clear zones on bends and fitting Bike Guard at new safety barriers. The SEA recommended that some of these measures could be taken forward as they are low cost. However, because of budget constraints the final strategy has been very much focused on schemes with direct safety benefits.</p> <p>Measures that scored poorly as part of the MSAT and have been listed as low priorities are those focused on providing more information to riders. As above, t were assessed as offering lower value for money and did not offer as many benefits as broader scale safety improvements. Measures include extending the Council website content, seeking new opportunities to provide feedback and auditing parking provision.</p> <p>A decision has also been taken not to take forward the SEA recommendation regarding pro-actively encouraging the use of smaller machines. The Motorcycling Strategy aims to support safe and responsible motorcycling but does not pro-actively encourage the use of any particular class of machine. This is because of the poor safety record of motorcycles of all sizes. Larger bikes tend to be involved in fewer incidents, relative to their numbers on the roads, but injuries are more serious because of the higher speeds they attain. Although the lower speeds achieved mean that collisions tend to result in less serious injuries, smaller machines are involved in proportionately far more incidents. This may be because the riders tend to be younger. Somerset County Council has therefore taken the decision not to take forward the SEA recommendation regarding pro-actively encouraging the use of smaller motorcycles.</p>		

Table 2f: Options tested (Bus Strategy)		
Options tested	Summary of the SEA recommendations made at the options stage	Strategy approach taken forward in Final FTP and Supporting Documents
<p>Please note that the bus strategy has not put forward different option packages for testing. It has put forward a long list of measures that could be taken forward under the following headings:</p> <ul style="list-style-type: none"> • Co-operation and efficiency; • Bus and community transport services; • Integrated network development; • Access to health; • Access to education; • Sustainable development planning; • Park and ride/bus priority and ticketing). <p>A do minimum strategy has not been presented. These measures have been assessed generically (as detail is not available on their timescale or their likely location in most instances).</p>	<p>Any park and ride facilities planned in sensitive rural locations create an element of uncertainty as land take at sensitive rural locations could have a negative effect. This should be clarified.</p> <p>Increases in temperature and rainfall at certain times of the year (under climate change scenarios) may make people less willing to use the bus. It would be useful if the strategy recognised this and integrated climate issues into work undertaken to improve bus stops and interchanges – ensuring that shade is available at as many bus stops as possible, for example.</p> <p>If infrastructure needs to be built or maintained this will have an effect on mineral resources. It would be useful if the FTP made a commitment within a FTP policy to reducing the impact of the resources used to build new transport infrastructure.</p>	<p>The preferred strategy that was chosen at the options assessment stage was a mix of the measures tested. The preferred strategy forms the basis of the Somerset Bus Strategy which sets out in detail how the Council will address public transport issues. More general policies were included in the FTP which reflect this preferred strategy. These include:</p> <ul style="list-style-type: none"> • Policy SUS2 Bus and Community Transport Services, states that the council will do what they can to maintain essential services in the early years of the plan and work to improve the way services work together and provide better bus information during its later years. • Policy SUS3 Smarter Choices, states that the council will help people make smarter travel choices. They will provide high quality transport information and encourage organisations to develop travel plans. • Bus measures included in Annex A (Cross Border Working) which commit to enhancing services along certain routes and introducing joint ticketing schemes, consideration of joint procurement of bus services in appropriate cross boundary situations and to continue to work with other authorities in the South West to enhance the Traveline public transport information initiative. • Bus measures included in Annex B (Taunton Area and Yeovil Transport Measures) including Park and

Table 2f: Options tested (Bus Strategy)		
Options tested	Summary of the SEA recommendations made at the options stage	Strategy approach taken forward in Final FTP and Supporting Documents
		bus sites to be accredited to safe parking standard, working with schools and businesses to promote walking, cycling and public transport use and provide information to help make informed choices, using Travel Plans where necessary, enhanced bus services in and linking the main towns and on some rural routes, new or improved bus priority, new Park and Bus sites to the south and north of Bridgwater, in Taunton and at Chelston roundabout and Rockwell Green, Quality Bus Partnerships and Real Time Information.
<p>Reason for taking forward the chosen approach (Bus Strategy):</p> <p>Chapter 7 of the Bus Strategy sets out the details of the chosen strategy and the possible options that would achieve our aims. The standard FTP appraisal process was applied to the list of strategy options in order to assess the extent to which they will achieve the objectives of the County Council's Future Transport Plan. In this process individual interventions were scored against a number of criteria to identify those that meet the needs of our communities in a way that offers the best value for money. The results were used to select and prioritise the elements of the future Bus Strategy. The SEA recommendations were taken into account as follows. The FTP now commits to undertaking assessments of the environmental impact of Park and Ride sites and the Bus Strategy has recognised the advice of the SEA to integrate climate issues into work undertaken to improve bus stops and interchanges. In terms of reducing the impact of the use of natural resources, the FTP does not specifically state this but reducing, recycling and reusing materials is already incorporated into our working patterns when implementing schemes.</p>		

Table 2g: Options tested (Walking Strategy)		
Options tested	Summary of the SEA recommendations made at the options stage	Strategy approach taken forward in Final FTP and Supporting Documents
<p>Please note that the walking strategy has not put forward different option packages for testing. It has put forward a long list of measures that could be taken forward under the following headings:</p> <ul style="list-style-type: none"> • Accessibility; • Quality of the walking environment; • Safety and security; • Promotion; and • The planning process. <p>A do minimum scenario has not been presented. These measures have been assessed generically (as detail is not available on their timescale or their likely location in most instances).</p>	<p>It would be useful if the strategy integrated climate issues into the pedestrian standards checklist under measure 2A-2. Examples of measures include shaded walk ways, avoiding areas at risk from flooding, use of materials which don't contribute to surface water runoff etc.</p> <p>If infrastructure needs to be built or maintained this will have an effect on mineral resources. It would be useful if the FTP made a commitment within a FTP policy to reducing the impact of the resources used to build new transport infrastructure.</p>	<p>The preferred strategy that was chosen at the options assessment stage was a mix of the measures tested. Policies included in the FTP include:</p> <ul style="list-style-type: none"> • Policy SUS5 Walking, states that the council will help people make more trips on foot and help people see the benefits of walking. • Policy SUS6 Rights of Way, states that the council will work to maintain the rights of way network and improve the information available to help people use them. • Policy HLT1 Stay Active, states that the council will help people be more active by giving opportunities to travel in a healthy way such as by walking or cycling. <p>Walking measures included in Annex A (Cross Border Working) including joint working on developing new cross boundary walking and cycling links.</p> <p>Walking measures included in Annex B (Taunton Area and Yeovil Transport Measures) including working with schools and businesses to promote walking, cycling and public transport use and provide information to help make informed choices, using Travel Plans where necessary, new pedestrian and cycle links between key destinations, traffic calming and pedestrian priority, increased pedestrianisation of Taunton town centre to include increased cycle access, shared walk/cycle routes in Taunton and Wellington, reduction of heavy</p>

Table 2g: Options tested (Walking Strategy)		
Options tested	Summary of the SEA recommendations made at the options stage	Strategy approach taken forward in Final FTP and Supporting Documents
		traffic flows in Wellington and consideration of pedestrianisation and removal of on-street parking.
<p>Reason for taking forward the chosen approach (Walking Strategy):</p> <p>Chapters 5-9 of the Walking Strategy set out the details of the chosen strategy and the possible options that would achieve our aims. Options were grouped together for testing. The standard FTP appraisal process was applied to the groups of options in order to assess the extent to which they will achieve the objectives of the County Council's Future Transport Plan. In this process the groups of options were scored against a number of criteria to identify those that meet the needs of our communities in a way that offers the best value for money. The results were used to select and prioritise the elements of the future Walking Strategy. The measures that contributed the most towards the FTP goals were those related to new development, travel plans, crossings, integration with other modes and further developed networks and routes'. The SEA recommendations were taken into account as follows. Climate issues have been integrated into walking and cycling standards work. In terms of reducing the impact of the use of natural resources, the FTP does not specifically state this but reducing, recycling and reusing materials is already incorporated into our working patterns when implementing schemes.</p>		

3.3 How the Environmental Report has been taken into account

The Environmental Report outlined the assessment of the Draft Plan and made several recommendations in the form of mitigation measures to offset negative or uncertain effects. Enhancement measures to enhance beneficial effects were also suggested where appropriate.

Appendix 1 at the end of this document sets out in detail how these recommendations were taken into account in the Final Plan. The main ways that the recommendations in the Environmental Report have helped to strengthen the Final FTP are as follows:

- The Final LTP is clearer in setting out what further environmental assessment work might be needed as transport schemes are developed. This includes specifying the assessment that must take place for new park and ride sites, schemes implemented in the main towns, Traffic Regulation Orders and a new Drivers Centre;
- Changes to the objectives of the plan. The living sustainability goal has now been broadened in terms of the issues it addresses. The goal now includes protection of the heritage and townscape of Somerset;
- The Final LTP has been strengthened in terms of its references to protection of Natura 2000 sites. The Final LTP has now taken on board the recommendations of a separate assessment process, a Habitats Regulation Assessment and now states that the effects of new schemes on Natura 2000 sites must be taken into account;
- The Final LTP includes further measures to help the County adapt to the effects of climate change. For example, climate change adaptation issues have been included in reference to bus stops and interchanges and walking and cycling routes; and
- A number of other changes have been made to the plan including a better explanation of what departure from parking standards means, further actions to strengthen the motorcycling policies, improving security at railway stations and the inclusion of measures to improve the responsible and sustainable sourcing of materials for highway maintenance.

3.4 Changes made between the Draft and Final FTP

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.

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.

The changes made to the plan are reflective of the reductions in resources available to finance local transport schemes. The 1 year Implementation Plan (2011-12) sets out the likely priorities that will be taken into account in delivering transport improvements. However,

funding will be reduced in comparison to previous years and this will inevitably mean that some areas will be subject to reduced funding.

4 Consultation

4.1 Introduction

Consultation is an essential part of the SEA process. The SEA Regulations³ require plan makers to provide evidence of consultation with stakeholders and to demonstrate how the results of consultation have been taken into account during the development of the Final Plan. This section of the report sets out the main issues raised through consultation and outlines how these comments have been taken into account in the development of the Final FTP.

4.2 Consultation on the SEA scoping report

As part of the scoping stage of the SEA consultation took place with the three statutory environmental bodies (Natural England, English Heritage and the Environment Agency). The Scoping Report was also made available for review by members of the public on the Somerset County Council website. The consultation period was 8th September to 13th October 2009. No consultation comments were received on the SEA Scoping Report.

4.3 Consultation on the Draft FTP

The consultation on the Draft FTP took place from 29th November 2010 to 7th January 2011. 455 individual written comments were received. Due to the sheer number of responses received, this section of the SEA Adoption Statement is a summary of these responses.

Comments on the Main FTP document: Thirty-two individual comments were received about the FTP document, suggesting wording changes to the policies or changes to the layout.

Council Response: Most suggestions were looking to strengthen the wording of the policies. Each was considered on its merit against the original reasoning for wording the policies in the way they were. In light of this, the specific policies were not amended as a result of the consultation. However, it was decided that the supporting text for the policies, as found in Technical Note (TN3), should be strengthened, where possible, to incorporate these suggestions.

Reponses to the Technical Documents

Comments on Technical Note 1 (Consultation responses): Two comments were received focusing on the opinion that the consultation was not publicised enough.

Council Response: It has not been possible to change the consultation process in retrospect but the Council will bear this comment in mind in future transport consultations.

Comments on Technical Note 2 (Evidence base, goals and challenges): Ten comments were received. The general comment from this chapter was that there wasn't a clear enough link between the development of the goals and challenges and the FTP itself. There

³ Statutory Instrument 2004 No. 1633: The Environmental Assessment of Plans and Programmes Regulations 2004.

was also a request that the technical work, including the modal strategies, be made available to the public and stakeholders.

*Council Response:*The link between the goals and challenges and the FTP has been clarified in the Technical Note. The Council will make these consultation documents available to the public and stakeholders that requested them.

Comments on Technical Note 3 (Schedule of Policies)

Section 2 Making a Positive Contribution: Twenty-three comments were received. There was support for the localism agenda and partnership working. It was also noted that there would need to be close working between the new national Public Health Service and Somerset County Council.

*Council Response:*If the NHS proposals are approved, the Public Health Service will be integrated within Somerset County Council and this will create a stronger mechanism to deliver public health.

Section 3 Living Sustainably: 163 comments were received. In relation to climate change, there was broad support for Somerset County Council's proposals and the recognition of 'peak oil', although some felt the measures suggested were not challenging enough to tackle the issue. There was concern from a large proportion of those that responded that bus and community transport services would suffer under future funding cuts. There was a feeling that this would increase rural deprivation and social exclusion. There was recognition that small walking and cycling schemes offer greater value for money as well as greater opportunities to deliver them through working in partnership with partners such as the NHS, Sustrans and other local authorities. There was support for emerging technologies, greater use of the waterways and a wider role for rights of way in supporting the economy and encouraging sustainable travel to education. There was also a request that opening of more railway stations and increased stopping at existing stations be encouraged.

*Council Response:*It is recognised that many of the concerns raised are in light of recent budget cuts. The Council needs to take these comments into consideration when implementing improvements alongside other local priorities. Issues relating to rail are more complex to resolve since they are out of the Council's control. However, Somerset County Council will continue to work with the operators to bring about improvements to rail.

Section 4 Ensuring Economic Wellbeing: 110 comments were received. There was general support for the areas of growth in Somerset, although a question over whether Somerset County Council would support smaller road schemes outside of Taunton, Bridgwater and Yeovil. There was also conflicting comments surrounding Travel Plans between developers and the Somerset County Council/District Council position. Developers felt Travel Plan demands were too onerous whereas the District Councils felt the measures were appropriate and were supportive of them. Developers were also concerned that Somerset County Council and the Districts should not rely too heavily on developer funding for transport infrastructure as it may make developments unviable. Freight issues centred on encouraging more freight onto the railways and the impact HGVs have in rural villages. On the subject of tourism, suggestions were made to include more reference to the National Cycle Network, Rights of Way and Exmoor National Park. Finally, there was a request for more maintenance of the transport network and more gritting in cold weather.

Council Response: Somerset County Council is not intending to financially support smaller road schemes outside of the three largest towns and would anticipate these being delivered through development funding. Travel Plan measures will be requested and considered where they are proportionate to the impact of development. Maintenance and more gritting will be delivered where budgets allow.

Section 5 Enjoying and Achieving: Five comments were received. There was broad support for the approach although there was a suggestion that it wasn't ambitious enough moving forward.

Council Response: Given the recent cut in funding nationally for School Travel Advisors, it will be challenging in the current economic climate to continue school travel activity to the same level.

Section 6 Staying Safe: Fifty-five comments were received. There were requests for lower speed limits, particularly to 20mph in urban areas and also in rural areas where there was concern that vehicular speeds were inappropriately high. There was also a sizeable number of responses surrounding the support of a specific scheme (a footpath at Berrow on the Coast Road). Most responses were in support of this, including the local police.

Council Response: The Council's approach to speed limits is to deal with safety issues where problems have been identified and where funding is available. Schemes will also need to demonstrate value for money.

Section 7 Being Healthy: Sixteen comments were received. Generally, there was support for the inclusion of evidence showing the link between the health impact and cost of physical inactivity on society. It was noted that the shift in public health responsibility from the NHS to local authorities needed to be acknowledged. Comments were also made suggesting that access to healthcare by public transport needed improving. In terms of air quality, most comments expressed disappointment that no new measures seemed to be proposed.

Council Response: The change in Public Health to Local Authorities has now been recognised in the document. The resolution of air quality issues is complex and best practice nationwide on initiatives that deliver reductions in air quality is not widespread. Furthermore, recent monitoring suggests that air quality in some areas is dropping.

Comments on Technical Note 4 (Transport and Development): Seventeen comments were received. There was support for the Somerset County Council requirements for the proposed nuclear development at Hinkley. There was concern from both developers and District Councils that the reduction in public funding would lead to an over reliance on developer funding.

Council Response: The Council acknowledges concerns over development but it is unlikely that Somerset County Council funding will be available to support new development in the future.

Comments on Technical Note 5 (Aims, Targets & Implementation Plan): Thirteen comments were received. There was a suggestion that the walking, cycling and public transport targets should be more stretching. There was also support for smarter choices and other initiatives with high cost/benefit ratios to be implemented due to their greater value for

money. Most people responding in this chapter wanted to see more detail on the Implementation Plan.

Council Response: It has been difficult to select or determine targets for the future due to uncertainty over priorities and funding for transport improvements. An Implementation Plan has now been adopted and is available on the Somerset County Council website.

4.4 Consultation on the Environmental Report

An Environmental Report was produced and was consulted on between 29th November 2010 to 7th January 2011 along with the Draft FTP and Supporting Documents.

The following responses were received in relation to the Environmental Report

Table 3: Responses received on the Environmental Report		
Response received from	Comment	Response from SEA team
Member of the public	I am concerned by the SEA's conclusions on accessibility, especially for rural areas, suggesting that this may suffer especially in the short term.	This is an issue for the plan makers. However, the Final plan has taken on board a recommendation from the SEA to improve reference to rural areas in the plan goals.
Sustainable Development Manager, Public Health	SEA Appendix 1 (Topic Paper 1 Health): As described in Section 2 of this document, physical activity and obesity programmes will become the responsibility of local government. As such, the health appendix of the FTP needs to further address the challenge of increasing levels of obesity in Somerset. It is imperative that the FTP becomes a key document in addressing this major public health issue. The data used within this document has, since the publication of the FTP, become updated. Thereby, NHS Somerset requests that the document be updated to reflect the following findings contained within The Association of Public Health Observatories 2010 Health Profile for Somerset; Sport England's Local area estimates of adult participation in sport and active recreation (formerly NI8); National Child Measurement Programme Results 2009-10; Healthy Weighty Healthy Lives Adult Obesity Strategy (2010 – 2013) and Children and Young People Obesity Strategy (2010 – 2012).	It is not felt to be the best use of time to update this document as the assessment is now complete. However, for the assessment of the next FTP the latest data will be used to guide the assessment and this report will serve as a note to ensure that the authors make reference to the information highlighted in this response.
English Heritage	Setting of Heritage Assets should be included within the SEA. "The	The SEA does address the settings of assets through the

Table 3: Responses received on the Environmental Report

Response received from	Comment	Response from SEA team
	<p>surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.”</p> <p>The issues relating to this topic should reflect the new language and concepts within PPS5. This would mean that the historic environment should refer to its component parts as being significant for historic, archaeological, architectural or artistic interest these being now known as heritage assets. It would be helpful therefore to update the SEA to reflect the PPS5.</p>	<p>SEA questions posed within look at direct impacts and imoacts due to changes in the nature of traffic (which can affect the setting of an asset).</p> <p>PPS5 was published late in the SEA process. However, it will be taken into account in the next LTP assessment and future council environmental assessment work.</p>
Natural England	<p>We note that the issue of green infrastructure is covered well in the SEA. This document highlights the importance to protect, enhance and extend networks of green spaces and natural elements in Somerset There are opportunities for GI in growth areas in Taunton, Yeovil and Bridgwater, perhaps connecting with other towns and villages. Natural England generally considers that the SEA has been carried out thoroughly and follows an accepted methodology. It covers Natural England’s interests comprehensively and represents our main concerns of protecting and enhancing the natural environment.</p>	Support noted

5 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.

Significant / uncertain effect identified⁴	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>	

The suggested monitoring set out above complements the monitoring that the Council will carry out to inform its own local management and operational decisions. In recent times central government has made it clear that it wishes to see the amount of performance monitoring reduced in order that local authorities have the freedom and flexibility to manage

⁴ 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.

their own operations as they see fit. In recognising this, central government will be establishing a single transparent list of every piece of data that central government requires from councils. This list will provide in one place a single, clear list of the minimum data central Government needs from local authorities. At the current time of writing this list includes

- Concessionary Travel Survey;
- Local Bus (and Light Rail) Punctuality;
- Highway Inventory Data;
- Road Condition Data;
- Major Transport Scheme Spend (reporting on spend as applicable);
- Road Lengths Survey;
- Speed Camera Inventory;
- Local Sustainable Transport Fund (reporting on spend as applicable);
- Smart and Integrated Ticketing (currently under consideration);
- Public Rights of Way (any changes to the Definitive Map) (CLG);
- Emissions from Local Authority Estate and Operations (DECC); and
- School Census (inc mode of travel to school) (DfE).

Following an internal Somerset County Council review it has been decided that some form of local monitoring should be retained for the following key areas, at minimal cost to the council, in order to be able to adequately assess and evaluate the impacts of current investment decisions:

- Road Safety (KSI) monitoring;
- Air quality in relation to AQMAs;
- Road Traffic Mileage;
- Rights of Way ease of use;
- Cycling;
- Bus Patronage;
- Journeys to Work;
- HGVs (monitoring will be available on certain routes only; there will not be a 'countywide' figure to minimise cost burden); and
- Rail patronage.

The combination of this broader transport and environmental monitoring and the monitoring of uncertain effects should enable negative and unforeseen effects of the FTP to be identified.

Appendix 1: The influence of the Environmental Report

Appendix 1: Environmental Report recommendations and action taken	
Mitigation / enhancement measure suggested in the Environmental Report	Action taken by Somerset County Council
Health SEA Objectives	
Mitigation measure: Under Policy 17, further assessment work is needed on the new park and ride sites before development goes ahead and appropriate mitigation measures need to be put in place if needed. Policy 17 or its supporting text should make reference to the scheme appraisal processes that Somerset County Council has in place and should make it clear when and how this process will be undertaken.	The Final Plan now includes the following text: Obviously any further development of Park and Ride sites would be subject to the appropriate assessments, scheme appraisal processes and any relevant mitigation measures.
Mitigation measure: Policy 17 should make it clear what is meant by departure from the parking standards and whether this means that more parking would be sanctioned for certain sites.	The Final Plan now includes the following text: This could mean allowing more or less parking than our standards would suggest where there is evidence that this is right for the development.
Mitigation measure: As schemes are implemented as part of Annex B their impact on accidents should be investigated and options for improving their safety performance considered. Annex B should make reference to the scheme appraisal processes that Somerset County Council has in place and should make it clear when and how this process will be undertaken.	The Final Plan now includes the following text: (which addresses a number of other comments below) Any development of the schemes listed here would be 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.
Enhancement measure: A number of measures were suggested as part of the options assessment that could be low cost ways of improving motorcycle safety and these should be considered for the final plan under Policy 22. These measures are further engaging with key stakeholder groups, continuing to seek opportunities to gather feedback from riders and ensuring that the needs of motorcyclists are considered in traffic calming schemes.	As suggested these options perform relatively well in the appraisal undertaken as part of the Motorcycling Strategy and it was intended that this policy included them. The following alterations have been made to make this intention clear: Amendment of existing text: - Ensure highway designers and planning professionals 'Think Bike' (including when considering traffic calming schemes). New text has been added that says – Engage with key stakeholders and seek opportunities to gather feedback from riders.
Enhancement measure: If other measures can be included in the plan (apart from a Moped Loan Scheme) to promote smaller powered two wheelers they should be included in Policy 22.	Our policy supports safe and responsible motorcycling amongst riders of all types of bikes. However, our work on the Motorcycling Strategy (which has helped us develop this policy) has led to a decision not to explicitly promote smaller bikes due to high accident levels and (to a lesser extent) emissions of

Appendix 1: Environmental Report recommendations and action taken	
	certain pollutants.
Enhancement measure: Policy 11 could be clearer in setting out how it will mitigate for the safety effects of electric vehicles (i.e. the fact that they are quieter and more difficult for pedestrians and other vehicles to hear).	The policy notes we should explore how these effects could be mitigated. As such, it would be inappropriate and prejudicial to proper policy development to suggest mitigating measures before this exploration. However, an amendment has been made to clarify this situation: "Explore how we could help to mitigate the potential negative effects of electric vehicles. For example their quieter engines can make them harder to hear coming and there is potential for conflict when certain types of electric vehicle are allowed to use walking or cycling routes".
Community SEA Objectives	
Mitigation measure: The living sustainably goal should be extended to address protection of the heritage and townscape of Somerset.	The Final Plan now includes the following text: Consider the impacts of our work on the local urban environment (including its heritage and townscape) and minimise or mitigate the impacts accordingly.
Mitigation measure: As security at stations is a concern of some passengers, it would be appropriate for Policy 10 to refer to security improvements directly.	The Final Plan now includes the following text: "We will work in partnership with the rail industry and other stakeholders to encourage more people to travel by train. We will support better services, facilities, security, integration and improvements in the way people see train travel."
Enhancement measure: Annex B should clarify what the following means and how it will be achieved: "reduce severance caused by roads carrying high volumes of traffic".	The Final Plan now includes the following text: Work to stop roads carrying high volumes of traffic from splitting communities and making it hard to get around by foot or bike (known as 'severance').
Economy SEA Objectives	
Mitigation measure: If access to rural areas and the countryside is seen as a priority it should be addressed in the goals.	Following discussion with the Environ (who prepared the SEA) it was agreed that the challenge "To seek innovative ways of making jobs, services and tourism more accessible to, from and for rural areas" satisfies this requirement.
Mitigation measure: If freight issues are seen as a priority they should be addressed in the goals.	Following discussion with the Environ (who prepared the SEA) it was agreed that the challenge "To minimise the adverse impact of transport on quality of life and the natural environment" satisfies this requirement.
Mitigation measure: Once more detail is known on the schemes listed in	The Final Plan now includes the following text: Any development of the

Appendix 1: Environmental Report recommendations and action taken	
Annex B assessment work should be undertaken to assess the effects of the schemes on congestion and journey times. The policies or their supporting text should make reference to the scheme appraisal processes that Somerset County Council has in place and should make it clear when and how this process will be undertaken.	schemes listed here would be 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
Mitigation measure: Annex B should be clearer whether better routes to rural areas (for example, West Somerset) will be provided through the policy.	The Final Plan now includes the following text: This work has concentrated on Somerset's towns and links to other areas are considered further elsewhere in our policies.
Accessibility SEA Objectives	
There were no mitigation or enhancement measures suggested.	N/A
Environment SEA Objectives	
Mitigation measure: The living sustainably goal should be extended to address protection of the heritage and townscape of Somerset.	The goal now reads: Consider the impacts of our work on the local urban environment (including its heritage and townscape) and minimise or mitigate the impacts accordingly;
Mitigation measure: Under Annex B, further environmental assessment work is needed on all the schemes before development goes ahead and appropriate mitigation measures need to be put in place. Annex B should make reference to the scheme appraisal processes that Somerset County Council has in place and should make it clear when and how this process will be undertaken.	The Final Plan now includes the following text: Any development of the schemes listed here would be 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.
Mitigation measure: If Traffic Regulation Orders are taken forward under Policy 18 their routing should be carefully planned and monitored to ensure that they do not move HGV traffic onto more sensitive routes in terms of biodiversity, heritage and landscape. The policy or its supporting text should commit to this.	The Final Plan now includes the following text: "Whilst our testing shows Traffic Regulation Orders (such as weight restrictions) do not offer a good way of achieving our strategic objectives, they can be useful tools. In certain situations they are likely to remain useful tools in solving some local problems. Restrictions should be considered in the context of all of the objectives of this policy. In particular we must consider whether a new restriction might move HGV traffic onto more sensitive routes (in terms of biodiversity, heritage and landscape) and the impact on carbon emissions."
Mitigation measure: Environmental factors and issues should form a	The Final Plan now includes the following text: If a centre is developed, the

Appendix 1: Environmental Report recommendations and action taken	
consideration in the site selection of the Drivers Centre under Policy 21 and the policy or supporting text should commit to this.	selection of a suitable site would need consider the impact it might have on the environment.
Enhancement measure: The supporting text of Policy 13 that refers to loss or disturbance to Natura 2000 sites should be extended to include cycle routes.	Draft FTP text clearly states “any walking and/or cycling route”. Following discussion with the Environ (who prepared the SEA) it was agreed that this provision in fact already exists and no further changes are proposed.
Enhancement measure: The Habitat Regulations Screening Assessment made the recommendation that the supporting text to Policy 11 (previously Policy 17) 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.	The Final Plan now includes the following text: Consideration will be given to wildlife species and habitats that are sensitive to changes in land use before lending support to new technologies. The provisions of the Conservation of Habitats and Species Regulations 2010 will also be complied with at the appropriate point.
Natural Resources SEA Objectives	
Mitigation measure: It would be useful if Policy 4 discussed climate change adaptation and integrated climate issues into work undertaken to improve bus stops and interchanges – ensuring that shade is available at as many bus stops as possible, for example.	The Final Plan now includes the following text: Work undertaken to improve bus stops and interchanges will consider how it could contribute to climate change mitigation and adaption. By providing shade at bus stops, for example.
Mitigation measure: It would be useful if Policy 7 and 8 integrated climate issues into pedestrian and cycling standards. Examples of measures include shaded walk ways, avoiding areas at risk from flooding, use of materials which don’t contribute to surface water runoff etc.	The Final Plan now includes the following text (in both policies): Work undertaken to improve facilities 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.
Mitigation measure: Further environmental assessment work is needed on all the schemes in –Annex B before development goes ahead and appropriate mitigation measures need to be put in place. This work should address the effects of the schemes on carbon emissions and other natural resources. The policies or their supporting text should make reference to the scheme appraisal processes that Somerset County Council has in place and should make it clear when and how this process will be undertaken.	The Final Plan now includes the following text: “Any development of the schemes listed here would be subject to further exploration of the impact they might have on Somerset’s transport networks, environments, carbon emissions and natural resources. The appropriate assessments and scheme appraisal processes will also be undertaken for all schemes”.
Mitigation measure: Policy 17 should make it clear what is meant by departure from the parking standards and whether this means that more	The Final Plan now includes the following text: (as noted above also): This could mean allowing more or less parking than our standards would suggest

Appendix 1: Environmental Report recommendations and action taken	
parking would be sanctioned for certain sites.	where there is evidence that this is right for the development.
Mitigation measure: If Traffic Regulation Orders are taken forward as part of Policy 18 their routing should be carefully planned and monitored to ensure that they do not increase the level of carbon emissions unacceptably. The policy or its supporting text should commit to this.	The Final Plan now includes the following text: (as noted above also): “Whilst our testing shows Traffic Regulation Orders (such as weight restrictions) do not offer a good way of achieving our strategic objectives, they can be useful tools. In certain situations they are likely to remain useful tools in solving some local problems. Restrictions should be considered in the context of all of the objectives of this policy. In particular we must consider whether a new restriction might move HGV traffic onto more sensitive routes (in terms of biodiversity, heritage and landscape) and the impact on carbon emissions.”
Enhancement measure: It would be useful if the final climate action plan stated how the Council could work towards climate change targets through the funding available in the short term and the schemes likely to be implemented.	The Final Plan now includes the following text: Support the development of an annual Climate Change Action Plan detailing actions by all service areas with simple, measurable, achievable and realistic targets to deal with the causes and effects of climate change. We will support the inclusion of measures in this plan which make best use of the funding available to deliver improvements in the short term.
Enhancement measure: Policy 19 should outline what the community objectives are or are likely to be in different locations. It is suggested that these objectives should include reducing the unavoidable effects of climate change.	The reference to ‘community objectives’ has been re-written to provide increased clarity. It now reads; Prioritise competing demands for maintenance work based on our goals and objectives, local needs and their ability to deliver the best possible value (more information about how we will do this can be found in the TAMP). An additional reference to the possible impacts of climate change has been added to the sub-section concerned with ‘the long term impacts of our work’. This reads: Seek to reduce the unavoidable effects of climate change through the design of our maintenance work.
Enhancement measure: Policy 19 would be more positive if it included consideration of responsible sourcing and sustainability of material.	The Final Plan now includes the following text: We will continue to promote the use of sustainable and responsibly sourced materials through our Highway Maintenance Contracts.
Enhancement measure: If other measures can be included in the plan (apart from a Moped Loan Scheme) to promote smaller powered two wheelers they should be included in Policy 22.	As noted above our policy supports safe and responsible motorcycling amongst riders of all types of bikes. However, our work on the Motorcycling Strategy (which has helped us develop this policy) has led to a decision not

Appendix 1: Environmental Report recommendations and action taken

	to explicitly promote smaller bikes due to high accident levels and (to a lesser extent) emissions of certain pollutants.
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