

STRATEGIC ENVIRONMENTAL ASSESSMENT OF GREATER MANCHESTER'S LTP2

SEA Statement

May 2006

Prepared for:

GMPTE
9 Portland Street
Piccadilly Gardens
Manchester
M60 1HX

Prepared by:

Steer Davies Gleave
West Riding House
67 Albion Street
Leeds
LS1 5AA

+44 (0)113 242 9955
www.steerdaviesgleave.com

In Association with:

Ben Cave Associates
PO Box 220
Brighton
East Sussex
BN2 3WJ

+44 (0)1273 723400
www.caveconsult.co.uk

Contents	Page
1. INTRODUCTION	3
Background	3
Summary of LTP2 & SEA	3
About this Statement	3
Content of this Statement	4
SEA authors, contributors and outputs	4
2. THE SEA PROCESS	7
The SEA Stages	7
How the SEA influenced LTP2	7
3. CONSULTATION	9
Stages of Consultation	9
Results of Consultation	9
Effects on the Provisional and Adopted LTP2	14
4. ALTERNATIVE OPTIONS	15
Alternatives Considered	15
5. MONITORING STRATEGY	16
The Purpose of Monitoring	16
The Proposed Monitoring Strategy	16

FIGURES

Figure 2.1 The SEA Process for Local Transport Plans	7
--	---

TABLES

Table 1.1 SEA Statement - Checklist developed from SEA Regulations
Table 1.2 SEA Documents Produced to Date
Table 3.1 Steering Group for the SEA Commission
Table 3.2 Statutory Consultees for SEA Scoping Report
Table 3.3 Non Statutory Consultees for SEA Scoping Report
Table 3.4 Statutory Consultees for SEA Environmental Report

Table 3.5 Non Statutory Consultees for the SEA Environmental Report

Table 5.1 Headline Targets

APPENDICES

A CONSULTATION RESPONSES TO FEBRUARY 2006 ENVIRONMENTAL REPORT

B SUMMARY OF CONSULTATION WORKSHOP 1ST MARCH 2006

1. INTRODUCTION

Background

- 1.1 The Strategic Environmental Assessment (SEA) Directive 2001/42/EC was adopted into UK law in July 2004. The purpose of SEA is to integrate environmental considerations into the preparation and adoption of certain plans and programmes which are likely to have significant effects on the environment. Local Transport Plans (LTPs) produced by local authorities are subject to SEA, according to the EU Regulations.

Summary of LTP2 & SEA

- 1.2 The Borough Councils in Greater Manchester are required to produce a Local Transport Plan (LTP) under the Transport Act 2000. The Transport Act 2000 requires them to write a LTP in response to Guidance from central Government. The first round of full LTPs were written in 2000 and covered the years 2001/2 to 2005/6. The second round LTPs (“LTP2”) cover 2006/7 to 2010/11.
- 1.3 The Local Transport Plan is a statement of the policies and strategies with which the Council will use to improve transport in Greater Manchester. The document is also a bid to secure the funds the Council needs from central Government to implement the strategy.
- 1.4 The LTP2 draws its framework from a longer term plan to improve transport in the area, known as the Greater Manchester Integrated Transport Strategy (GMITS). GMITS has been developed and agreed by all ten districts and aims to encourage prosperity and a strong knowledge-driven economy within the wider North West region.
- 1.5 The SEA improves the LTP2 by allowing the environmental impacts of the plan to be considered at the earliest stages and throughout plan development. Its main objectives are:
- To provide for a high level of protection of the local environment; and
 - To contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development.

About this Statement

- 1.6 This document forms the SEA Statement, which is produced following the publication of the *adopted* full LTP2 in March 2006 and before implementation of the LTP2 and the monitoring of effects. The Statement is made after the production of the February 2006 Environmental Report, which referenced the July 2005 Provisional (draft) LTP2).

Content of this Statement

- 1.7 The Department for Transport’s guidance on SEA states that the adopted plan should be made available to the public alongside¹;
- *A statement summarising how environmental considerations have been integrated into the plan and how the Environmental Report of Article 5, the opinions expressed pursuant to Article 6 and the results of consultations entered into pursuant to Article 7 have been taken into account in accordance with Article 8, and the reasons for choosing the plan as adopted, in the light of the other reasonable alternatives dealt with; and*
 - *The measures decided concerning monitoring (Article 9).*
- 1.8 A checklist of the specific requirements of the SEA Regulations² has been drawn up by the Government to ensure that SEAs are comprehensive and compliant. The requirements for a SEA statement are shown in Table 1.1.

TABLE 1.1 SEA STATEMENT - CHECKLIST DEVELOPED FROM SEA REGULATIONS

Information to be included	Where in this document
How the environmental considerations have been integrated into the plan or programme	See Section 2
How the environmental report has been taken into account	See Section 2 and in the consultation responses (Section 3 and APPENDIX A)
How opinions expressed in response to consultation have been taken into account	See Section 3 Further detail is also given in APPENDIX A
The reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with	See Section 4
The measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme	See Section 5

SEA authors, contributors and outputs

- 1.9 GMPTE commissioned consultant Steer Davies Gleave to write this Statement, as part of a larger commission to undertake the SEA for the LTP2. Ben Cave Associates worked with Steer Davies Gleave to provide specialist input to issues relating to

¹ Department for Transport (2004) - **Strategic Environmental Assessment for Transport Plans and Programmes** - Transport Analysis Guidance (TAG) Unit 2.11, December 2004. Quote extracted from Table 2.1. Main requirements of the SEA Directive.

www.webtag.org.uk/webdocuments/2_Project_Manager/11_SEA/index.htm#6_3

² The Environmental Assessment of Plans and Programmes Regulations 2004. Part 4 (Post Adoption Procedures) Regulation 16: Information as to adoption of plan or programme (pp11).

www.odpm.gov.uk/pub/281/EnvironmentalAssessmentofPlansandProgramsRegulations2004PDF73Kb_id1143281.pdf

human health. GMPTE led the commission on behalf of the LTP2 Support Unit, who represent the ten districts.

- 1.10 The following documents have been produced to date, and can be accessed at the locations given in Table 1.2.

TABLE 1.2 SEA DOCUMENTS PRODUCED TO DATE

Document	Date	Size, Purpose and Distribution	Where to access
SEA Scoping Report	May 2005 (draft) July 2005 (final)	122 pages plus maps. Set context, established environmental baseline, identified problems and negative impacts and set objectives. Draft distributed to Steering Group members, key decision makers and statutory environmental bodies in an email dated 30/6/05. See Section 3 for full details of circulation. Final distributed via www.gmltp.co.uk.	Available on www.gmltp.co.uk. Available by request from the Environmental Planning Manager, GMPTE.
Summary Working Paper	June 2005	25 pages. Covers the SEA process, the work done to date, the main impacts, draft SEA objectives and plans for future work. This should be read alongside the Scoping Report. Distributed to Steering Group members, key decision makers and statutory environmental bodies in an email dated 30/6/05. See Section 3 for full details of circulation.	Available on www.gmltp.co.uk – Technical Appendix 2.4 to the Provisional LTP2 Available by request from the Environmental Planning Manager, GMPTE.
Provisional (Draft) LTP2	July 2005	119 pages plus appendices	Available on www.gmltp.co.uk.
Outline of the Review of LTP2 Implementation Programme	November 2005	2 pages. Programme for the SEA setting out consultation and decision making points. Sent to the Environmental Planning Manager at GMPTE w.c. 21 st November 2005. Stated that designed to be useful to the Plan writers and those signing off the LPT2.	Incorporated into the Environmental Report
Review of LTP2 Implementation Programme	November 2005	56 pages. Present (in conjunction with the Scoping Report previously	Available by request from the Environmental Planning Manager,

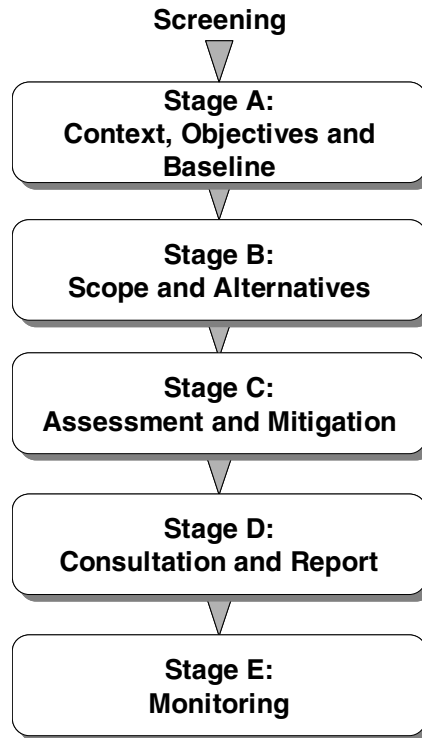
Document	Date	Size, Purpose and Distribution	Where to access
		prepared by Steer Davies Gleave) further information on the environment that should be taken into account at this stage of development of the Greater Manchester LTP2. Sent to the Environmental Planning Manager at GMPTE on 30 th November 2005. Stated that designed to be useful to the Plan writers and those signing off the LPT2.	GMPTE.
Environmental Report	Feb 2006	122 pages. Assessment of the environmental effects of the Provisional (draft) LTP2. Addressed consultation responses on Scoping Report, mitigation methods and indicators for LTP2. Distributed to Steering Group members, key decision makers and statutory environmental bodies in an email dated 21/2/06. See Section 3 for full details of circulation.	Available on www.gmltp.co.uk . Available by request from the Environmental Planning Manager, GMPTE.
Briefing Note	Feb 2006	8 pages. Circulated to invited attendees in advance of a workshop on the 1 st March. See Appendix B for a summary of the workshop.	Available by request from the Environmental Planning Manager, GMPTE.
Adopted Full LTP2	March 2006	154 pages plus appendices	Available on www.gmltp.co.uk .
SEA Statement (this document)	May 2006	20 pages. To ensure that the environment has been taken into account at every stage and that information collated has influenced the final shape of the LTP2.	To be made available on www.gmltp.co.uk . Available by request from the Environmental Planning Manager, GMPTE.
Recommendations Note	May 2006	3 pages. Sent to the Environmental Planning Manager at GMPTE. Contains some specific recommendations for LTP2 implementation.	Available by request from the Environmental Planning Manager, GMPTE.

2. THE SEA PROCESS

The SEA Stages

- 2.1 It is an iterative process as the plan (in this case, the LTP) is developed. The process can be broken down into five stages, as shown below.

FIGURE 2.1 THE SEA PROCESS FOR LOCAL TRANSPORT PLANS³



- 2.2 The production of this Statement is part of Stage D. The final stage – monitoring - is an ongoing practice, which will be reported on annually as part of the Plan’s own programme of periodic monitoring and reporting.

How the SEA influenced LTP2

- 2.3 At each stage, the SEA has looked at the likely environmental effects on the following, depending on the information available; biodiversity; population; human health; fauna; flora; soil; water; air; climatic factors; material assets; cultural heritage including architectural and archaeological heritage; landscape; and the interrelationship between all these factors.
- 2.4 Steer Davies Gleave has liaised with the nominated lead for this study, the Environmental Planning Manager at GMPTE. We have held regular meetings with both him and the planners and modellers within the LTP2 production team. In

³ Adapted from Figure 2.2 in Department for Transport (2004) - **Strategic Environmental Assessment for Transport Plans and Programmes** - Transport Analysis Guidance (TAG) Unit 2.11, December 2004.

addition, the team has read drafts of the SEA Scoping Report and Environmental Report and other documents listed in Table 1.2.

- 2.5 The Scoping Report (finalised in July 2005) and the Environmental Report (produced February 2006) have both been distributed to the statutory environmental bodies, as well as to members with responsibility for transport within each of the ten local authority districts across Greater Manchester.
- 2.6 Some responses were received prior to finalising the Full LTP2 and were therefore reflected in the final document. Additional feedback was received after this date, which will be reflected in the implementation of the LTP2 strategy.

3. CONSULTATION

Stages of Consultation

- 3.1 Consultation is an integral part of the environmental assessment and the SEA Directive (2001/42/EC). The SEA Regulations set out requirements for consultation and information provision throughout the timescale of the plan making process.
- 3.2 To be compliant with the SEA Regulations, consultation and information provision must occur at the Scoping stage and on the Environmental Report. Consultation took place at these two main stages. Steer Davies Gleave managed both of these stages, with letters sent out to the statutory environmental bodies and an email sent out to members of the Steering Group and identified key decision makers. These letters were intended to notify them of the relevant report, explain where to access it and to invite them to comment (see tables below for details of consultees).
- 3.3 In addition, the Directive states that when the Plan is adopted, it should be made available to the public and the environmental authorities, along with a statement summarising how environmental considerations have been integrated into the plan, including monitoring details (Article 9(1)). This part is primarily for information, rather than consultation, although it contains responses to previous consultation, and therefore performs a valuable feedback role. The approved Full LTP2 and this SEA Statement can be viewed online at www.gmltp.co.uk.

Results of Consultation

Consultation at the Scoping Stage

- 3.4 The consultation at this stage was to decide on the scope and level of detail of the environmental baseline information. This information formed the basis of the Environmental Report.
- 3.5 Consultation took place on the Scoping Report between May and July 2005. The SEA Regulations state that at this stage, it is necessary to consult the four statutory environmental bodies: English Heritage, English Nature; the Environment Agency; and the Countryside Agency. We wrote to these statutory consultees. Consulting others, such as the general public, is optional at this stage. Nevertheless, we decided to make the information available via the website and to send an email to the key decision makers on the LTP2 and the Steering Group.
- 3.6 The consultation period for the Scoping Report was left open. The contact details of those consulted are given in the tables below.

TABLE 3.1 STEERING GROUP FOR THE SEA COMMISSION

Name	Organisation
Sarah Young Andrew Murray	Manchester Airport
Peter Black, Martin Arthur, Roy Newton, Angela Grills	GMPTE

Richard Banks and Duncan Laird	Stockport MBC and LTP Support Unit
Stephen Watkins	Director of Public Health, Stockport Primary Care Trust
Beverley Gallier	Health & Education Co-ordinator, GMPTE

TABLE 3.2 STATUTORY CONSULTEES FOR SEA SCOPING REPORT

Name	Organisation	Responded?
Judith Nelson	English Heritage	Yes
David Jeffreys	English Nature	Yes
Bill Derbyshire	Environment Agency	No
Claire Warburton	The Countryside Agency	Yes

TABLE 3.3 NON STATUTORY CONSULTEES FOR SEA SCOPING REPORT

Name & Address	Organisation	Responded?
Mary Serjeant	Bolton Metropolitan Borough Council	Yes
Carol Willgoose	Tameside Metropolitan Borough Council	No
T.Williams	Bury Metropolitan Borough Council	No
Josie Wride	Trafford Metropolitan Borough Council	No
N.Gilmore R.Elliot	Manchester City Council	No
C.Foster-Devine	Wigan Metropolitan Borough Council	No
Joanne Betts	Oldham Metropolitan Borough Council	Yes
Andrew Jackman	Rochdale Metropolitan Borough Council	No
Moira Percy	GMPTE	Yes
General email address for transport team	Salford City Council	No
Kate Dibble	Manchester Airport	No
Sue Stevenson	Stockport Metropolitan Borough Council	No
Anne Robinson	Campaign for the Protection of Rural England	Yes

Scoping Report Responses

- 3.7 **English Nature:** The response was fairly concise and highlighted some minor points. These included the lack of European designations being referred to in the text, despite their inclusion on figures in the report. It was also suggested that consideration should be given to the local Biodiversity Action Plans being prepared by each of the local authorities, as they may contain habitats and species not listed within the GMBAP.
- 3.8 **English Heritage:** The response from English Heritage made number of observations and suggestions. The lack of a specific objective for the historic environment was

identified, and a number of objectives were recommended. An additional LTP objective was suggested, covering transport infrastructure and public realm together with the protection and enhancement of the historic environment. English Heritage also mentioned some discrepancies in the wording of the report regarding 'significant impacts'. A further suggestion was that the baseline environment needed to be more comprehensive. A positive comment was that the wide definition of the historic environment had been reflected in the report. Further comments included the suggestion that the Transport Asset Management Plan could provide additional information. A number of amendments to tables were also proposed, which generally concerned the potential for additional objectives which had not been originally included.

- 3.9 **Countryside Agency:** The response made reference to the fact that there is no specific landscape objective. The Countryside Agency proposed the provision of some guidance on the inclusion of landscape indicators in SEAs. Other comments in the response were fairly generic, including the fact that the CA expect the SEA to identify and respond to the impacts that the LTP2 might have on their environmental interests. It is suggested that reference is made to the CA's national policy document.
- 3.10 **Council for the Protection of Rural England:** The CPRE proposed an alternative to the major road building on the eastern side of Manchester, suggesting it be considered as a factor to be assessed through the SEA process. A couple of amendments to figures in the report were suggested, with regard to AQMA and Green Belt. The South Pennines Integrated Transport Strategy (SPITS) was seen to be a plan that would impact on the GMLTP2 and should therefore be relevant to the SEA. Further comments included the request that the statutory purposes of the PDNP be referenced in the report. The SEA objective for climate change was seen to differ from those set by Government. A range of amendments to tables were suggested, and some additional factors were proposed in our assessment of environmental impacts.
- 3.11 **Bolton Metropolitan Borough Council:** The response from Bolton made two useful observations and suggestions. The first observation was that the alternative LTP2 scenarios contained in the Scoping Report were alternative financial scenarios rather than policy scenarios and the suggestion was made to refer to the three alternative policy scenarios contained in GMITS. Page 8-9 of GMITS contains the results of modelling three alternative policy scenarios: minimal investment in transport infrastructure; concentrating investment on highway infrastructure; or focusing investment on a public transport-led approach. The conclusion is that a continuation of the existing public transport led strategy aimed at achieving a mode shift away from the car and onto more sustainable modes remains the best way to meet both local and national objectives. GMITS sets out a strategy on the basis of this approach and therefore contains much of the optioneering that might otherwise have been undertaken through the SEA process.
- 3.12 The second observation from Bolton was in relation to the SEA objectives. It was acknowledged that the draft set of objectives contained in the Scoping Report are very clear and useful but that they differ from the regional sustainability objectives. Having

reviewed the 26 regional objectives⁴, we decided to retain the draft SEA objectives on the basis that they are a tight set of measurable and relevant targets that we believe can be worked with and tested against.

- 3.13 **Oldham Metropolitan Borough Council:** The response from Oldham highlighted an error in paragraph 4.14. It states that traffic flows may even need to double, or to be halved, to reduce noise. We meant that they needed to double and this has been corrected in subsequent documents.
- 3.14 **GMPTE:** An initial observation that we have since corrected: the LTP is a document prepared jointly by the 10 District Councils of GM and GMPTA/E. It is most definitely not, as stated in para 1.15 of the Scoping Report, 'the responsibility of GMPTE, on behalf of the districts and other partners'. This may well be the model in other areas, but not here.

Consultation on the Environmental Report

- 3.15 Once the draft Environmental Report has been prepared, the SEA Regulations state that consultation must take place again with the statutory environmental bodies and other interested parties. This is to enable stakeholders to give their opinion on the likely significant effects of the Plan and those who responded to the Scoping Report can refer to how their previous comments have been addressed.
- 3.16 The report was made available for consultation alongside the Provisional (draft) LTP2, on 21st February 2006. As for the Scoping report, we wrote to the statutory consultees and emailed the key decision makers and the Steering Group. The consultation was left open until 10th March 2006.
- 3.17 The details of the Steering Group are given in Table 3.1. Similarly to Table 3.2, the details for the four statutory consultees are shown in Table 3.4, although this version of the table indicates whether they responded to the Environmental Report. Their comments are summarised in the paragraphs below and detailed in Appendix A.

TABLE 3.4 STATUTORY CONSULTEES FOR SEA ENVIRONMENTAL REPORT

Name & Address	Organisation	Responded?
Judith Nelson	English Heritage	Yes
David Jeffreys	English Nature	No
Bill Derbyshire	Environment Agency	Yes
Claire Warburton	The Countryside Agency	No

⁴ http://rpg.nwra.gov.uk/uploads/rpg_docs/tp_5G7o_Regional_Sustainability_Object.doc

TABLE 3.5 NON STATUTORY CONSULTEES FOR THE SEA ENVIRONMENTAL REPORT

Name & Address	Organisation	Responded?
Mary Serjeant	Bolton Metropolitan Borough Council	No
Carol Willgoose	Tameside Metropolitan Borough Council	No
T.Williams	Bury Metropolitan Borough Council	No
Josie Wride	Trafford Metropolitan Borough Council	No
N.Gilmore R.Elliot	Manchester City Council	No
C.Foster-Devine	Wigan Metropolitan Borough Council	No
Joanne Betts	Oldham Metropolitan Borough Council	No
Andrew Jackman	Rochdale Metropolitan Borough Council	No
Moira Percy	GMPTE	No
General email address for transport team	Salford City Council	No
Kate Dibble	Manchester Airport	No
Sue Stevenson	Stockport Metropolitan Borough Council	No

Environmental Report Responses

- 3.18 **The Environment Agency:** The response comments on the Plan and SEA process directly, questioning whether the consultation on the LTP2 ended before the Environmental Report was published. It was suggested that the Environmental Report should be published alongside the draft plan or within the consultation period. Concern was also raised over the assessment of water effects and climate change adaptation, which were not judged to be assessed in sufficient detail. Other comments included the lack of options assessment and the potential for environmental effects from an increase in surface access to Manchester Airport. It was suggested that it is appropriate for the SEA to address this as a significant and strategic issue. Further detail can be found in Appendix A.
- 3.19 **English Heritage:** English Heritage showed concern with what they considered a “*lack of any objective relating to the historic environment*”. This was mostly related to the detailed wording of the objective added following their previous consultation response, which was not seen to include an element of preservation and enhancement. There was also concern over whether the report has adequately addressed LTP2 effects on scheduled monuments or registered parks and gardens. The response suggests that the report did not go beyond the guidance contained in PPG 15 and PPG 16. They stated that it was difficult to see from the report how the SEA process has influenced drafting of the LTP2. In general English Heritage believed that the effects against Cultural Heritage were not adequately addressed. Further detail can be found in Appendix A.

Conclusions on the consultation

- 3.20 In the comments above there was naturally enthusiasm for the SEA to contain more emphasis on the area of the environment each statutory body campaigned for (e.g. to take further consideration of the historic environment, from English Heritage). The outcome of the SEA, that the LTP2's impact on the environment is unlikely to be significantly adverse, was not specifically challenged.
- 3.21 All the comments made by the consultees have been considered and are included in this LTP2 Statement, which will in turn ensure they are considered during the implementation of the LTP2, as required by the SEA Regulations.

Effects on the Provisional and Adopted LTP2

- 3.22 The Scoping Report and the consultation feedback was read and taken into account by the relevant LTP2 officers, and fully documented in the appendix of the Environmental Report. The feedback on the Environmental Report was dealt with in a similar way.
- 3.23 It is very difficult to identify specific effects of the SEA consultation on the LTP as the comments were mainly about the SEA report itself and did not warrant changes in the plan itself. Also, the plan was developing and evolving throughout this time, and changes were constantly being made for a combination of reasons – environmental impact being one of them. The awareness of environmental impacts, once initially raised, was present in subsequent decision-making.

4. ALTERNATIVE OPTIONS

Alternatives Considered

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’. The alternatives must be reasonable, realistic and relevant. The LTP2 for Greater Manchester is based on the Integrated Transport Strategy for Greater Manchester (GMITS), which was updated in 2005. This specifically addressed the issues raised by:

- The Government’s support for the full Metrolink Phase 3 expansion;
- The Transport White Paper issued in June 2004; and
- The need to provide a framework for the LTP2 and Transport Innovation Fund (TIF) bid for Greater Manchester as a whole.

- 4.1 As such, the formulation of the LTP2 strategy is not based on the consideration of alternative options, but rather focuses on taking forward the proposals set out in the GMITS. Therefore, in carrying out the SEA for the LTP2 the focus is not on the comparison of alternative strategies, as these do not exist in the conventional sense and it is not the role of the SEA to invent them.
- 4.2 Instead, the SEA process is used to inform the strategy development process within the LTP2, by identifying the broad consequences for the environment. This includes the various elements that will make up the final LTP2 strategy, alerting the policy-makers to them and the measures that they might consider to ensure that the LTP2 meets its aspirations for the environment and health. This document forms part of this process.
- 4.3 The contents of the implementation plan were assessed against the SEA objectives in section 5 of the Environmental Report. Due to the large number of schemes assessed, some were judged to have greater environmental impacts than others. A number of the schemes were expected to have beneficial environmental impacts, although some of the others were expected to conflict. This is perhaps because they facilitate car travel even though they are designed to reduce congestion. It has also been identified that some major schemes may result in potential significant adverse (as well as beneficial) environmental effects. As these are specific to the major schemes, they will be considered in more detail as part of the funding approval process, and may therefore not be considered ‘strategic’ in the Strategic Environmental Assessment for the whole of Greater Manchester.

5. MONITORING STRATEGY

The Purpose of Monitoring

- 5.1 Monitoring is the systematic measurement of a parameter in terms of magnitude, time and space. Monitoring is not limited to quantitative or technological measurements, and may include qualitative issues such as severance or landscape quality.
- 5.2 Monitoring can be used to answer questions such as:
- Is the plan contributing to the desired environmental objectives and targets?
 - Is the plan performing as well as expected?
 - Are (mitigating) measures performing as well as expected?
 - Are there any undesirable environmental effects? Are these within acceptable limits, or is remedial action required?
 - Are the environmental impact predictions of the assessment accurate?
- 5.3 This process is beneficial to the Local Transport Plan because it allows any significant environmental effects of the plan's implementation to be identified and dealt with early. It allows the actual effects of the plan to be tested against those predicted in the SEA and can provide baseline information for future plans.

The Proposed Monitoring Strategy

- 5.4 To develop a monitoring strategy, the DfT guidance⁵ suggests the following questions are addressed:
- What needs to be monitored?
 - What sort of information is required?
 - What existing sources of monitoring information are there?
 - How are any gaps in existing information to be identified and filled?
 - How will it be determined when remedial action would be required and which actions could be taken?
- 5.5 On this basis, a management plan outlining responsibilities, timeframes and presentation should be developed.
- 5.6 The assessment in the Environmental Report indicated that there was very little in the minor works and maintenance programmes of LTP2 likely to have significant effect on the environment. In summary, the environmental indicators in the Monitoring Strategy of the Full LTP2 cover:
- Air quality;
 - Contribution to greenhouse gas emissions;

⁵ Department for Transport, 2005 Strategic Environmental Assessment for Transport Plans and Programmes TAG Unit 2.11, Appendix 8: Monitoring

- Road safety;
- Congestion and mode share targets (proxies for poor environmental quality); and
- Access to services (social impacts).

5.7 The monitoring indicators and targets adopted in the Full LTP2 are reproduced in Table 5.1 alongside the targets included in the Provisional (draft) LTP2. Some targets have become more ambitious in the Full LTP2, other less ambitious, and some have stayed the same. There are also a significant number of indicators that did not have an associated target in the Provisional (draft) LTP2. The detailed baseline for these indicators is contained in a Monitoring Appendix to the Full LTP2.

TABLE 5.1 HEADLINE TARGETS

Reference	Indicator	Provisional (draft) LTP2 Target	Full LTP2 Target	Change from Provisional (draft) LTP2
BV223 (ex BV96)	Principal Road Condition	To be developed	Each district set an interim target based on 2004/5 scanner data	No original target set
BV224a (ex BV97a)	Non-principal classified road condition	To be developed	Each district set an interim target based on coarse visual inspection (cvi), pending receipt of 2005/6 scanner data	No original target set
BV224b (ex BV97b)	Unclassified road condition	To be developed	Each district has set an interim target based on cvi	No original target set
BV99x	Road safety: total KSI	50% reduction on 1994-1998 baseline by 2010	641: 50% reduction on 1994-1998 baseline by 2009-11 average	Same
BV99y	Road safety: child KSI	55% reduction on 1994-1998 baseline by 2010	137: 55% reduction on 1994-1998 baseline by 2009-11 average	Same
BV99z	Road safety: slight casualties	20% reduction on 1994-1998 baseline	10,798: 30% reduction on 1994-1998 baseline by 2010	More ambitious
BV102a	Bus patronage	10% increase by 2011 in 2001 figures i.e. 7% increase between 2003/04 and 2010/11	102m: 2.1% increase between 2003/4 and 2010/11 i.e.4% increase over LTP2 period	Split into three modes, so not comparable
BV102b	Rail patronage		19.6m: 12% increase between 2003/4 and 2010/11 i.e. 5% increase over LTP2 period.	
BV102c	Metrolink patronage		20.7m: 11% increase between 2003/4 and 2010/11 i.e. 6% increase over LTP2 period.	
BV104	Bus satisfaction (residents)	60% by 2009/10	60%: 5% increase by 2009/10.	Same
BV187	Footway condition	To be developed	Each district set an interim target based on detailed visual inspection	No original target set

Reference	Indicator	Provisional (draft) LTP2 Target	Full LTP2 Target	Change from Provisional (draft) LTP2
LTP1a	Percentage of households within 30 minutes access by public transport to a Category A interchange by 08:45	To be developed	Maintain 85%	No original target set
LTP1b	Percentage of people in receipt of Jobseekers Allowance within 30 minutes access by public transport to a Category A interchange by 08:00	To be developed	Maintain 90%	No original target set
LTP2	Area wide road traffic kilometres on local roads	No change in veh-kms on local roads 2004-11	7386m: Limit increase to 2%	Less ambitious
LTP3	Index of recorded cycle counts	10% increase by 2010/11 on 2003/4 figures	10% increase in cycle trips from 2003/4	Same
LTP4a	Mode share journeys to primary school	By 2010/11: LEA Primary 66% by non-car modes	58%: 2% increase by non-car modes	Less ambitious
LTP4b	Mode share journeys to secondary school	By 2010/11: LEA Secondary 88% by non-car modes	No further reduction in use of non-car modes	Not comparable
LTP5	Bus punctuality	For timetabled services: 90% punctuality by 2012/13. For others, a year on year reduction in excess waiting time	85%: 12% increase from 2004/5	Less ambitious
LTP6a	Peak traffic flow to Regional Centre	To be developed	30,779 vehicles: no increase in peak period vehicle trips into the Regional centre between 2005 and 2011.	No original target set
LTP6b	Peak traffic flow to other key centres	To be developed	57,750 vehicles: limit peak period vehicle trips into other key centres to no more than 1% increase by 2009-11.	No original target set

Reference	Indicator	Provisional (draft) LTP2 Target	Full LTP2 Target	Change from Provisional (draft) LTP2
LTP7	Average journey time per person mile on target routes	To be developed	Interim target of no worsening of congestion with 2% increase in area-wide traffic flows on local roads	No original target set
LTP8	Air quality: NO ₂ concentrations within AQMAs (Tonnes NO _x from local road traffic)	30% reduction between 2004/5 and 2010/11	Average reduction of 39% in NO _x emissions from traffic on local main roads. Each district set a specific interim target.	More ambitious
LTP9	Climate change: (Tonnes CO ₂ from local road traffic)	Interim target to decrease all CO ₂ emissions by 12.5% from 1990 to 2010	3.93m: Limit to 4.5% increase between 2004 and 2011.	Less ambitious
LTP10a	Accessible infrastructure (buses)	To be developed	66% by 2008/9: Up from 42% in 2004/5.	No original target set
LTP10b	Accessible infrastructure (raised bus stops)	To be developed	To be reported in future APRs when data collection mechanism established.	No original target set
LTP10c	Accessible infrastructure (rail)	To be developed	57%: 5 more accessible stations by 2008/9	No original target set
LTP10d	Accessible infrastructure (pedestrian crossings BV165)	To be developed	Targets set by each district varying between 76% in Rochdale and 98% in both Stockport and Trafford	No original target set
LTP10e	Public Rights of Way (Ease of use by public BV178)	To be developed	Targets set by each district varying between 73% in Wigan and 95.5% in Tameside	No original target set
LTP11	Walking: no. of trips/year/person where walking is the main mode	Reduce the current rate of decline so trips fall be only 15% between 2005/6 and 2010/11	237 trips per person: To stop the decline in walking after an initial 5% decrease	More ambitious
LTP12a	Mode share to Regional Centre	62% by non-car modes by 2008 and 65% by non-car modes by 2011	65% by non-car modes: Increase in use of non-car modes limited to 5 percentage points	Same
LTP12b	Mode share to Key Centres	Maintain modal split at 42% for non-car modes between 2001 and 2011	40%: Maintain current modal split	Same

Reference	Indicator	Provisional (draft) LTP2 Target	Full LTP2 Target	Change from Provisional (draft) LTP2
LTP12c	Vehicle trips per passenger to Manchester Airport	By the time Manchester Airport handles 40M passengers per annum, use of public transport and other sustainable modes will reach 40% by passengers and staff.	1.38 veh trips/pass (est 30m pass) in 2011: 4% reduction in the ratio of vehicle trips/passenger between 2005 and 2011 when passenger levels are expected to reach 30m.	Not comparable

APPENDIX A
CONSULTATION RESPONSES TO FEBRUARY 2006 ENVIRONMENTAL REPORT

A1. CONSULTATION RESPONSES

APPENDIX: TABLE A1.1 ENVIRONMENTAL REPORT CONSULTATION: ENVIRONMENT AGENCY (HEIDI CURRAN, PRINCIPAL OFFICER, SENT 14TH MARCH 2006)

Consultation Comment	Response
<p>First comment relates to the Plan and SEA process. Appears that consultation on LTP2 ended before the Environmental Report was published. Does this infringe SEA directive (Article 6(2)) requiring greater period of public consultation before the adoption of plan or proposal, or its submission to legislative procedure?</p> <p>Suggestion that Environmental Report prepared under the scope of the directive should be published alongside the draft plan, or within consultation period. Also see DfT guidance on SEA of Transport Plans (Dec 04)</p>	<p>Steer Davies Gleave and the LTP partners have endeavoured to meet all the consultation requirements of the SEA within the constraints set by the programme for LTP production. The Statutory Consultees were consulted on the SEA Scoping Report as required, and a wider range of consultees were asked to comment on the Provisional (draft) LTP2 and the Environmental Report before the Final LTP2 was finalised. Steer Davies Gleave is confident that this complies with both the spirit and the letter of the SEA Regulations.</p>
<p>Water issues are highlighted as a result of transport activities. SEA working paper (Jun 05) did not judge significant issues from runoff and spillages. The issue of flood risks or water quality being affected by construction was mentioned. Some of these issues are addressed in the Environmental report (Proposed Mitigation and Enhancement measures), Still LTP responsibility to set overall policy preventing water effects. Include statement on flood risk from working paper in final environmental report?</p>	<p>This is a detailed issue that relates to specific proposals appearing in the LTP2. Such matters are more properly dealt with as part of the NATA appraisals and EIA procedures followed for those specific schemes as part of the consent processes.</p>
<p>There is no mention of climate change adaptation or the minimisation of resource use in the report or working papers. Recommend inclusion of the potential effects of climate change in finalisation of LTP2. Consider targets for greenhouse reduction, adapting to temperature/rainfall change and flexibility to cope with risks and opportunities.</p>	<p>Climate change adaptation is a detailed design issue to be addressed in the development of individual infrastructure schemes. More general measures for reduction of greenhouse gas (GHG) emissions are discussed in the Environment Report. It is also indicated that GHG emissions targets are under consideration. Minimisation of resource use is considered in the recommendations made on mitigation in the Environment Report.</p>
<p>Lack of options appraisal is a factor of concern. Inclusion of assessment of strategic options first developed and concluded as part of integrated transport strategy.</p>	<p>Paragraph 4.12 of the Environment Report notes that the formulation of the LTP2 strategy was not based on the consideration of alternative options but rather focused on taking forward the proposals set out in the GMITS. As GMITS is not a statutory plan, and was published before the SEA Regulations came into force, it was not subject to SEA. Also, Paragraph 4.5 notes it is not the role of the</p>

SEA to invent alternatives where these are not currently being considered. Carrying out SEA of the GMITS alternatives post hoc is not appropriate in this case.

There are several other potential issues that might have been included. The environmental effects of increasing surface access to Manchester Airport are likely to be significant. Further major schemes are required to facilitate this airport access scheme, such as Metrolink and road schemes. Should be appropriate for SEA to address and significant and strategic issue.

All current policies and proposals in the LTP2, including those that may be intended to improve surface access to the airport, have been considered in the SEA. It is not the role of SEA to speculate what future schemes might be proposed, but to assess the effects of the LTP2 as presently formulated.

APPENDIX: TABLE A1.2

ENVIRONMENTAL REPORT CONSULTATION: ENGLISH HERITAGE (JUDITH NELSON, REGIONAL PLANNER, SENT 7TH MARCH 2006)

Consultation Comment	Response
<p>English Heritage has indicated particular concern with “the lack of any objective relating to the historic environment”. It is noted that whilst we have included what we consider to be a relevant objective, there is continuing concern regarding the wording of the objective and the consequent ramifications for the assessment.</p> <p>The objective in question is “To avoid damage to designated sites of protection of heritage assets”. English Heritage is concerned that this does not state the usual preserve of preserve and enhance. They also suggest that we have not made provision for the importance of high quality design, the public realm and local distinctiveness. Without such objectives, this may hinder the achievement of providing a high level of protection for the local environment.</p>	<p>In formulating the SEA objectives, Paragraph 3.55 notes that Steer Davies Gleave endeavoured to make these relevant, targeted and measurable. It is hard to see to what extent transport policies can ‘preserve or enhance’ historic resources, although it is reasonable to expect schemes will avoid damaging them. Also, the detailed design of schemes will be where their quality and distinctiveness will be determined. Such issues will be addressed through the NATA appraisals and EIA for particular schemes, and are not appropriate for consideration at a strategic level.</p>
<p>There is reference to table 5.1, where it is not anticipated that there will be any LTP2 effects on Scheduled monuments or registered parks and gardens. Concern was raised over whether this is indeed the case, with the question of whether LTP2 proposals have been mapped against the historic environment.</p>	<p>This has been done in the SEA as far as was possible on the basis of the information available, and at a level of detail appropriate to a strategic assessment. These matters will be dealt with in more detail in the NATA appraisals and EIA procedures followed for specific schemes as part of the consent processes.</p>
<p>Inquiry regarding the earlier English Heritage letter referred to in Table A3.1. Was it useful in terms of its suggestions. Other LTPs have recognised the importance of the public realm and design.</p>	<p>These comments were considered helpful, and referred to the GMLTP Partners for consideration as indicated.</p>
<p>Suggestion to add Appendix B documents to Table 2.2 of the Environmental Report.</p>	<p>The Environmental Report is not being reissued, and the content of Appendix B indicates how they were considered in the SEA in any event.</p>
<p>Suggestion that the SEA focuses solely on designated sites. Considered surprising given that diversity of Greater Manchester’s historic environment has been recognised in Cultural heritage, landscape and townscape sections.</p>	<p>The analysis in the SEA was on the basis of the information available and at a level of detail appropriate to a strategic assessment. These matters will be dealt with in more detail in the NATA appraisals and EIA procedures followed for specific schemes as part of the consent processes.</p>
<p>Tables 3.3 and 5.24 do not include the objective covering heritage assets.</p>	<p>The objectives were not spelt out in detail in these tables. Because of the basis of the analysis undertaken in terms of considering effects on designated areas of protection, this was subsumed within the ‘Biodiversity’ category. It is noted that this may not have been wholly appropriate, and should have</p>

	been stated more clearly in any event. However, it does not affect the outcomes and conclusions of the SEA.
Concern that chapter 6 does not go beyond the guidance contained in PPG 15 and PPG16.	Such matters will be dealt with in more detail in the NATA appraisals and EIA procedures followed for specific schemes as part of the consent processes.
Unable to see how the SEA process has influenced drafting of LTP i.e. by amending policy	This is described in more detail in this SEA Statement.
Suggest that SEA could have recommended drawing up a Code of Practice for works affecting the historic environment as mitigation.	Such matters are more appropriately dealt with in as part of the EIA procedures followed for specific schemes as part of the consent processes.
General concern that the effects against cultural heritage have not been addressed adequately. No proposal to monitor effects on built or historic environment.	These matters will be dealt with in more detail in the NATA appraisals and EIA procedures followed for specific schemes as part of the consent processes.
TAG unit 2.11 advises Environmental Reports should be accompanied by the draft transport plan. No copy received at present.	The draft (provisional) LTP is available at www.gmltp.co.uk

APPENDIX B
SUMMARY OF CONSULTATION WORKSHOP 1ST MARCH 2006

B1. SUMMARY OF CONSULTATION WORKSHOP ON 1ST MARCH 2006

- B1.1 On 1st March 2006 the GMPTE hosted a consultation meeting for the Strategic Environmental Assessment (SEA) of the Local Transport Plan 2 (LTP2). The meeting was held at the Mechanics Institute. It was facilitated by Ben Cave of Ben Cave Associates and Chris Ferrary of Steer Davies Gleave. Peter Black of GMPTE opened the meeting by explaining that although this particular workshop was being held towards the end of the SEA process the findings would be very useful for the way in which the LTP2 would be delivered. Chris Ferrary explained the role of SEA and described how it had been conducted. Ben Cave described how health issues were being addressed within the SEA and highlighted some key issues which the SEA process had identified. The meeting then split into 2 groups for some more detailed discussion.
- B1.2 The workshops looked in general at ways which health & wellbeing issues can be addressed and delivered in Greater Manchester over the course of the LTP2.
- B1.3 A wide range of issues were raised. There was agreement that economic growth should not be seen as dependent upon increasing the number of cars on the road. The point was made that walkers and cyclists use less space than drivers and so increasing their numbers will increase the efficiency of roads. Walking and cycling is also a direct benefit to individual and population health.
- B1.4 Partnership was continually stressed as being top priority. While people need to be encouraged out of their cars there are a number of ways of doing this. Not everything suits everybody. Participants considered how all political parties could lend their support to improving liveability of Greater Manchester. GMPTE should push travel plans with employers, including hospital trusts, and schools. Park and ride should be '*got right*'. Questions were asked about ways in which the bus companies could be involved to benefit everyone. Fear of crime deters people from using public transport at night.
- B1.5 There was disagreement over whether recent changes to the GM bus services had made it easier to travel on buses or harder. It was agreed that the changes were important and that any period of transition was bound to be confusing. This accentuates the importance of softer measures such as personalised travel planning which help people to use what is there.
- B1.6 The meeting concluded with strong statements of support from the GMPTE policy writers to take on board the issues people were expressing and invitations to work together to address transport, environmental performance and health and wellbeing in GM.

CONTROL SHEET

Project/Proposal Name: STRATEGIC ENVIRONMENTAL ASSESSMENT
OF GREATER MANCHESTER'S LTP2

Document Title: SEA Statement

Client Contract/Project Number:

SDG Project/Proposal Number: 206185

ISSUE HISTORY

Issue No.	Date	Details
1	9/5/06	First internal draft circulated
2	17/5/06	Second internal draft circulated
3	23/5/06	Final draft circulated to client
4	7/6/06	Final taking into account client comments

REVIEW

Originator: HMC
Other Contributors: EJB, CKF and BC
Review By: Print: CKF

Sign:

DISTRIBUTION

Clients: One pdf and one word. Copied to Richard Banks to put on the website. No hard copy

Steer Davies Gleave: One hard copy on file. Electronic copy on Leeds P Drive.

