


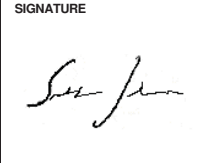
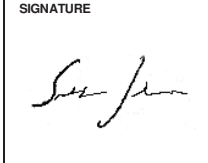
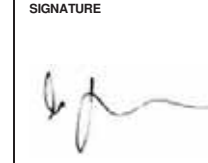
Local Transport Plan 3 Draft Devon and Torbay Strategy


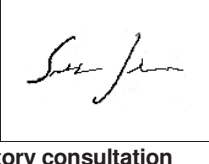
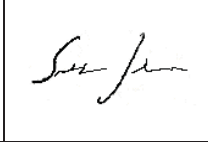
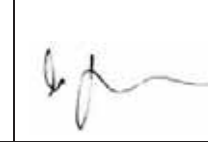
Strategic Environmental Assessment Environmental Report

Consultation Draft
November 2010

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 Environmental Report

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Executive Summary

Devon County Council and Torbay Council are producing Devon and Torbay's Third Local Transport Plan (LTP3), which will guide the development of transport improvements within both authorities. The Councils have produced the LTP3 Strategy, and will incorporate the first of a series of Implementation Plans in the coming months. Jacobs has been commissioned to conduct a Strategic Environmental Assessment (SEA) which will help to ensure that decisions regarding transport planning are made in a way that prioritises social, environmental and socio-economic concerns.

SEA occurs in essentially two stages:

- **Scoping:** establishes the data and information considered adequate to enable the later assessment stage, as well as the method proposed; and
- **Assessment:** identifies the likely significant effects of the alternatives (or "options"), and of the draft LTP3, and makes recommendations to change or improve the LTP3, where appropriate.

This Environmental Report summarises the results of both stages, including the results of the scoping exercise, feedback and changes made to the evidence base and method as a result of consultation on the scoping report, the results of the assessment of the impacts of LTP3 Strategy options, and the results of the assessment of the draft Strategy in terms of its impact on communities and the environment.

We have updated the Scoping Report itself as well so that we need not repeat general baseline information or the detailed planning and legislative context review. The November 2010 *Strategic Assessments Scoping Report Post-Consultation Update* can be found on the Council's website and used for reference when reading this Environmental Report.

This Environmental Report is based on a long-term and thus wide-ranging collection of prospective interventions which the LTP3 may implement. It therefore broadly addresses the potential impacts of the first and subsequent Implementation Plans. It will therefore be updated through 'addendums' to the SEA for future Implementation Plans, rather than re-starting the SEA process. Such future addendums will, where appropriate, provide further, more detailed evidence base and assessment, and check that Implementation Plans are consistent with the LTP3 Strategy and its assessment.

We are seeking opinions on this Environmental Report, and welcome any further comment or information you have as relevant to this SEA and the LTP3. Please submit this information by 4th January 2011 to:

Transport Planning
Lucombe House
Devon County Council
County Hall
Topsham Road
Exeter
EX2 4QW

Email: transportplanning@devon.gov.uk

We will follow up any responses over the next few months. However, consultation is an ongoing process and will continue until the final production of the Devon and Torbay LTP3.

1.1 Background to the LTP3 Strategy

Devon County Council and Torbay Council are required to produce a Local Transport Plan (LTP) under The Transport Act 2000, and this year will be their third LTP since the legislation was enacted – referred to as LTP3. The purpose of LTPs is to guide the development of transport improvements within each authority area. In accordance with best practice principles, the LTP3 will include a strategy, policies and a programme of improvements.

Devon and Torbay produced separate LTPs in 2000 and 2006, LTP1 covering the period from 2001 to 2006 and LTP2 from 2006 to 2011. The Second LTPs will be active until March 2011. The Devon and Torbay LTP2s had much common ground in terms of their objectives, including seeking improvements in traffic congestion, accessibility, road safety, air quality, recreation, leisure and tourism, health and well-being and public spaces, all in the context of promoting the economy and minimising environmental impacts.

The LTP2s have made significant progress across most of their objectives. Both Councils are continuing to make good progress in delivering the objectives contained in the second Local Transport Plans between 2006 and 2011. More detail on the current situation can be found in the LTP3 Strategy.

In July 2009, the Department for Transport (DfT) released guidance on the development of the LTP3. Devon and Torbay decided to combine efforts and produce a single, joint LTP3, which must be published on or before April 1st 2011. The Devon and Torbay LTP3 will provide an overarching framework that ensures Devon County Council, Torbay Council and key partners effectively deliver the functions of the Local Transport Authority for the people of Devon and Torbay. The LTP3 will consist of a suite of documents contained within three volumes:

- Volume One: “**the LTP3 Strategy**” – a 15-year transport strategy for Devon and Torbay from 2011 to 2026.
- Volume Two: “**the LTP3 Implementation Plan**” – a transport delivery programme which is updated annually with a full review every five years.
- Volume Three: “**the LTP3 Technical Document**” – contains supporting information for Volumes one and two including a policy summary, the report of the consultation, the evidence base, strategic assessments (including the SEA, HRA, HIA and EqIA) and service strategies for individual modes such as walking and cycling.

The Councils have now produced **Volume One: the LTP3 Strategy** for consultation, which is the subject of this SEA Environmental Report.

1.2 Transport Planning in Devon and Torbay – Key Influences

Legislation and policy will influence the way in which the LTP3 is developed, including requirements and direction set out at the national and local levels. The LTP3 must respond to, and help to effectively facilitate, decisions taken within other documents that have an impact on transport.

1.2.1 National Transport Planning

National transport policy, strategy and legislation is continually evolving as governments change and emerging evidence highlights new priorities to be addressed. At any one time, the transport context is made up of many layers of Acts, White Papers, Green Papers, guidance and policy statements, which together reflect the priorities of national government and their preferred approach to delivery.

1.2.2 Local Level: Sustainable Community Strategy and LDFs

The Devon Strategic Partnership (DSP) produces the Sustainable Community Strategy which sets out the main priorities for Devon. As the local transport authority, the County Council has a vital role to play and is a key member of the DSP. The Sustainable Community Strategy is structured around seven key priorities:

- A Growing Economy;
- A World Class Environment;
- Health and Wellbeing;
- Homes and Housing;
- A Safer Devon;
- Strong and Inclusive Communities; and
- Inspiring Young People.

The Torbay Strategic Partnership (TSP) produces the Torbay Sustainable Community Strategy, setting out main priorities for Torbay from 2007 onwards. The Sustainable Community Strategy is focused around four themes:

- Pride in the Bay;
- Learning and Skills for the Future;
- The New Economy; and
- Stronger Communities.

Each of the districts (East Devon, Exeter, Mid-Devon, North Devon, South Hams, Teignbridge and Torridge), in addition to Torbay unitary authority, are currently in the process of developing a Local Development Framework (LDF) in order to set their planning frameworks for housing, employment land and associated development issues. Decisions made regarding the location, density and type of new development outlined within the district Local Development Framework.

1.2.3 How the LTP3 Strategy Addresses These Influences

Devon County and Torbay Councils recognise the need to align the LTP3 with a range of key partners, strategies and indicators. Through effective integration, it is possible to identify the most effective solution to a problem or issue, be it transport or non-transport based. To this end, the Devon and Torbay LTP3 Strategy:

- contains goals and objectives aligned to the national policies and with both the Devon and Torbay's Sustainable Community Strategies;
- aligns with District Council and Unitary Authority Local Development Frameworks (LDF); and

- will be implemented through a series of Implementation Plans, which will be developed alongside extensive and innovative engagement and consultation with the public and key partners.

Further details regarding the links between the LTP3 and the wider planning arena can be found in the LTP3 Strategy document or by contacting the Councils' LTP3 team during this consultation using the details provided.

1.3 About Devon and Torbay and Our Study Area

Devon and Torbay extend across approximately 664,600 hectares (6,646.3 km²) in the South West Region of England. The county of Devon is made up of the eight districts of East Devon, Exeter, Mid Devon, North Devon, South Hams, Teignbridge and Torridge¹. Exeter is the County Town (having over one eighth of the population) and other large settlements include Torquay, Paignton, Exmouth, Newton Abbot and Barnstaple.

Devon and Torbay comprise an area of outstanding landscape that includes sections of two World Heritage Sites, five Areas of Outstanding Natural Beauty (AONBs), a UNESCO Biosphere Reserve and two National Parks. They also have more than 200 miles of coastline, with Torquay and Paignton being the principal seaside resorts in the south. The main watercourses of the Exe, Dart, Teign and Tamar Rivers run into the English Channel to the south, with the Taw and Torridge Rivers running north into Bideford Bay.

There are also 21 internationally designated nature conservation sites and candidate sites in the study area, including several waterbodies, caves, cliffs, oak woodland, heathland, grassland and moorland. There are numerous nationally designated sites for nature conservation and also for the historic environment, which are described further in Chapters 11 and 16.

The economy of Devon and Torbay is diverse and has, like many parts of the UK, undergone a transition from a largely agricultural and industrial economy to a more service-based economy. There are employment clusters in tourism (particularly in Torbay), the marine sector and food and drink, with growing high-value employment in business / financial services.

1.4 Overview of Transport in the Study Area

Devon and Torbay's motorway and trunk road network includes the M5 motorway which runs from Exeter to Taunton, Bristol and the Midlands; the A38 between Exeter and Plymouth / Cornwall; the A30 between Honiton and Cornwall; and the A35 and the A303 from Honiton to Dorset, Somerset and beyond. The south and east of Devon and Torbay are accessible to the major national and regional road networks, and are well served by the main line and branch rail networks. This area is also accessible via Exeter Airport (and Plymouth Airport, which is outside of the study area). The north of Devon, including such main centres as Barnstaple, is less well served by these strategic networks.

The DfT estimates that there are over 13,500 km of road in Devon and Torbay (not including motorways), which is the longest network of roads of any county in England. Approximately 1,180 km of this consists of A Road, 667 km are B Road and 7,170 km are unclassified.

¹ The ceremonial county of Devon includes Plymouth and Torbay, which politically are unitary authorities that act as both the county and district government simultaneously.

There are a number of rail lines that operate within the study area. There are main lines to Plymouth / Cornwall, London Paddington / London Waterloo, and to Bristol, Birmingham and the North. There are also branch lines, including to Barnstaple and Exmouth (from Exeter), Paignton (from Newton Abbot) and the Tamar Valley line (from Plymouth).

The main airport in Devon and Torbay is Exeter International Airport, which has flights to many UK airports in addition to European destinations and Canada.

Further information about transport as related to key social, economic and environmental issues can be found in Chapters 6 to 19.

1.5 Objectives of the Devon and Torbay LTP3 Strategy

The Devon and Torbay LTP3 goals and objectives have been developed in consideration of local, regional and national documents and through consultation and engagement with key stakeholder representatives, political representatives and members of the public within Devon and Torbay. Five outcome goals and linked objectives have been identified.

The five goals for Devon and Torbay LTP3 are:

- **Support Economic Growth** by increasing connectivity with London and the rest of the UK, providing efficient transport in major growth areas and improving transport links for employment retail and leisure;
- **Reduce carbon emissions** by making sustainable transport a better choice;
- **Improve safety & health** by making walking and cycling an easier and safer choice for travelling to work, school & leisure and lesson the negative impacts of transport by reducing accidents & improving air quality;
- **Enhance our quality of life** by protecting our beautiful countryside and high quality built environment; and
- **Provide equality of opportunity for all** by connecting rural communities to employment, education & training and involving local communities in the design and delivery of demand responsive transport.

Both Devon and Torbay have adopted economic growth and carbon reduction as the top two priorities in line with those of the Government. More detail can be found in the LTP3 Strategy.

2 Strategic Environmental Assessment Methodology

2.1 Introduction and Overall Approach

Devon County Council and Torbay Council are conducting this Strategic Environmental Assessment (SEA) in order to inform the development of the LTP3. SEA assesses impacts of the LTP3 across a range of environmental, social and (optionally) socio-economic issues. Through this assessment, SEA seeks to ensure that environmental, social and socio-economic problems and opportunities are considered as the Councils develop options for improving and managing the transport network in Devon and Torbay.

SEA occurs in essentially two stages:

- **Scoping:** establishes the data and information considered adequate to enable the later assessment stage, as well as the method proposed; and
- **Assessment:** identifies the likely significant effects of the alternatives (or “options”), and of the draft LTP3, and makes recommendations to change or improve the LTP3 (where appropriate).

The stages of SEA and relationship with the development of the LTP3 are described further in Appendix C. The assessment has taken consideration of ‘forward thinking’ on the likely and possible transport interventions over the LTP3’s entire 15-year period. The Strategy assessment work will be used to inform SEA assessments of the future Implementation Plans, including the first one to be produced following the LTP3 Strategy. Figure 2.1 below illustrates the detailed sequence of events in LTP3 development and SEA assessment.

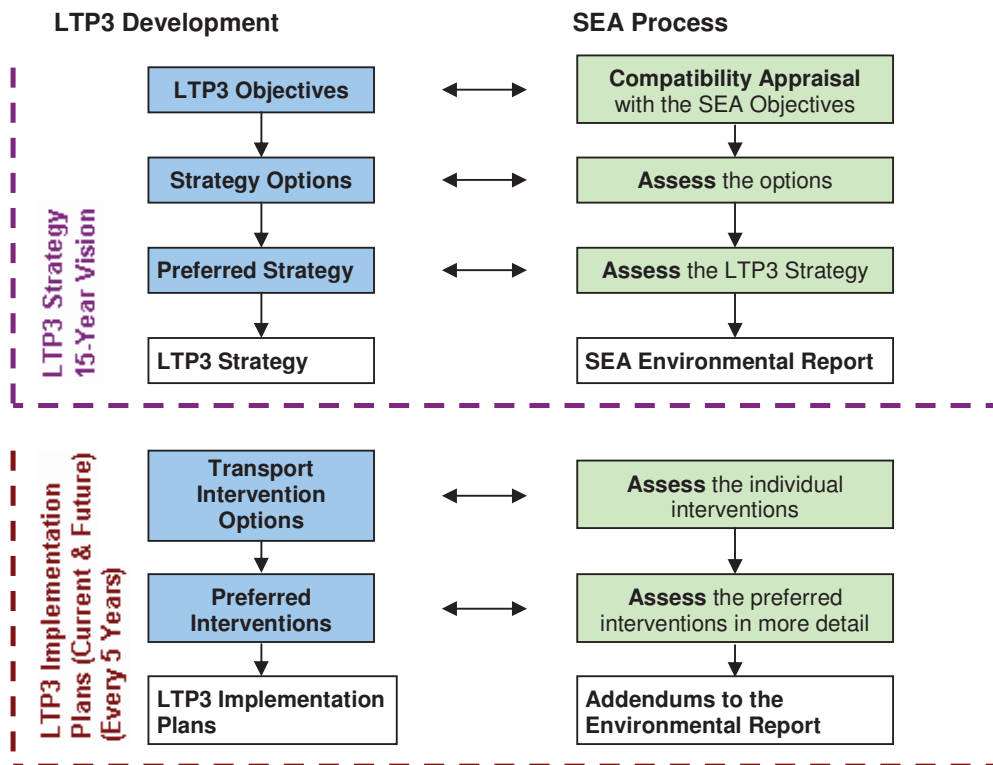


Figure 2.1: Devon and Torbay LTP3 Strategy and Implementation Plan Stages

We are at the point of consulting on this SEA Environmental Report which summarises the results of both scoping and assessment. More detail of work undertaken can be found in the following sections. We are ensuring we meet the requirements of the SEA Regulations, and Appendix G includes a checklist of where its requirements are met in this report.

Because we have conducted a forward-thinking assessment, this Environmental Report broadly addresses the potential impacts of the first and subsequent Implementation Plans. It will therefore be updated through ‘addendums’ to the SEA for future Implementation Plans, rather than re-starting the SEA process. Such future addendums will, where appropriate, provide further, more detailed evidence base and assessment, and check that Implementation Plans are consistent with the LTP3 Strategy and its assessment.

2.2 What We Have Done To-Date

Table 2.1 below summarises the key activities which have been undertaken as part of the SEA to-date.

Table 2.1: SEA Activities Timeline

Activity	Description	When	Outcomes
Scoping exercise	We conducted an evidence-gathering study and developed our approach and method for the SEA assessment	May – July 2010	Scoping Report ² Incorporated into this SEA Environmental Report
Stakeholder workshop	We held an elected member and stakeholder workshop to update on LTP3 progress and obtain input and views on important issues related to the SEA	16th June 2010	Feedback forms / comments Report on Elected Member and Stakeholder Workshop Changes to the SEA where appropriate. Considerations taken into account during the assessment stage.
Scoping consultation	We issued the scoping report for the formal, 5-week statutory consultation with statutory consultees and other key stakeholders	July – August 2010	Feedback forms / comments Changes to the SEA where appropriate. Considerations taken into account during the assessment stage – refer to Appendix D of this report.
LTP3 Strategy assessment	We conducted the assessment of the LTP3 Objectives, Strategy options and final Strategy	October – November 2010	SEA Environmental Report

2.3 Scoping Methodology

The scoping exercise began with researching the SEA evidence base for the LTP3. This was gathered through a desk study using mostly Internet-based sources, including research and other reports produced by Devon County Council, Torbay Council and the district councils of North Devon, Torrington, Mid Devon, West Devon, East Devon, Exeter, Teignbridge and South Hams.

² The ‘Strategic Assessments Scoping Report’ addressed SEA, Health Impact Assessment (HIA), Equalities Impact Assessment (EqIA) and HRA.

In accordance with guidance and best practice, we conducted a review of the legislative and planning context relevant to the LTP3 and its SEA. This allowed us to inform the evidence base, and help the LTP3 to align with statutory requirements and other operations and actions which are planned or proposed to occur in the foreseeable future. This also informed the later assessment.

We researched the key features and environmental performance of the county. We categorised specific information under separate topics, while recognising that no topic is completely stand-alone. For example, an impact on water quality could also affect flora and fauna (and thus biodiversity), recreation, landscape and health. The topics that are recommended by the SEA Regulations are biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage (including architectural and archaeological heritage) and landscape. These topics were translated and defined in order to better address transport and the full range of potential significant sustainability impacts.

We used the information available in order to predict the future baseline, which is sometimes referred to as the 'do minimum' scenario (i.e. maintaining the existing situation). Predicting the future state of the environment and society is an uncertain process, but we have considered data available that indicates what will change in years to come. Knowing the future baseline allows the 'cumulative' or combined effects of different plans and strategies to be incorporated into assessment at an early stage.

The future baseline sub-sections were created by:

- Analysing the relevant changes in the data over recent years (the precise period varying depending on the topic and its key issues);
- Considering what the documents of most direct relevance to the issues (including most county-specific) have said about the future status of the topic if nobody acts to improve or influence the situation; and
- Summarising as succinctly as possible what the SEAs (including Sustainability Appraisals) of other planning documents applying to Devon and Torbay have predicted in terms of effects relevant to the topic.

Although the Regional Spatial Strategy (RSS) for the South West has been revoked, the effects predicted by its Sustainability Appraisal were still considered, as they provide a broad picture of the sustainability implications across a range of sectors and across the wider region. Housing and economic plans considered have been limited to the emerging Core Strategies for the districts.

We used the baseline information to set the scope of the assessment in terms of which topics would be addressed. The only issue 'scoped out' entirely from the assessment was 'water abstraction / quantity', and thus the quantitative status of groundwater or of surface water was not considered further (note: we continued to consider water quality issues, including protection of groundwater). This was agreed with the statutory consultees during scoping consultation.

We put forward the assessment methodology contained in the following sections within our Scoping Report. The entire evidence base and proposed method were consulted upon with the statutory consultees and other stakeholders over five weeks. We collated the responses and considered where changes should be made. Where relevant, such changes were carried out and incorporated into this Environmental Report.

In order to make this Environmental Report shorter and more manageable, we have updated the Scoping Report itself as well so that we need not repeat general baseline information or the detailed planning and legislative context review.

The November 2010 *Strategic Assessments Scoping Report Post-Consultation Update* can be found on the Council’s website and used for reference when reading this Environmental Report.

2.4 Assessment Framework

A fundamental requirement of environmental assessment is to identify the effects of a strategy or plan, and report on the relative severity of each effect (in technical terms, this is the ‘significance’ of the effect). In order to do this, we must understand the differing priorities of baseline features and issues, which can be seen in different ways. Some features have designations which clearly set out their importance (i.e. their value), while some issues (particularly at the county level) are only represented by indicators. For example:

- Area of Outstanding Natural Beauty – a designated feature (at the national level); and
- CO₂ emissions per person in the population – an indicator.

For indicators, we know how sensitive the issue is by our performance against targets or comparators. Sometimes, a baseline feature can be described as either ‘healthy’ or ‘unhealthy’ (similar to an indicator), and generally an unhealthy feature or indicator is more sensitive to change than a healthy one.

Table 2.2 below outlines how we categorised the ‘importance / sensitivity’ of baseline features and indicators that we identified as potentially being affected by the LTP3 Strategy. Both the relative ‘importance’ (such as, but not limited to, due to a designation) and the status (i.e. the ‘health’) of a feature or indicator played a role in determining the overall category we used when applying the baseline to the assessment.

Table 2.2 Guideline on how considered importance and sensitivity of potential receptor types, locations, indicators or other features

Importance/Sensitivity	Features	Examples	Status of Indicator / Area / Feature	Examples
Very High	Internationally designated / valued or nationally rare	World Heritage Sites, Scheduled Monuments, Grade I / II* Listed Buildings, European nature conservation sites	Far off-target, Nationally valued and very unhealthy	10% most deprived areas Rivers of ‘bad’ ecological status Listed Building ‘at risk’ of damage or loss
High	Nationally designated / valued or regionally rare	Registered Parks and Gardens, Grade II Listed Buildings, Sites of Special Scientific Interest, Areas of Outstanding Natural Beauty	Off-target and declining, Locally valued and very unhealthy	30% most deprived areas in decline Rivers of ‘moderate’ ecological status showing a reduction in quality LBAP habitat in severe decline
Medium	Locally designated / valued or locally rare	Local Wildlife Sites, LBAP habitats or species, key local landscape features identified by LCAs or other appraisals	Off-target but improving, On-target but declining, Undesignated and of some value, but very unhealthy	30% most deprived areas showing improvement Rivers of ‘poor’ ecological status showing improvement Residents identify a stone wall they feel is important to the landscape, but which is in decline

Importance/Sensitivity	Features	Examples	Status of Indicator / Area / Feature	Examples
Low	Undesignated, but of some value or locally common	Buried archaeology (value otherwise unknown), habitats or species not in BAP	On-target and stable or improving	50% least deprived areas (IMD) not showing decline Rivers of 'good' ecological status which are not declining

The above table is a guideline, but thus far in the assessment, we generally abided by this table without exception.

Table 2.3 below outlines how we compared the baseline (as categorised) to any changes caused by the LTP3 Strategy in order to arrive at a relative 'score' for any impact identified. Combined with the above table, these criteria allow you (the reader) and all of our stakeholders to follow our line of reasoning and influence the way in which strategic assessments are carried out.

Table 2.3 *Guideline on how we assessed the significance and magnitude of effects of the LTP3 Strategy on people and the environment*

Symbol	Significance of the effect
+++	Major beneficial
++	Moderately beneficial
+	Slightly beneficial
0	Neutral or negligible
-	Slightly adverse
--	Moderately adverse
---	Major adverse

Magnitude of Impact	Examples	Baseline Importance / Sensitivity			
		Low	Medium	High	Very High
High positive	<ul style="list-style-type: none"> A 'step change' in progress, e.g. saving a feature from destruction; Creation of a feature which will provide known / lasting benefits; or Positive change to features across most of the county or a similar scale. 	++	+++	+++	+++
Medium positive	<ul style="list-style-type: none"> Making important progress; New or improved management of a feature; or Positive change to a number of areas or features. 	+	++	+++	+++
Low positive	<ul style="list-style-type: none"> Making some noticeable progress; Reducing an existing problem to a feature slightly; or Positive change to one area or feature. 	+	+	++	+++
Neutral / Negligible	<ul style="list-style-type: none"> No impact or no discernable impact. 	0	0	0	0
Low negative	<ul style="list-style-type: none"> Causing some noticeable harm to an environmental feature; Causing some noticeable harm to the achievement of a social or economic objective; or Negative change to one area or feature. 	-	-	--	---

Magnitude of Impact	Examples	Baseline Importance / Sensitivity			
		Low	Medium	High	Very High
Medium negative	<ul style="list-style-type: none"> Causing harm which noticeably undermines the purpose / function of an environmental feature; Causing detriment to the achievement of a social or economic objective; or Negative change to a number of areas or features. 	-	--	---	----
High negative	<ul style="list-style-type: none"> Causing harm which severely undermines the purpose / function of an environmental feature; Strongly undermining the achievement of a social or economic objective; or Negative change to features across most of the county or a similar scale. 	--	---	---	----

The table above shows that the following factors were key considerations when categorising the magnitude of a change caused by the LTP3 Strategy: spatial extent, integrity of the feature(s) affected, and degree of change to the/each feature.

As for categorising the baseline, the above table is a guideline. Thus far in the assessment, we generally abided by this table without exception.

During the assessment, we documented any assumptions which helped us reach a conclusion about a particular impact. Assumptions have meant that there is a level of uncertainty regarding assessment. To manage this uncertainty, we applied ‘certainty scores’ to each assessment to show how confident we are about the conclusions of the assessment. These certainty scores are provided in Appendix E.

Guidance on SEA notes the importance of a list of SEA Objectives for the assessment. SEA Objectives serve to:

- ensure that the right level of consideration is achieved;
- help to focus and restrict the collection of baseline information;
- link to indicators to explicitly measure the progress of the county and the LTP3 towards them;
- serve as a guide to those writing a plan and to decision-makers; and
- facilitate the appraisal of the compatibility of the LTP’s objectives with the SEA Objectives, which represent in part the wider sustainability agenda.

Table 2.4 below outlines the SEA Objectives applied during the assessment of the LTP3 Strategy. Proposed indicators which we developed during the assessment are provided in Chapter 20.

Table 2.4 SEA Objectives

SEA Topic	SEA Objective
Population and Equality	1. To enable residents and visitors to find work, shop and spend their leisure time within Devon and Torbay, and reduce inequality in accessibility
Human Health	2. To improve health and safety and reduce health inequalities throughout Devon and Torbay
Community Facilities and Recreation	3. To improve the infrastructure for healthy lifestyles, and improve access to community facilities and services
Climate Change	4. To reduce greenhouse gas emissions from transport and transport infrastructure

SEA Topic	SEA Objective
Emissions	
The Local Economy	5. To positively attract business whilst allowing for the retention and expansion of existing local businesses
	6. To provide the transport network needed to help develop and maintain a skilled workforce, by linking residential areas effectively with training and employment opportunities
Biodiversity, Flora and Fauna	7. To increase and enhance native habitats and species, improving biodiversity
Flood Risk and Coastal Erosion	8. To reduce the vulnerability of society to the impacts of flooding and coastal erosion
The Water Environment	9. To improve the water environment and assist in meeting Water Framework Directive objectives
Geology and Soils	10. To enhance sites for geological conservation and improve the efficient use of land and soil
Landscape & Townscape	11. To enhance landscape and townscape character and local distinctiveness
The Historic Environment	12. To enhance features and characteristics of the historic environment
Noise and Vibration	13. To reduce the negative impact of noise on people and their surroundings
Air Quality	14. To reduce the negative impact of air pollution on people and the natural environment
Material Assets	15. To improve efficiency in the use of natural resources and existing infrastructure

These objectives were developed out of the evidence base. They follow a number of ‘best practice’ principles, including that each objective is genuinely needed and minimises duplication and overlap with other objectives, and that each is phrased in a positive, proactive way – i.e. seeking benefits to the environment and society.

The scoping consultation suggested one fundamental change to the SEA Objectives, which was made. This was the addition of ‘coastal erosion’ to SEA Objective 8. There were also recommendations for several small (and non-fundamental) changes to the SEA Objectives. However, these were not taken forward for various reasons, mainly being the need and desire to keep them as simple, straightforward and readily understandable to the public as possible. Overall, the scoping consultation suggested that these objectives were suitable.

2.5 Assessment Methodology

The assessment of the Strategy options and later the draft Strategy document was conducted using a standard method of:

- Assessing the ‘worst case’ likely significant effects of the Strategy measures, which is a risk-based approach;
- Identifying mitigation needed to avoid, reduce or compensate for the negative effects, and also to maximise the positive effects;
- Assessing the residual effects with the recommended mitigation in place (which is a hypothetical scenario that assumes all recommendations are implemented); and

- Summarising the recommendations of the SEA.

The LTP3 Strategy is focused on places, and therefore the SEA has provided an assessment which matches these place definitions. This also coincides with 'best practice', as sustainability is something which is not a measure of any particular plan or project, but of communities and society as a whole.

At the LTP3 and SEA level, standard processes and procedures must be given due consideration in order to arrive at meaningful decisions and results. For most built development, construction is the period when many (and perhaps most) of the negative impacts can occur. The risk of construction impacts is subject to numerous legal and standard planning controls. The assessments within this report have therefore been conducted under the assumed standard controls set out in Appendix F. The residual probability is the likelihood of a hazard becoming an impact (i.e. coming to fruition), and therefore the assessments of assumed those of 'low' probability will not happen, whilst those of moderate or high probability were subject to further assessment.

Recommendations for monitoring the potential 'worst case' effects have been made, including in order to help ensure that mitigation is implemented.

2.6 Aim of this Environmental Report

This Environmental Report fulfils the requirements of the SEA Regulations, which transpose the SEA Directive into UK law. Appendix G sets out a checklist of where requirements have been met by this report.

We have now carried out the assessment stage of the SEA. The purpose of this report is to present the results of our assessment and our recommendations as applicable to the SEA on how to improve and monitor the performance of the LTP3.

Chapter 3 summarises the context review of other plans that affect the LTP3. Chapter 4 summarises the early stages of LTP3 assessment, which are the compatibility appraisal between LTP3 and SEA objectives and the assessment of Strategy Options.

Chapters 6 through 19 present 'topic papers' of the baseline and detailed assessment of the LTP3 Strategy. We present an assessment which presents key relevant parts of the baseline, how it was categorised in terms of its importance / sensitivity to an impact, and the results of the assessment of the LTP3 Strategy by each LTP3 priority area. We have put forward recommendation which can be incorporated into the future Implementation Plans as schemes come forward, and then re-assessed the measures with such mitigation presumed to be put in place (the 'residual effects').

This Environmental Report shares these results and recommendations, and aims to take others' comments into account before finalising the LTP3 Strategy. We welcome any feedback that you have on the assessment, and we will take any comments received into consideration prior to finalisation of the LTP3 Strategy.

Consultation on the LTP3 Strategy had already begun – this consultation period runs from 5th November to 17th December 2010. As such, the consultation on this Environmental Report runs later than the LTP3 Strategy consultation.

2.7 How to Use This Report to Provide Comment

Throughout this report you will see questions highlighted in green boxes. These questions are repeated in a feedback form in Appendix H. The questions aim to prompt responses to areas of the report which are the main subject of this

consultation. They are not, however, exhaustive, and we welcome comments you may have on any aspect of the report.

The form in Appendix H can be detached, completed and posted back to us or can be made available as an electronic document, completed on-screen and e-mailed back to us. To request an electronic version of the form please contact Transport Planning at transportplanning@devon.gov.uk. Forms can be submitted to the same email address.

For postal submissions, please post any completed feedback forms to:

Transport Planning
Lucombe House
Devon County Council
County Hall
Topsham Road
Exeter
EX2 4QW

Email: transportplanning@devon.gov.uk

Consultation Question 1

Chapter 2 describes the SEA and explains how it was applied to the LTP3. Do you have any comments on the assessment process or how this consultation applies to the LTP3?

3.1 How We Reviewed the Context

It is both a requirement and an important part of SEA that we identify the other strategies and plans (written by various bodies and organisations) with which the LTP3 interacts. The purpose of this exercise is to ensure that the LTP3 takes into account statutory requirements and other operations and actions which are planned or proposed to occur in the foreseeable future. We try to ensure the LTP3 aligns with these requirements, operations and actions where appropriate. Therefore, these (usually adopted / committed) documents are reviewed in order to draw out key messages and implications for the LTP3 and its assessment.

There are very many documents of relevance to protecting and improving the environment and society, and it is not possible for context reviews to include them all. It is therefore important that we limit our context review to those which either have direct (often government-led) influence over transport planning, or which result in clearly identifiable operations and actions which might be affected or improved by the LTP3.

3.2 Summary of the Review

Appendix E of the Scoping Report presents the results of our context review, and a summary of their key links with the LTP3 is provided below. The key links and themes identified can be broadly summarised into the following categories:

- In order to protect the social and natural environment, all planning should aim to reduce greenhouse gas emissions, and to prepare for the impacts of climate change (including the risks of flooding and coastal erosion);
- The importance of openness and fairness in decision-making, and the part assessments such as SEA, HRA, EqlA and HIA play in providing high-quality information to the public;
- Protecting and enhancing the historic and natural environment;
- Linked to the above, ensuring that no harm is brought to nature conservation sites in Devon and Torbay designated at the European level;
- Improving sustainable transport options to and within World Heritage Sites, National Parks and Areas of Outstanding Natural Beauty;
- Sustainable consumption and use of natural resources, including waste prevention and recycling;
- The need for EqlA to address issues such as age, disability, gender, race, religion/belief and sexual orientation, where required;
- The instrumental nature of transport in both urban and rural renewal and tackling social and economic decline;
- Protecting and enhancing open spaces, walking and cycling networks, and recreational opportunities, including access to the countryside;
- Improving access to services and facilities, including healthy food, health services and essential amenities; and
- Achieving economic prosperity.

In addition, some of the more specific messages for transport in Devon and Torbay are:

- Transport needs to respond to, and develop in line with, housing and economic growth throughout the study area – this includes Growth Points in Exeter, East Devon and Teignbridge;
- Transport development and management in Devon and Torbay need to be mindful of the Growth Points in Plymouth and Taunton Deane, as well as other planned growth in surrounding areas;
- Rural communities have particular transportation needs, and transport planning should be reflective of local issues;
- Tourism is a major contributor towards the demand for transport, and it will be increasingly important to consider the balance between improved transport and protecting the character and environment of Devon and Torbay;
- That transport planning for local communities should primarily reduce the need to travel, allowing people to meet their needs locally;
- Increasing the use of sustainable modes of transport, including public transport (rail, bus and ferry), walking and cycling;
- Making the most efficient use of the existing road network, relieving congestion and improving accessibility for sustainable modes of transport in Devon and Torbay;
- Making people face the full cost of their transport choices;
- Contributing towards choice of transport mode or method;
- Sustainable links to Bristol Airport should be improved, and any proposals at Exeter, Plymouth, Newquay and Bournemouth airports should be taken into consideration in terms of wider regional sustainable transport provision; and
- Transport planning has a particular role to play in reducing the impact of noise and air pollution on communities.

4.1 Objectives Compatibility Appraisal

The first stage of the assessment involved a direct comparison of the LTP3 Objectives to the SEA Objectives in order to identify where they supported each other or conflicted. The goal is not to eliminate conflicts, but to inform development of the LTP3 and secondarily, but not as an essential task, to refine the LTP3’s objectives. This can help in the development of LTP3 Strategy options, which can then be developed in a way which helps to address any potential for negative impacts.

The results of this assessment are shown in Table 4.1 below.

Table 4.1: Compatibility Appraisal of the LTP3 Objectives

Symbol	Description
+	Compatible
0	No relationship, or neither compatible nor incompatible
-	Incompatible / Conflicting
/	More than one potential outcome, depending upon the interpretation of the plan objective or the way that it is met

LTP3 Objective	SEA Objective														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Support economic growth	+/-	+/-	+/-	+/-	+	+	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-
Reduce carbon emissions	+/-	0/+	+	+	0/+	0/+	+	0/+	0/+	0/+	+/-	+/-	0/+	0/+	0/+
Contribute to better safety, security and health	+/-	+	+	+	0/+	0/+	+/-	+/-	+/-	0/+	+/-	+/-	+	+	+
Promote equality of opportunity	+	+/-	+	+/-	+	+	+/-	+/-	+/-	0	+/-	+/-	+/-	+/-	+/-
Improve quality of life and a healthy natural environment	+	+	+	0	+	+	+	+	+	+	+	+	+	+	0

The LTP3 objectives relating to the growth of infrastructure are potentially incompatible with the SEA Objectives relating to the natural and cultural environment, as well as equality. This is because over the long term, this infrastructure can take place in a variety of forms and in a variety of locations. However contrastingly, such new infrastructure provides the opportunity for investment and thus the opportunity for restoration of previously degraded or currently declining environmental, recreational or cultural features. It can also be provided to excluded or deprived communities, enhancing health and equality across the entire county.

The potential incompatibilities relating to some LTP3 objectives can be said to be compensated for by the compatibilities with other LTP3 objectives. All but one objective (‘improve quality of life and a healthy natural environment’) are assumed to require at least some infrastructure, even if as for better health and safety this equates to minor modifications to streets (e.g. new bus stops, new cycle lanes, etc.).

The SEA has not recommended any modification to these objectives. Devon and Torbay Council acknowledge the potential for negative impacts from achieving objectives which require the construction of infrastructure. The Councils will continue

to consider and manage the potential for such impacts throughout development and implementation of the LTP3.

4.2 Options Assessment

In preparing an LTP3 Strategy, the Councils have considered different approaches, including the concept of 'do nothing', which would be to abandon centrally coordinated transport planning and management of infrastructure. Two main 'do something' options were considered viable, and were therefore assessed by the SEA. 'Do nothing', whilst un-viable, was assessed in accordance with SEA 'best practice' and for comparison with the other options. The options assessed were:

1. Do Minimum: the 'future baseline', which will occur regardless of LTP3;
2. Do Nothing: abandoning centrally coordinated transport planning and management;
3. Do Something Option 1 – Sustainable Transport Focus: investing only in such schemes which fit within the definition of 'sustainable transport' (cycling, walking, public transport and low carbon road vehicles); and
4. Do Something Option 2 – Balanced Investment: investing in both road development and sustainable transport infrastructure.

The 'Do Minimum' option is the SEA 'null scenario' or base case. Therefore, all impacts of the 'Do Minimum' alternative are assessed as being neutral. This generally reflects reality, whereby the existing infrastructure will not be changed significantly, and existing maintenance programmes will continue.

Do Something Options 1 and 2 were defined as per Table 4.2 on the following pages. The options were based on a current understanding of viable interventions, allowing for suitably accurate assessment and comparison based on real examples.

Table 4.2: Definition of Options 1 and 2 – Key Interventions

Timescale	Do Something Option 1: Sustainable Transport Focus	Do Something Option 2 – Balanced Investment
Short Term (approx. 2011 – 2016)	<ul style="list-style-type: none"> • New and improved walking and cycle provision at Newton Abbot, Tavistock, Barnstaple and Bideford • Bus / rail station and interchange improvements at Barnstaple and Newton Abbot • Bus priority measures in Newton Abbot, Barnstaple and Bideford • Park and change sites at each main access to Totnes, and one at Newton Abbot • Smart ticketing on public transport • Re-open Tavistock to Bere Alston railway line • Travel Plans • Public Realm Enhancement schemes 	<ul style="list-style-type: none"> • Park and change site in the Barnstaple and Bideford Area • New and improved walking and cycle provision in Newton Abbot, Tavistock, Barnstaple and Bideford • A380 South Devon and Crediton link roads • Bus / rail station and interchange improvements at Barnstaple • Improved traffic management, car parking/loading, public realm and bus priority along key roads in Barnstaple and Braunton • Junction improvements in Newton Abbot, Barnstaple and Bideford • Increase road capacity and new roads such as Jetty Marsh Link Road and/or Newton Road Relief Road in line with new development in northern Newton Abbot, if approved • Targeted road capacity improvements (tackle congestion) in Dawlish • Reopen the Tavistock to Bere Alston railway • Travel Plans • Public Realm Enhancement schemes • Provision of car clubs
Medium Term (approx. 2016 – 2021)	<ul style="list-style-type: none"> • Longbridge Gateway, Barnstaple and Bidford Area • Further new and improved walking and cycle provision in Bideford and Tavistock, and also at Fremington, Ilfracombe, Larkbear and the edge of Plymouth • Park & Change at Barnstaple • Enhancement of Barnstaple station • East of Okehampton railway improvements including new station 	<ul style="list-style-type: none"> • New and improved walking and cycle provision at Tavistock, Fremington, Ilfracombe and Larkbear • A361 junction improvements between South Molton and Barnstaple • Increase road capacity and Clovelly Rd - Abbotsham link Road in line with new development in the Barnstaple and Bideford Area, if approved • Junction improvements such as along the A39, Deep Lane • New link road between Exeter Road and Crediton Road in Okehampton • Park and change sites at each main access to Totnes, and one at Newton Abbot • East of Okehampton railway improvements, including new station
Long Term (approx.)	<ul style="list-style-type: none"> • New and improved walking and cycle provision in all 	<ul style="list-style-type: none"> • New and improved walking and cycle provision in Newton Abbot, Teignmouth, Dawlish and

Timescale	Do Something Option 1: Sustainable Transport Focus	Do Something Option 2 – Balanced Investment
2021 – 2026)	<p>market towns, as well as Newton Abbot, Teignmouth, Dawlish and Anchorwood</p> <ul style="list-style-type: none"> County-wide bus service improvements, including real-time passenger information Park & Ride in Exeter New, higher quality, lower emission public transport vehicles county-wide Bus / rail station improvements at Totnes, Exeter Public realm enhancements in Okehampton Rail service improvements in Exeter Key road improvements alongside bus / cycle lanes in Exeter New rail stations at Exeter: Marsh Barton, Newcourt and Monkerton 	<p>Anchorwood</p> <ul style="list-style-type: none"> Okehampton Town Centre relief road Increase road capacity and build relief or access roads in line with new development, if approved, at Okehampton Town Centre, Cullompton, Newton Abbot and Exeter Park & Change / Park & Ride at Portmore (alongside development, if approved), Bideford, Dartmouth (relocation of existing), Newton Abbot, Exeter Junction improvements along the A38, A39, A361, A383 (subject to development proposals) and M5 Eastern access road from A361 Tiverton Tiverton Eastern Urban Extension Access Routes Dinan Way link with A376 in Exmouth Plymouth Road -Tavistock Link Road Reduce congestion on the A379 in Teignmouth Demand management and transport information technology on key route corridors to and from market towns New rail stations at Exeter: Marsh Barton, Newcourt and Monkerton New Cranbrook Station to serve new community

The Strategy Options were assessed using the methodology described in Chapter 2 by first considering the ‘worst case’ scenario and thus most valuable and sensitive baseline potentially affected by the interventions shows in Table 4.2. This produced the ‘worst case’ impacts of each Strategy Option. Mitigation was identified which could avoid, reduce or compensate for the potential negative impacts. Given that many of the interventions of Option 1 are also in Option 2, such mitigation can be found in Chapter 5 through 18.

The schemes were then re-assessed assuming such mitigation were put in place. This enabled a more even comparison, particularly as the ‘worst case’ is unlikely to occur – i.e. mitigation is inherent in local planning policy and statutory controls.

Table 4.3 below summarises the result of the ‘residual effects’ assessment (the effects with mitigation assumed).

Table 4.3: Residual Effects Assessment of the Strategy Options

SEA Topic	Do Nothing			Do Something Option 1: Non Road Transport Focus			Do Something Option 2: Balanced Investment		
	Short	Med.	Long	Short	Med.	Long	Short	Med.	Long
Population and Equality	--	--	--	++	++	++	++	+++	+++
	Certainty: M			Certainty: H			Certainty: H		

	Do Nothing			Do Something Option 1: Non Road Transport Focus			Do Something Option 2: Balanced Investment		
SEA Topic	Short	Med.	Long	Short	Med.	Long	Short	Med.	Long
Human Health	--	--	--	++	++	++	++	+++	+++
	Certainty: M			Certainty: H			Certainty: H		
Community Facilities & Recreation	-	--	--	++	+++	+++	+++	+++	+++
	Certainty: M			Certainty: H			Certainty: H		
Climate Change Emissions	0	-	-	++	++	++	++	++	+
	Certainty: M			Certainty: M			Certainty: L		
The Local Economy	0	-	--	+	++	++	+++	+++	+++
	Certainty: M			Certainty: H			Certainty: H		
Biodiversity, Flora and Fauna	0	-	--	-	-	-	--	-	-
	Certainty: M			Certainty: L			Certainty: VL		
Flood Risk & Coastal Erosion	0	-	--	0	0	0	0	0	0
	Certainty: M			Certainty: VH			Certainty: VL		
The Water Environment	--	--	--	0	0	0	0	0	0
	Certainty: M			Certainty: VH			Certainty: VL		
Geology and Soils	0	0	0	-	-	-	--	--	--
	Certainty: L			Certainty: L			Certainty: H		
Landscape and Townscape	-	--	--	0	0	0	-	-	-
	Certainty: M			Certainty: L			Certainty: L		
The Historic Environment	-	--	--	-	-	-	-	-	-
	Certainty: M			Certainty: L			Certainty: L		
Noise and Vibration	0	-	-	+	+	+	+	+	+
	Certainty: M			Certainty: L			Certainty: H		
Air Quality	0	-	--	++	++	++	+++	+++	+++
	Certainty: M			Certainty: L			Certainty: VL		
Material Assets	-	--	--	+	+	+	+	+	0
	Certainty: M			Certainty: M			Certainty: VL		

Do Nothing

The assessment of the ‘Do Nothing’ alternative highlights the potential for negative impacts if the county were to abandon a centrally coordinated maintenance programme for transport infrastructure. The key negative impacts would arise as the road network and other infrastructure starts to decline through lack of maintenance. It would get more difficult for people to use the network, which would lead to negative impacts on the population, economy and businesses. Deterioration of the footpath and cycle network would be expected to affect people’s health and well being and may compromise public safety.

The natural environment would also be affected as the transportation infrastructure deteriorates. Blockages of road drainage systems could lead to flooding and the state of disrepair would look ugly and would affect townscapes (urban areas), and perhaps to a degree, landscapes. The increase in noise and deterioration in air quality is also likely to affect habitats and ecology.

Noise would be expected to increase as traffic slows down on poorly maintained roads and air quality would decrease with less efficient journeys. The poor transport

network may also affect the services provided by third party statutory undertakers such as electricity and water service providers.

If 'Do Nothing' were to be developed any further, it would require mitigation measures of a suitable nature and extent to ensure a robust maintenance programme for the entire county. However, as it is not being taken forward, this mitigation is not set out in this report or in the LTP3.

Do Something Options Comparison

The 'Do Something' Options are mainly distinguished by Option 2's inclusion of road-building and junction improvements in order to respond to congestion, safety and capacity issues on the road network. Population is likely to increase into the future, and this will place additional pressure on the road network, including existing key roads which pass through settlements, in close proximity to residents, or in proximity to key habitats and perhaps certain designated wildlife sites. Option 1 tries to remove traffic from the roads through sustainable transport modes, however history and forecasts show that new residents will still drive, and traffic levels will increase. Option 2 therefore uses a combination of sustainable transport modes and focused road development in order to respond to the places where there are either existing or predicted impacts of traffic on communities, the environment or the economy.

As a result of the above, there is a greater level of beneficial effect from Option 2 related to the topics of 'population and equality', 'human health' and 'the local economy' in the long term. Option 1, however, would also be quite beneficial to receptors under each of these topics.

There are community severance issues caused by traffic along key routes such as Crediton and Kingskerswell, and Option 1 would limit the LTP3's ability to address these issues alongside forecasted growth in traffic. If certain residential development were to go ahead without supporting road schemes, new severance and accessibility issues could be created in certain places, which affect Exeter, Newton Abbot, Barnstaple Cullompton and Okehampton.

As part of the baseline environment, greenhouse gas emissions could potentially increase into the medium-term future as a result of increases in population and transport generally. Options 1 and 2 are both effective at trying to reduce these increases in emissions due to their inclusion of sustainable transport measures, however Option 1 would be more effective in the long term, with Option 2's benefits being counter-acted by road capacity increases which are likely to lead to further road traffic (though some of this increase is an inherent outcome of increased housing). Road-building and maintenance itself may also be more resource-intensive than the potential expansion projects for the public transport network.

Both options include schemes where construction can have a range of negative effects, however we have considered the potential for mitigation, and the impacts which can be said to remain (in terms of there being a risk which cannot be eliminated) are to locally important habitats, soils, landscape / townscape and the historic environment. These risks can only be managed through the design stage and project-level environmental assessment, and with best practice, 'net benefits' will be sought where possible (i.e. a balance which leads to more benefits than negative effects, including through compensatory measures). Option 1 generally performs better, as it involves less new infrastructure, and also because roads under Option 2 are sometimes located in areas of 'best and most versatile' soils.

In terms of landscape and the historic environment, well-planned and designed schemes have potential to achieve benefits not shown in the assessment scores. Benefits could result directly from good landscape design within a degraded

landscape (for example), or indirectly from reducing the impact that the presence of cars and traffic on certain routes has on landscape, townscape, or historic setting. In theory, they could also reduce potential secondary impacts, such as future air quality or vibration impacts on historic structures. Option 1 would generally achieve this by removing traffic from the road network altogether, whilst Option 2 would both remove traffic and in effect relocate traffic to new roads and routes.

Air quality impacts for both options are positive, and more positive for Option 2. Option 1 is assumed to lead to significant modal shift which would benefit air quality generally, and thus areas where limits are being exceeded (Air Quality Management Areas - AQMAs), however Option 2 includes schemes such as the South Devon Link Road which will directly remove traffic from the AQMA. More generally, having the flexibility of focused road development allows Option 2 to adapt the road network to growth in traffic levels and move pollution away from sensitive receptors, as appropriate.

4.2.1 Identification of the Preferred Option

Option 2 has been taken forward as the preferred LTP3 Strategy. Several of the roads in Devon and Torbay are reaching capacity, and across the area, there are numerous issues with congestion which are anticipated to increase with forecasted growth in the economy and population. This congestion is considered impossible to address effectively without the introduction of new roads and improvements to existing (such as road widening and junction improvements). Future projections for population growth are likely to result in significant constraints to capacity on the transport network with many associated negative impacts with regards to accessibility, air pollution, noise emissions and effects on the economy.

Option 2 is therefore considered the most appropriate option to take forward, taking these issues into consideration and taking into account the significant benefits to be achieved as a result of schemes within this option, particularly with regards to the population and economy.

Option 2 has been taken forward for a more detailed assessment in the remainder of this Environmental Report.

Consultation Question 2

Section 4.1 summarises the compatibility appraisal of the LTP3 Objectives. Do you have any comments on the appraisal or its results? Do you feel all of the risks are correctly represented?

Consultation Question 3

Section 4.2 summarises the assessment of LTP3 Strategy Options. Do you have any comments on the assessment or its results? If you disagree with the results, which impacts are you concerned about and why? Which topics?

5.1 Introduction

The LTP3 Strategy includes a number of different transport proposals which are all part of the direction it is taking. However, not all of these are new to the LTP3. The LTP3 Strategy includes:

- to address many issues, a broad direction of transport decision-making;
- new commitments to types of transport intervention, which have potential or likely locations, based on their objectives;
- new specific transport interventions which have known approximate locations;
- pre-existing transport interventions which will continue to be supported; and
- transport interventions which the Council will support and work alongside, but which are not under the Council’s control.

In order to make the SEA as practical and useful as possible, we have assessed only those elements of the LTP3 Strategy which are new and can be influenced. These are part of the ‘Do Something’ option which was selected.

Those interventions which are pre-existing or not under the Council’s control are therefore taken into account by way of the impacts they may have in combination with new direction and interventions of the LTP3 Strategy. They are part of the ‘Do Minimum’ scenario against which the LTP3 Strategy is compared.

Section 5.2 provides a description of the LTP3 Strategy in terms of the above, setting out which policy directions, interventions and types of intervention were assessed.

5.2 What the SEA has Assessed

5.2.1 Transport Asset Management

Transport asset management is a constant and ongoing operation as part of the responsibilities of the Councils. In reviewing priorities, the LTP3 Strategy has naturally reinforced a number of existing activities carried out or already initiated by the Councils. The following measures of the LTP3 Strategy represent a continuation of existing transport policy within Devon and Torbay:

- Devon: maintain the general condition of highway bridges as ‘good’, targeting funding on weak sub-standard bridges and safety critical elements of others;
- Devon: maintain the condition of highway retaining walls in the ‘fair’ category, preventing a decline into ‘poor’ status and targeting resources at safety critical maintenance and improvements;
- Climate change: develop a plan in partnership with the Environment Agency to set out the key interventions needed to address the protection and enhancement of structures to avoid disruption to the road network in severe weather;
- Replacement of signal equipment;
- Devon: extend part night lighting (dusk to 12.30am and 5.30am to dawn) county-wide, and consider dimming in locations where lighting is required to remain on all night;

- Torbay: continue programme to reduce the energy and carbon costs of roadside equipment (street bollards, street lighting);
- Maintain, and where required, replace traffic signals to a standard that minimises disruption, repair costs and safety risks from failed equipment;
- Maintain the cycle network to a good condition, supported by a review of the Public Rights of Way and Coastal path maintenance requirements; and
- Target investment in pavements to reduce the risks of trip hazards, including replacing slabs with standard surfacing (except in certain locations protected by planning designations or other specific circumstances).

In response to changing circumstances and problems identified, the Councils have included the following changes to asset management:

- Devon: maintain A and B roads in their current good condition by increasing investment;
- Devon: emphasis on rapid reactions on the C and unclassified road network to essential pothole repairs;
- Devon: prioritise maintenance of routes on the C and unclassified road network regularly used by cyclists and buses and where they provide access to, from and within industrial areas;
- Torbay: prioritise the maintenance of roads that form part of coastal defences;
- Torbay: allow bridges to reduce to 'fair to good' condition from 'good', in response to funding reductions; and
- use commercial bus shelters in order to maintain bus shelters to a high standard cost-effectively, including replacing wooden shelters in market and coastal towns.

5.2.2 Devon and Torbay's Strategic Connections

Strategic connections include roads managed by both the Highways Agency and the Councils, the railway infrastructure which is managed by Network Rail and the various rail operators, and Exeter International Airport which is owned and managed by Regional and City Airports Ltd. The Highways Agency is responsible for the motorway and trunk road network, which includes the M5, A38 west of Exeter, A30/303 and A35. The LTP3 Strategy supports a number of schemes which are thus part of a programme of improvements which falls outside of the LTP3. These include:

- M5 Junctions 27 and 28 improvements;
- Managed motorways;
- A30/A303 improvements – climbing lanes, overtaking areas, junction improvements and possible short sections of bypasses;
- Long-term improvement and investment package for the A38;
- A30 junction improvements west of Exeter;
- Additional passengers and new facilities at Exeter Airport;
- Electrification of the rail network;
- Provide additional rail rolling stock; and
- Expansion of long-distance freight services.

Schemes which are specifically mentioned within the LTP3 Strategy and which would by and large fall within the responsibilities of, and policy direction set by, the Councils (including any shared responsibilities with partners) are set out in Table 5.1 below. Some of these are already underway, and these are

Table 5.1: LTP3 Strategy – Specific ‘Strategic Connection’ Interventions

Key Intervention	Status of the Intervention
South Devon Link Road	Existing intervention
Inter modal freight terminal at Exeter	Existing intervention - Planning permission has already been granted
Work with Exeter Airport to develop an access strategy	Intervention introduced by the LTP3
Support the development of Broadband and ICT technology	Existing intervention
Minor alterations to the road network as well as reducing the need to travel by using information technology and using smarter travel choices	Intervention introduced by the LTP3, but in response to growth in housing and employment, if approved
A361 junction improvements between Barnstaple and South Molton	Intervention introduced by the LTP3, but in response to growth in housing and employment, if approved
Workplace travel planning, car sharing	Mostly existing policy / intervention but speed and degree of implementation will be increased.
Park & share along or near to the strategic road, rail and bus network	Intervention introduced by the LTP3

In addition, the policy direction set out by the LTP3 Strategy – i.e. how it will approach transport improvements over the next 15 years, generally – could lead to junction improvements along the A39 and A361 (in addition to the above), where specific needs have been identified.

5.2.3 Exeter

The Exeter Strategy has been developed to improve access to the city centre, unlock major growth east of Exeter, encourage smarter travel city wide and protect Exeter as a gateway. Schemes which are identified within the LTP3 Strategy but not under the Council’s responsibilities include:

- Improve rail connections to London and the rest of the UK;
- Support the electrification of the main rail connections to London and to the rest of the UK; and
- Improvements to the Strategic Road Network with a managed motorway scheme around Exeter in school summer holidays.

Those schemes which fall under the Councils’ responsibilities (including shared responsibilities) are set out in Table 5.2 below – some of which are currently underway.

Table 5.2: LTP3 Strategy – Exeter Interventions

Key Interventions	Status
Improvements to the M5 Junction 29 and 30.	New intervention introduced by LTP3.

Key Interventions	Status
East of Exeter rail station.	New intervention introduced by LTP3.
Developing a new park and ride in the south west and build on the success of the current sites.	New intervention introduced by LTP3.
Improving bus journey times with a particular focus on the High Street.	New intervention introduced by LTP3.
Delivering the hierarchy of cycle connections between key locations. (Include cycle map)	New intervention introduced by LTP3.
Improve parking enforcement.	New intervention introduced by LTP3.
Develop a traffic management strategy.	New intervention introduced by LTP3.
Develop a long term area wide travel plan with parking charges.	New intervention introduced by LTP3.
Developing high quality bus and cycle connections for East of Exeter development.	New intervention introduced by LTP3.
Enhancing the walk and cycle links between the city centre and the main development areas.	New intervention introduced by LTP3.
Review to operation of key junctions.	New intervention introduced by LTP3.
Supporting a continued programme of travel planning with retail, leisure, schools and employers making it easier for people to walk, cycle, use public transport or car share, and provide better information about transport options.	New intervention introduced by LTP3.
Improving access to education and training by working in partnership with the University of Exeter, Exeter College and schools.	New intervention introduced by LTP3.
Ensuring that all users of the transport system in Exeter can travel safely by raising awareness, maintaining high safety standards and by using high quality design in all transport schemes.	New intervention introduced by LTP3.
Support low cost improvements to the trunk road network to improve safety and network resilience.	New intervention introduced by LTP3.
Further development of the Cycle network with an increased network of high quality segregated routes.	New intervention introduced by LTP3.
Smartcard technology and Real Time passenger information.	New intervention introduced by LTP3.
Enhanced bus priority new bus routes.	New intervention introduced by LTP3.
Additional park & ride capacity to the north west of Exeter.	New intervention introduced by LTP3.
Create new rail stations at Newcourt, Monkerton and Marsh Barton to further enhance the rail network and link up employment and housing.	New intervention introduced by LTP3.
Improve frequency to Cranbrook and Exmouth.	Existing intervention.

Key Interventions	Status
Clyst Honiton Bypass	Existing intervention.
Public Realm Enhancement schemes.	New intervention introduced by LTP3.
Assisting in the delivery of the key access roads for the East of Exeter development	New intervention introduced by LTP3.
Invest in infrastructure improvements that will offer positive outcomes for other modes of transport and free up the road network to improve journey time reliability so that businesses can operate effectively. These include: Ring Road - Alphington Cross and Bridge Road.	New intervention introduced by LTP3.
East of Exeter development link road including bus only routes.	
Improving the comfort, journey reliability and cost of rail travel by lobbying the train operators	New intervention introduced by LTP3.

Some of the proposals outlined above are not explicitly mentioned in the LTP3 Strategy but are anticipated to be introduced and so have been assessed within this SEA document. For the Exeter Strategy, this relates to public realm enhancement schemes.

5.2.4 Torbay

The Torbay Strategy sets out the transport schemes proposed for delivery over the period of the LTP3. The LTP3 Strategy outlines some schemes which are not under the Councils’ responsibilities. These are outlined in the bullet points below:

- Improve the comfort, journey reliability and cost of rail travel;
- Rail electrification; and
- Devon Metro.

Those schemes which fall under the Councils’ responsibilities (including shared responsibilities) are set out in Table 5.2 below – some of which are currently underway.

Table 5.3: LTP3 Strategy – Torbay Interventions

Key Interventions	Status of the Intervention
Permanent park and ride facilities for Torquay and Brixham (including Kingswear for Dartmouth).	Existing intervention.
Travel plans are required for all new major developments.	Existing intervention.
Improved coach facilities, including increase coach parking areas.	New intervention introduced by LTP3.
The continued extension of the National Cycle Network in Torbay.	Existing intervention.
Improvements to footpaths and new paths linking into the South West Coast Path.	New intervention introduced by LTP3.
Maintaining and improving the public rights of way network and improved signage.	New intervention introduced by LTP3.

Key Interventions	Status of the Intervention
20mph Zones.	New intervention introduced by LTP3.
Traffic Action Zones.	New intervention introduced by LTP3.
Public transport services will link up major residential areas with the larger employment centres.	New intervention introduced by LTP3.
South Devon Link Road.	Existing intervention.
Cycle link to Totnes and to Brixham (National Cycle Network).	New intervention introduced by LTP3 (on road only).
The provision of electric car charging points, fed by clean electricity will be encouraged.	New intervention introduced by LTP3.
Address Air Quality Management Areas	Existing intervention.
Infrastructure for people with disabilities	New intervention introduced by LTP3.
Maintenance of the existing highway network and assets will be vital to supporting growth.	New intervention introduced by LTP3.
Intelligent Transport Systems	New intervention introduced by LTP3.
Road Safety measures where appropriate and education	New intervention introduced by LTP3.
Improvements to public transport including minor infrastructure	New intervention introduced by LTP3.
Improvements to public transport information.	New intervention introduced by LTP3.
Introduction of Smart Cards	New intervention introduced by LTP3.
Improvements to the public realm in the town centres	New intervention introduced by LTP3.
Work to improve the A380 through Kingskerswell for public transport and cycling.	New intervention introduced by LTP3.
Improvements to the A385 to Totnes (within Torbay only).	New intervention introduced by LTP3.
Improvements to the Torbay Ring Road/Western Corridor including Windy Corner will be required to enable residential and business development.	New intervention introduced by LTP3: Subject to LDF led development (not confirmed).
Provide park and ride for Torquay, and improve existing park and ride for Brixham (and Kingswear for Dartmouth).	New intervention introduced by LTP3.
Upgrade rail and bus interchanges and stations.	New intervention introduced by LTP3.
Maintenance of the sea-wall to prevent disruption to the coastal road.	New intervention introduced by LTP3.
Infrastructure for a modern ferry between Torquay and Brixham and other services further afield.	New intervention introduced by LTP3.

5.2.5 Market & Coastal Towns

The Market and Coastal Towns Strategy applies to 28 existing towns in Devon and the new communities of Cranbrook and Sherford. The Plan groups together each of the 28 towns with its village and rural hinterland – the area that looks to the individual town for employment, shopping and local facilities. They also provide a main transport link to the urban areas of Exeter, Torbay and Plymouth.

The LTP3 Strategy supports a number of schemes which are thus part of a programme of improvements which falls outside of the LTP3. These include:

- M5 Junction 27 & 28 Improvements;
- A38 Drumbridges;
- Tavistock to Bere Alston re-instated railway line;
- A39 roundabout and junction improvements;
- A361 NDJ junction improvements between South Molton and Barnstaple;
- East of Okehampton railway improvements - new station to the east of Okehampton with access road and park and change facility; and
- Deep Lane and Voss Farm junction Improvements on the A38.

Table 5.4 below outlines the LTP3 Strategy schemes which fall under the Councils' responsibilities. Some of the schemes shown are currently underway.

Table 5.4: LTP3 Strategy – Market and Coastal Towns Interventions

Key Interventions	Status of the Intervention
Support initiatives to introduce broadband and mobile community services.	Existing intervention or not under Council control.
Support community schemes that encourage increased sustainability and low carbon travel	Existing intervention or not under Council control.
Use parking revenue and developer contributions to improve transport and public spaces	New intervention introduced by LTP3.
Improve rail and bus connections into the main urban areas.	New intervention introduced by LTP3.
Provide small informal car parks on major bus routes that can from multi modal interchanges	New intervention introduced by LTP3.
Investment in pilot low carbon innovative projects to reduce congestion	New intervention introduced by LTP3.
Consider low cost traffic management and junction improvements	New intervention introduced by LTP3.
Support the development of visitor travel plans	Existing intervention or not under Council control.
Develop the rural cycle network; Wray –Bovey to Mortonhampstead Exe Estuary Kingsteignton to Newton Abbot Tavistock to Plymouth The Ruby Way The Stop Line Teign Estuary Clearbrook to Plymouth Ilfracombe – Barnstaple Larkbear - Seven Brethren Fremington – Tarka Dawlish – Newton Abbot (on and off-road (off-road Teignmouth to Newton Abbot)).	New intervention introduced by LTP3.
Offer training and improved information on	New intervention introduced by LTP3.

Key Interventions	Status of the Intervention
travel options	
Tiverton Eastern Urban Extension Access Routes	Existing intervention or not under Council control.
Cullompton Eastern Relief Road	Existing intervention or not under Council control.
Crediton Industrial Link Road	Existing intervention or not under Council control.
Dinan Way Extension	Existing intervention or not under Council control.
Jetty Marsh and improved links to Kingsteignton	Existing intervention or not under Council control.
Central area bus priority - Kingsteignton	Existing intervention or not under Council control.
Drumbridges Roundabout	Existing intervention or not under Council control.
Improved bus and cycle connections to Newton Abbot Town Centre	Existing intervention or not under Council control.
Okehampton Town Centre Access Road	Existing intervention or not under Council control.
Plymouth Road -Tavistock Link Road	New intervention introduced by LTP3.
Park & Change sites and Branded Services e.g. A3052 corridor	New intervention introduced by LTP3.
[Subject to development in the northern area of Newton Abbot] Increase capacity of Old Exeter Road, Newton Abbot, including improvements to Newcross roundabout, widening of Old Exeter and Strap Lane.	New intervention introduced by LTP3.
[Subject to development in the Trago Mills area] Improvement to roundabout at the junction between the A382 and the Trago Mills access road	New intervention introduced by LTP3.
[Subject to development in the northern area of Newton Abbot] Completion of Jetty Marsh Link Road stage 2, Newton Abbot	New intervention introduced by LTP3.
[Subject to development in the northern area of Newton Abbot] Construction of a new relief road [Newton Road Relief Road] bypassing the existing northern section of Newton Road, including a new bridge over the River Teign and 400m bus only lane	New intervention introduced by LTP3.
[Subject to development in the northern area of Newton Abbot] Construction of a widened Newton Road, and improvements to Greenhill Way and Greenhill junction, Newton Abbot	New intervention introduced by LTP3.
(featuring bridges over R. Teign, Heathfield railway line and whitelake watercourse [Subject to development in the northern area of Newton Abbot] Construct new highway link from Old Exeter Road to southern section of Newton Road Relief Road	New intervention introduced by LTP3.
[Subject to development in the northern area of Newton Abbot] Deliver a new road bridge over the Heathfield Railway Line incorporating walking and cycling routes linking the above highway link to an improved junction at West Golds	New intervention introduced by LTP3.

Key Interventions	Status of the Intervention
<p>[Subject to scale of development to the south of Newton Abbot] Delivery of a new highway link connecting A382 (Totnes Road) to Kingskerswell Road.</p> <p>Reduce congestion on the A379 in Teignmouth, Bitton Park Road.</p> <p>Installation of demand management and transport information technology on key route corridors to and from market towns</p> <p>This may include a mixture of:</p> <ul style="list-style-type: none"> - ANPR - VMS - Real time information - Web-based information service <p>Reduce congestion within the town on the A379, at key areas and in Dawlish town centre, for example making Jubilee bridge two-way traffic by widening it.</p> <p>Balls Corner Junction Improvements, Newton Abbot (including bus priority).</p> <p>Provision of multi-use trail alongside re-instated Tavistock to Bere Alston railway line</p> <p>Barnstaple: Boutport St., Butchers Row</p> <ul style="list-style-type: none"> • Improve traffic management – car parking/loading • Improve public realm • Improve bus priority • Include road safety scheme <p>Barnstaple Station approach and setting.</p> <p>Braunton Square Improvement - To improve the Square in Braunton at the junction of the A361 and B3231.</p> <p>Reorganise the on street parking.</p> <p>Ilfracombe - Barnstaple corridor</p> <p>Clovelly Rd - Abbotsham link Road - as part of new development if approved.</p>	<p>New intervention introduced by LTP3.</p> <p>New intervention introduced by LTP3.</p> <p>New intervention introduced by LTP3.</p> <p>New intervention introduced by LTP3.</p> <p>New intervention introduced by LTP3.</p> <p>Existing intervention or not under Council control.</p> <p>New intervention introduced by LTP3.</p> <p>New intervention introduced by LTP3.</p> <p>New intervention introduced by LTP3.</p> <p>New intervention introduced by LTP3: Subject to LDF led development (not confirmed).</p>

There are several schemes that have been assessed which are not directly mentioned in the LTP3 Strategy document but which are likely to occur. In terms of those for market and coastal towns, the schemes in the main relate to transport infrastructure in Newton Abbot which may or may not take place subject to new development taking place. Some additional improvements to cycling networks have been identified along with measures to reduce congestion in Dawlish, Teignmouth and Barnstaple town centres.

6 Population and Equality

6.1 Likely Significant Effects – Before Mitigation

We have based this assessment on socio-economic equality considerations. For further equalities-related assessment, refer to the Equalities Impact Assessment of the Implementation Plan.

6.1.1 Transport Asset Management and Devon-Wide Schemes

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	In Devon and Torbay, 15 LLSOAs are within the top 10% most deprived areas of England (10 in Torbay, 2 in North Devon and 3 in Exeter), and 87 the top 30% category. While this data shows better performance on average than the nation, it indicates that deprivation and inequality remains a problem in certain areas.

As noted in the LTP3 Strategy, the road network is going to become increasingly expensive to maintain and repair and thus the future baseline includes a scenario of reduced road condition. Given rural accessibility issues identified at the SEA scoping stage, it is likely that without a change in investment focus, roads in rural areas would decline steadily in condition throughout the LTP3 period and affect all areas equally. Residents who rely on the car would therefore experience accessibility issues. Issues would also be experienced in urban areas, although the impact would generally be softened by proximity to facilities and availability of public transport options.

The LTP3 Strategy includes increased investment in the maintenance of the A and B road network in Devon, and a focus on rapid reaction to essential repairs on the C and unclassified road network. On the C and unclassified road network, there will also be a focus on routes regularly used by cyclists and buses and where they provide access to, from and within industrial areas. In Torbay, the Councils aim to maintain the roads in their current condition, and priority will be given to roads which form part of the coastal defences. These measures will help to preserve accessibility, including for the most vulnerable.

Other county-wide measures include travel planning, safety education and awareness-raising, public transport information provision, and using commercial bus shelter in order to improve their condition and reduce maintenance costs. All of these measures are favourable towards achieving greater overall equality across Devon and Torbay.

Summary of the Assessment		
Short	Med.	Long
+	+	+
Certainty:		L

6.1.2 Devon and Torbay’s Strategic Connections

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	In Devon and Torbay, 15 LLSOAs are within the top 10% most deprived areas of England (10 in Torbay, 2 in North Devon and 3 in Exeter), and 87 the top 30% category. While this data shows better performance on average than the nation, it indicates that deprivation and inequality remains a problem in certain areas.
Medium	The A39/A361 passes through areas which are within the top 0-10%, 10-20% and 20-30% most deprived areas in England.

The LTP3 will fit within the context of a number of measures which are already under development, or which are outside of the responsibilities of Devon County and Torbay Councils. Such measures as the M5 J27 and J28 Improvements and Deep Lane junction enhancements will enable the trunk road network to better cater for forecasted traffic growth in the medium term, particularly as a result of a rising population and new developments.

However, the LTP3 Strategy itself introduces an Exeter Airport Access Strategy which can assist in maximising access to the airport from local areas, and minimising the impact that regional traffic has on local residents. Using information technology and smarter travel choice to reduce the need to travel, park & share schemes, and increased travel planning and car sharing, would help to reduce traffic and congestion, and also reliance on the car, all of which can create a more equitable transport network.

In the long term, improving junctions on the A361 between Barnstaple and South Molton will enable people living in these development areas to have greater accessibility through reduced congestion. This will have localised positive impacts to the population in these two towns. Similar impacts will occur for the population in Barnstaple and the surrounding area in relation to junction improvements on the A39.

Overall effects of these schemes in the longer term may reduce as the growing population and economy means that the roads could be at risk of reaching capacity with associated issues of congestion etc affecting accessibility.

Summary of the Assessment		
Short	Med.	Long
+	+	++
Certainty:		H

6.1.3 Exeter

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	The centre of Exeter is mixed in terms of deprivation. Around St Thomas Station, there are areas in the top 10-20% most deprived in England. Other areas in the centre are within the top 10-20%, 30-40% and 50-60% deprived areas.

Key Baseline of Relevance	
Importance / Sensitivity	Description
Low	Marsh Barton and Monkerton scheme areas and the M5 J29 and J30 are within the top 60-70% least deprived areas in England. Newcourt and Cranbrook station proposed scheme areas and Ide Park and Ride are within the top 50-60% least deprived areas in England.

The transport schemes for Exeter will provide localised and more widespread impacts for the population and equality. The schemes are likely to provide better quality access to employment, retail and leisure opportunities in the city centre.

In the short term, the schemes requiring new infrastructure, may have small negative impacts in relation to accessibility for the population due to the required construction works which could result in traffic delays.

The M5 J29 and J30 improvements will serve new residents in proposed developments to the east of the motorway, and in the medium to long term, will likely improve journey reliability times for longer distance travel thereby having more widespread positive impacts for the population and visitors alike. Improvements to J29 will also aid access to Exeter Airport.

Schemes to improve the rail network including new stations in addition to the Ide Park and Ride and bus priority schemes are envisaged to have localised long term positive impacts on the population providing better access to the city centre and catering for local journeys. Areas in the centre of Exeter are generally more deprived than those outwith the city and so schemes to improve the centre are likely to have greater benefits. In addition, the measures will help cater for the predicted growth in population in the travel to work area and parallel growth in tourism.

Developing the Strategic Cycle Network when considered in conjunction with the other schemes to reduce traffic in the city centre will encourage more people to use the enhanced and safer routes. This will likely provide long term localised benefits through improved opportunities to access employment, shop and spend their leisure time in the city.

As with the strategic connections schemes above, in the long term, measures to improve capacity on roads and public transport could have reduced benefits, due to the growing economy and population which will increase demand.

Summary of the Assessment		
Short	Med.	Long
+	++	+
Certainty:		H

6.1.4 Torbay

Key Baseline of Relevance	
Importance / Sensitivity	Description
Very High	Fleet Street and the ferry terminal in Torquay are within the top 0-10% most deprived areas in England. Paignton station area is within the top 0-10% and 10-20% most deprived areas.

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	Paignton Seafront to Clennon Valley passes through an area within the top 20-30% most deprived areas in England.
Medium	Torbay proposed P&R option sites and part of the Western Corridor are within the top 30-40% most deprived areas.
Low	Edginswell proposed station and Windy Corner Junction areas are within the top 50-60% least deprived areas in England.

There are a significant number of schemes proposed for the Torbay area with associated localised and more widespread positive impacts for population and equality.

In the short term, the schemes requiring new infrastructure, may have small negative impacts in relation to accessibility for the population due to the required construction works which could result in traffic delays.

Measures to improve walking and cycling routes are likely to provide positive long term localised impacts by making walking and cycling real alternative forms of transport for short and medium trips. The cycle network improvements will also link into the NCN linking to the rest of Devon leading to more widespread positive impacts in terms of providing enhanced access opportunities for the population.

The bus and rail schemes for Torbay are likely to have long term benefits in terms of better access particularly as several areas are within the top 30% most deprived in England. The schemes aim to meet the needs of both locals and visitors linking residential areas to town centres and areas of employment. Reliability of services is also a focus as is the provision of better information for travellers which will help to reduce journey times and provide additional transport options thereby reducing inequalities in accessibility. Better bus and rail integration is also proposed which will make it easier for passengers to use a variety of modes to complete their journeys.

Road schemes including various junction and corridor improvements, road safety, 20mph zones and highway maintenance and infrastructure (signage and Demand Management Systems) will all help to ensure of easy access for locals and visitors in the long term as well as aiming to serve new developments in the area and provide positive localised impacts.

Schemes to provide integrated public transport ticketing, smart cards and real-time information in addition to providing infrastructure for the disabled will reduce inequalities in accessibility and so provide localised benefits to the population.

Summary of the Assessment		
Short	Med.	Long
++	+++	+++
Certainty:		H

6.1.5 Market and Coastal Towns

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	The A39 Westleigh Junction is within an area in the top 20-30% most deprived areas in England.
Medium	<p>The Totnes P&R and some of the Newton Abbot scheme areas to the north are within the top 30-40% most deprived areas in England.</p> <p>Okehampton station and relief road and other schemes in Newton Abbot are within the top 40-50% most deprived areas in England.</p> <p>There are two LLSOAs covering the area around the proposed Crediton scheme. These are within the top 50% least deprived areas in England.</p> <p>The new Cullompton road (if running from Station Rd-Meadow Lane) would be within one LLSOA. This is within the top 40% most deprived areas in England.</p> <p>Boutport St, Barnstaple and Mermaid Cross Junction, an area of the A361 and the A361 Borne's Bridge Junction scheme areas are within the top 30-40% most deprived areas in England.</p>
Low	<p>Deep Land and Voss Farm junctions are within the top 50-60% least deprived areas and Tiverton Eastern Access Road and Tavistock to Bere Alston railway line passes through part of an area in the top 60-70% least deprived in England.</p> <p>The Park and Change site at Roundswell, A39 Roundswell Junction, Clovelly Rd to Abbotsham Rd Link Rd and Westward Ho! Junction scheme areas are within the top 60-70% least deprived areas in England.</p> <p>Part of the P&C site at Roundswell, P&C at Portmore and the A361 are in areas of top 80-90% least deprived in England.</p>

In the short term, the LTP3 Strategy may introduce schemes requiring new infrastructure, which may have small negative impacts in relation to accessibility for the population due to the required construction works which could result in traffic delays.

Medium to long term benefits are thought possible through proposed road schemes. Many of the road schemes proposed for Newton Abbot are subject to new development taking place, others relate to new relief roads for Cullompton, Crediton, Tiverton and Okehampton which aim to reduce traffic in the town centre. These measures will provide long term localised positive impacts to the population by helping to reduce congestion in town centres and cater for a growing population thereby making it easier to access employment opportunities and other services and facilities. Improving junctions is likely to have medium to long term benefits in relation to improving access and addressing congestion issues on the roads

Long term benefits for improved access are likely as a result of the LTP3 Strategy, particularly in relation to walking and cycling such as improvements to the Tarka Trail links at Fremington, Ilfracombe - Barnstaple cycle link and Larkbear - Seven Brethren ped / cycle link. The Tarka Trail route provides a high quality off-road pedestrian and cycle route along the former railway line. It is currently well-used by locals and visitors and therefore its extension will have localised positive impacts to the population through providing access to a greater number of areas in North Devon.

In the long term, the scheme to reopen the Tavistock to Bere Alston railway line will improve access to Plymouth and provide more transport options for the local

population and visitors. The second rail scheme relates to the east of Okehampton rail improvements with new station and Park and Change facility. This will act to serve new development in this area and provide better access to the town centre.

Summary of the Assessment		
Short	Med.	Long
++	+++	+++
Certainty:		H

6.2 Recommended Mitigation

There is no mitigation proposed for the schemes to enhance the positive impacts to the population of Devon and Torbay.

6.3 Residual Effects – Including Mitigation

As there is not mitigation proposed, the residual effect is the same as originally assessed. Table 6.1 below summarises the assessment results.

Table 6.1: Residual Effects for Population and Equality

LTP3 Strategy Area	Timescale		
	Short	Med.	Long
Transport Asset Management	+	+	+
Certainty:			L
Devon and Torbay’s Strategic Connections	+	+	++
Certainty:			H
Exeter	+	++	+
Certainty:			H
Torbay	++	+++	+++
Certainty:			H
Market and Coastal Towns	++	+++	+++
Certainty:			H

Consultation Question 4A

Do you generally agree with the ‘population and equality’ assessment of the SEA? Do you have specific impacts which you are concerned about?

7 Human Health

7.1 Likely Significant Effects – Before Mitigation

7.1.1 Transport Asset Management and Devon-Wide Schemes

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	There are significant health inequalities between the affluent areas of the county and certain deprived areas in Exeter, North Devon, Torbay and Torridge. 11 out of 546 LLSOAs in the county fall into the 10% most health deprived in the country – 2 in North Devon, 2 in Exeter and 7 in Torbay.

With a future baseline scenario of potential reduced road condition, roads which provide access to health facilities and which include cycle lanes would decline steadily in condition throughout the LTP3 period. General pedestrian safety may also decline, such as road crossings. Thus without the LTP3 Strategy’s intervention, the emergency services would potentially have speed of access issues in some areas, and residents could be deterred from active travel options.

The LTP3 Strategy includes increased investment in the maintenance of the A and B road network in Devon, and a focus on rapid reaction to essential repairs on the C and unclassified road network. On the C and unclassified road network, there will also be a focus on routes regularly used by cyclists. In Torbay, the Councils aim to maintain the roads in their current condition, and priority will be given to roads which form part of the coastal defences. These measures will help to ensure access to essential facilities by road (including reliability for the emergency services), and for pedestrians and cyclists.

Other county-wide measures such as travel planning, safety education and awareness-raising are supportive of active travel, including in combination with public transport.

Summary of the Assessment		
Short	Med.	Long
+	+	+
Certainty:		M

7.1.2 Devon and Torbay’s Strategic Connections

Key Baseline of Relevance	
Importance / Sensitivity	Description
Low	Overall, on average, the A361/A39 and the A380 improvements areas are within the top 60% least health deprived areas in England. Crime is generally low, with the A361 passing through areas of 60-70 and 80-90%, A39 passing through 80-90%. Mid Devon population has 7.7% considered in not good health according to the

Key Baseline of Relevance	
Importance / Sensitivity	Description
	2001 census compared to 9.2% for England and Wales. Mid Devon also has a lower than average level of KSI accidents per 1000 people than the rest of Devon and England. Torbay has lower than average KSI accidents per 1000 people than the rest of Devon and England at 0.27. North Devon has lower than average KSI accidents per 1000 people than the rest of Devon and England at 0.29.

By introducing an Exeter Airport Access Strategy, park & share schemes, and increased travel planning and car sharing, the LTP3 Strategy would help to reduce traffic and congestion, and thus can improve overall safety on the transport network. Improving junctions on the A361/A39 will help to reduce accident rates in the medium and long term, thereby having the potential for localised positive impacts to safety.

In the long term, traffic levels could again increase on the roads which would reduce the benefits that the schemes would have on health.

Summary of the Assessment		
Short	Med.	Long
+	++	+
Certainty:		VL

7.1.3 Exeter

Key Baseline of Relevance	
Importance / Sensitivity	Description
Very High	In terms of deprivation in relation to crime, the centre of Exeter around St Thomas' is in an area in the top 10-20% most deprived in England.
Medium	The centre of Exeter is mixed in terms of health deprivation. Around St Thomas' Station it is within the top 0-10% most health deprived in England. Other areas are of 10-20%, 30-40% and 50-60% deprived areas.
Low	Areas around the proposed Marsh Barton, Newcourt and Monkerton stations, J29 and J30 of the M5 and Ide Park and Ride proposals are within the top 70-80% least health deprived areas in England. Areas around Cranbrook are within the top 60-70% least health deprived areas in England. Deprivation relating to crime is low in the areas around the M5 J29 - 30 and Ide P&R (within the top 80-90% and 70-80% least deprived in England). Exeter has lower than average KSI accidents per 1000 people than the rest of Devon and England at 0.26.

In the short to medium term, improving the public realm in Exeter city centre could help make the streets safer and reduce crime levels in this location which is in the top 10-20% most deprived in England in relation to crime.

The M5 J29 and J30 improvements along with schemes to reduce traffic in the city centre such as Park and Change sites will reduce congestion and therefore have a potential localised positive impact on safety levels on the roads in the medium to long term. Developing the strategic cycle network alongside these measures to improve

safety will likely encourage locals and visitors to cycle for short and medium trips thereby increasing physical activity.

Removing traffic from the centre of Exeter may not only improve safety but could also lead to minor health improvements in the long term due to improved air quality and reduced noise levels.

Summary of the Assessment		
Short	Med.	Long
++	++	+
Certainty:		VL

7.1.4 Torbay

Key Baseline of Relevance	
Importance / Sensitivity	Description
Very High	Fleet Street and the ferry terminal in Torquay as well as Paignton Station area are within the top 0-10% most health and crime deprived areas in England.
High	Paignton Seafront to Clennon Valley scheme area and Torquay P&R option 2 near Shiphay are within the top 20-30% most health deprived in England.
Medium	Edginswell Station area, Torquay P&R option 1 by Broomhill Way and the Western Corridor Scheme area are within the top 30-40% most health deprived areas in England. With regards crime deprivation, Edginswell Station is within the top 40-50% most deprived in England.
Low	The Western Corridor passes through area of 70-80% least deprived in England in relation to crime. Torbay has lower than average KSI accidents per 1000 people than the rest of Devon and England at 0.27.

Many potential schemes proposed for Torbay in the LTP3 Strategy are expected to benefit the health of the population particularly as several areas of Torbay are within the top 30% most health deprived areas in England.

In the short to medium term, public transport improvements including CCTV and better lighting at bus stops will reduce fear of crime in these locations. Deprivation in relation to crime is greatest in the town centres, particularly Torquay, and so improving safety measures will help address these issues. Road safety schemes including cycle training, walking buses, advisory speed signs and new pedestrian crossings will likely improve safety and reduce risk of accidents. New 20mph zones will further improve safety in residential areas.

Long term benefits to health are achievable through schemes relating to walking, cycling and Public Rights of Way improvements which will provide an enhanced opportunity for locals and visitors to use this as a viable alternative form of transport for short and medium trips. This will lead to localised positive impacts through increased physical activity. Measures which aim to remove traffic from the town centres could also lead to some minor health improvements in the long term due to improved air quality and reduced noise levels.

Summary of the Assessment		
Short	Med.	Long
+++	+++	+++
Certainty:		VL

7.1.5 Market & Coastal Towns

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	<p>Boutport Street and Mermaid Cross Junction scheme areas are in the top 20-30% most health and crime deprived areas in England.</p> <p>Barnstaple station scheme area is within the top 20-30% most deprived in England in relation to crime.</p>
Medium	<p>Schemes in Newton Abbot are within the top 40-50% most deprived areas in relation to health. Cullompton LLSOA is within the top 50% most deprived areas in England in terms of health deprivation and Okehampton scheme area is within the top 40-50%.</p> <p>In terms of crime, the centre of Newton Abbot is within the top 30-40% most deprived in England.</p>
Low	<p>In terms of health, the LLSOAs in the Crediton scheme area are within the top 65% least deprived areas in England. The Okehampton and Tavistock areas are within the top 60% least deprived areas in England.</p> <p>With regards crime, areas surrounding Newton Abbot, Okehampton, Tiverton and Totnes scheme areas are in the top 70-80% least deprived in England.</p> <p>The southern A3122 approach road to Totnes passes through an area of 50-60% least deprived in relation to crime.</p> <p>The health of the population in Devon is better than the average in England, with life expectancies for men and women being above the average for England at 77.2 and 82 years respectively.</p> <p>Road accident rates in the districts of Devon are at or below the national average in terms of KSIs. With regards slight injuries, South Hams, Teignbridge and West Devon are all seen to have rates higher than the national average.</p>

In the medium to long term, schemes introducing new and improved walking and cycling routes, such as along the Tavistock to Bere Alston railway line will likely encourage greater uptake of physical activity for both residents and visitors to the area. The Tarka Trail route provides a high quality off-road pedestrian and cycle route along the former railway line. It is currently well-used by locals and visitors and therefore its extension will provide greater opportunities for physical activity. Organised walks are run from Tavistock centre, Totnes (near the castle) and Newton Abbot (two in the centre) – Walking for Health – which could benefit from reductions in traffic in the centre.

The scheme to improve the approach and setting of Barnstaple rail station could help reduce crime in this location particularly as the area is within the top 20-30% most deprived in England in relation to crime. This is likely to have medium to long term benefits.

Improving junctions and providing relief roads, in the medium to long term, will help cater for increased capacity on the roads anticipated through new developments and so improving safety levels on these roads. Reducing traffic in town centres through new Park and Change sites in Bideford, Roundswell and Portmore will also help address safety concerns in these areas. Organised walks are run from the centre of

Barnstaple – Walking for Health – which could benefit from reductions in traffic in the centre as a result of improved safety.

Long term positive health impacts could result through measures which aim to remove traffic from the town centres not only due to better safety but also improved air quality and reduced noise levels.

Summary of the Assessment		
Short	Med.	Long
+	++	++
Certainty:		VL

7.2 Recommended Mitigation

In terms of mitigation for health, there are no measures proposed to enhance the already positive effects of the schemes.

7.3 Residual Effects – Including Mitigation

As there is no mitigation proposed, the residual effect is the same as originally assessed. Table 7.1 below summarises the assessment results.

Table 7.1: Residual Effects for Human Health

LTP3 Strategy Area	Timescale		
	Short	Med.	Long
Transport Asset Management	+	+	+
Certainty:			M
Devon and Torbay’s Strategic Connections	+	++	+
Certainty:			H
Exeter	++	++	+
Certainty:			H
Torbay	+++	+++	+++
Certainty:			H
Market and Coastal Towns	+	++	++
Certainty:			H

Consultation Question 4B

Do you generally agree with the ‘human health’ assessment of the SEA? Do you have specific impacts which you are concerned about?

8 Community Facilities and Recreation

8.1 Likely Significant Effects – Before Mitigation

8.1.1 Transport Asset Management and Devon-Wide Schemes

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	25% of LLSOAs in the study area are within the top 10% most deprived nationally for geographical barriers, and 149 (about 47%) are in the top 30% most deprived. This indicates worse geographical accessibility than the national average. Improvements are being made, such as the number of people who have access to a town centre (and associated key services) by daily public, community or voluntary transport services.

As noted in the LTP3 Strategy, the road network is going to become increasingly expensive to maintain and repair and thus the future baseline includes a scenario of reduced road condition. Given rural accessibility issues identified at the SEA scoping stage, it is likely that without a change in investment focus, roads in rural areas would decline steadily in condition throughout the LTP3 period and affect all areas equally. Residents who rely on the car would therefore experience accessibility issues. Issues would also be experienced in urban areas, although the impact would generally be softened by proximity to facilities and availability of public transport options.

The LTP3 Strategy includes increased investment in the maintenance of the A and B road network in Devon, and a focus on rapid reaction to essential repairs on the C and unclassified road network. On the C and unclassified road network, there will also be a focus on routes regularly used by cyclists and buses and where they provide access to, from and within industrial areas. In Torbay, the Councils aim to maintain the roads in their current condition, and priority will be given to roads which form part of the coastal defences. These measures will help to preserve accessibility, including for the most vulnerable.

Other county-wide measures include travel planning, safety education and awareness-raising, public transport information provision, and using commercial bus shelter in order to improve their condition and reduce maintenance costs. All of these measures are favourable towards achieving greater overall equality across Devon and Torbay.

Summary of the Assessment		
Short	Med.	Long
+	+	+
Certainty:		H

8.1.2 Devon and Torbay’s Strategic Connections

Key Baseline of Relevance	
Importance / Sensitivity	Description
Very High	<p>Much of the A361 passes through areas of 0-10% most deprived in terms of barriers to housing and services. This is with the exception of an area near South Molton and closer to Barnstaple.</p> <p>The A39 also passes through many areas in the top 0-10% most deprived in relation to barriers to housing and services. Again, this is with the exception of areas close to Barnstaple and also Bideford.</p>
Medium	<p>The A361 near Barnstaple passes through areas within the top 30-40% and 40-50% most deprived in terms of barriers to housing and services in England.</p> <p>The A39 passes through an area of 40-50% near to Barnstaple and also through Bideford.</p>
Low	<p>The A361 near South Molton passes through an area within the top 70-80% least deprived in relation to barriers to housing and services in England.</p> <p>The A39 outside of Barnstaple, towards Bideford, runs through an area within the top 80-90% least deprived in England.</p>

In the short and medium term, by introducing an Exeter Airport Access Strategy, park & share schemes, and increased travel planning and car sharing, the LTP3 Strategy would help to reduce traffic and congestion, and can improve accessibility of residents to key services and community facilities.

In the long term, improving junctions on the A361/A39 will have widespread but localised (in extent) positive impacts by enabling people living in these areas to have greater access to community services and facilities within Barnstaple, Exeter and Plymouth. The measures will also provide access to the town centre from new development areas.

Overall, the LTP3 Strategy will have beneficial effects which increase into the longer term, as particular measures such as the A361 improvements are brought forward which can help support projected population and economic growth.

Summary of the Assessment		
Short	Med.	Long
+	+	++
Certainty:		H

8.1.3 Exeter

Key Baseline of Relevance	
Importance / Sensitivity	Description
Very High	<p>Several of the scheme areas for Exeter are within the top 0-10% most deprived in terms of barriers to housing and services in England. These include areas around Marsh Barton, Cranbrook, Ide and the M5 J29 and J30. Parts of Exeter city centre (around St Thomas’) are in the top 10-20% most deprived.</p>
Low	<p>The Newcourt and Monkerton scheme areas are in the top 60-70% least deprived areas in England in terms of barriers to housing and services. In the centre of Exeter there areas within the top 40-50% and 60-70% least deprived areas in England.</p>

The LTP3 Strategy proposes transport schemes for Exeter which are expected to provide localised and more widespread impacts to the community. The schemes are likely to provide infrastructure through a variety of different transport modes which will facilitate healthier lifestyles and provide better quality access to community facilities and services in the city centre.

There may be some restrictions in access in the short term to facilities and services as a result of construction works, particularly on the M5 junctions.

In the medium term, operational impacts of the M5 J29 and J30 schemes will likely be beneficial due to better access to community facilities and services in the city particularly for new residents in proposed developments to the east of the motorway.

In the long term, as indicated in the LTP3 Strategy, improving the rail network including new stations and Ida Park and Ride scheme are envisaged to have localised positive impacts on the community by providing better access to the city centre and catering for local journeys.

As with the strategic connections schemes above, in the long term, measures to improve capacity on roads and public transport could have reduced benefits, due to the growing economy and population which will increase demand.

Summary of the Assessment		
Short	Med.	Long
+	++	+
Certainty:		H

8.1.4 Torbay

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	Fleet Street and the ferry terminal in Torquay are within the top 10-20% most deprived areas in England in terms of barriers to housing and services. In terms of barriers to housing and services, North of Edginswell station is within the top 20-30% in England
Medium	Windy Corner Junction, part of Paignton seafront, Paignton Station and Torquay P&R option 1 scheme areas are within the top 30-40% most deprived with regards barriers to housing and services. The Western Corridor and Torquay P&R site option 2 schemes run through an area in the top 40-50% most deprived as does Paignton Seafront to Clennon Valley.
Low	Part of the Paignton Seafront to Clennon Valley and the Western Valley scheme areas run through an area in the top 50-60% least deprived areas in England with regards barriers to housing and services. Edginswell Station area is within the top 60-70% least deprived in England.

There are many measures outlined in the LTP3 Strategy for Torbay which will provide reliable and efficient access to the town centres by a variety of different transport modes.

In the short term, some of the schemes involving construction work on the roads could lead to some restrictions in access to community facilities and services.

Medium to long term benefits are thought to occur through improved access to and from town centres to services and facilities. In particular, barriers to housing and services are greatest in Torquay centre (in the top 10-20% most deprived in England) and the area around the proposed Edginswell station and so schemes such as improved ferry services to and from Torquay and the new station could reduce these barriers.

Schemes to deliver reliable and good quality bus and rail services, better walking and cycling routes, Park and Change sites, junction improvements and several other measures will have localised long term positive impacts to the community. This is likely to occur through provision of infrastructure to facilitate healthier lifestyles and improved access to community facilities and services.

Summary of the Assessment		
Short	Med.	Long
+	++	++
Certainty:		H

8.1.5 Market & Coastal Towns

Key Baseline of Relevance	
Importance / Sensitivity	Description
Very High	Part of the proposed re-instated Tavistock to Bere Alston railway line and Okehampton scheme areas are within the top 0-10% most deprived in England in relation to barriers to housing and services.
High	A section of the Tavistock to Bere Alston railway line scheme passes through an area in the top 20-30% most deprived in relation to barriers to housing and services in England. In terms of barriers to housing and services, part of the area of the Roundswell P&C site, the A39 Roundswell Junction, A39 Westleigh Junction, most of the A361 and the A361 Borner's Bridge Junction scheme areas all pass through areas in the top 10-20% most deprived in England.
Medium	Around Newton Abbot and the Tiverton access road scheme, the areas are within the top 30-40% most deprived in England in relation to barriers to housing and services. Part of the P&C at Roundswell and Portmore P&C proposed sites are within the top 30-40% most deprived areas in terms of barriers to housing and services in England. Mermaid Cross Junction at Barnstaple, Clovelly Rd-Abbotsham Link Road and Westward Ho! Junction scheme areas are within the top 40-50% most deprived in England.
Low	The P&C sites in Totnes are within the top 70-80% least deprived in England in relation to barriers to housing and services. Boutport St in Barnstaple, the A361 where it passes near South Molton and an area near the A361 Borner's Bridge Junction scheme areas are within the top 70-80% least deprived areas with regards barriers to housing and services. Barnstaple Station area is within the top 50-60% least deprived areas in England.

The measures proposed for the market and coastal towns of Devon are thought to have overall benefits to the local communities.

In the short term, construction works required for the numerous road schemes could lead to restrictions in access to some community facilities and services. Uptake of land will also be required and this is likely to involve some greenfield land which may otherwise have been utilised for recreational purposes.

The schemes to enhance walking and cycling routes will have medium term localised positive impacts to communities through providing access to community facilities and services in a greater number of areas in North Devon.

In the medium to long term, the measures detailed in the LTP3 Strategy for junction improvements and new link / relief roads will help cater for increased capacity on the roads thought to occur through new developments proposed and so improving accessibility in the longer term. Several of the proposed road schemes are subject to new development taking place in Newton Abbot but aim to address increases in capacity in the long term. Others aim to reduce traffic in town centres which will provide long term localised positive impacts by making it easier to access community services and facilities and provide for a better community environment in the town centres.

In the long term, the scheme to reopen the Tavistock to Bere Alston railway line will improve access to community services and facilities in Plymouth. The second rail scheme relating to east of Okehampton rail improvements with new station and Park and Change facility will provide better access to community facilities and services in the town centre for residents within proposed new development areas.

Summary of the Assessment		
Short	Med.	Long
++	+++	+++
Certainty:		H

8.2 Recommended Mitigation

Mitigation recommended to reduce the possible negative impacts of the schemes are detailed in the table below.

Transport Scheme	Area	Proposed Mitigation
All road schemes involving new infrastructure.	Market and Coastal Towns.	Avoid where possible uptake of recreational land.

8.3 Residual Effects – Including Mitigation

Table 8.1 below summarises the potential residual effects on community facilities and recreation after the consideration of mitigation.

Table 8.1: Residual Effects for Community Facilities and Recreation

LTP3 Strategy Area	Timescale		
	Short	Med.	Long
Transport Asset Management	+	+	+
Certainty:			H
Devon and Torbay’s Strategic Connections	+	+	++
Certainty:			H

LTP3 Strategy Area	Timescale		
	Short	Med.	Long
Exeter	++	++	+
	Certainty:		H
Torbay	+	++	++
	Certainty:		H
Market and Coastal Towns	++	+++	+++
	Certainty:		H

Consultation Question 4C

Do you generally agree with the 'community facilities and recreation' assessment of the SEA? Do you have specific impacts which you are concerned about?

9 Climate Change Emissions

9.1 Likely Significant Effects – Before Mitigation

9.1.1 Transport Asset Management and Devon-Wide Schemes

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	In 2007, greenhouse gas emissions from transport sources amounted to 2.41 tonnes CO ₂ e per person, as compared to a UK average of 2.3 tonnes CO ₂ .

Adjustment of maintenance priorities as described in Chapter 5 and other county-wide measures such as travel planning and public transport information provision are favourable towards reducing CO₂e emissions across Devon and Torbay. Poorly maintained roads would otherwise cause at least some disruption in traffic flow, and can damage vehicles, which has the effect of increasing average fuel consumption on journeys and also resources used in maintaining vehicles, and thus increasing emissions.

Summary of the Assessment		
Short	Med.	Long
+	+	+
Certainty:		L

9.1.2 Devon and Torbay’s Strategic Connections

Key Baseline of Relevance	
Importance / Sensitivity	Description
Low	In North Devon (A361/A39 area), the tonnes of CO ₂ /person/yr (2007) from diesel trains was 0.005. This figure is less than that for the rest of the UK. With regards road transport, there were 2.10 tonnes of CO ₂ /person/yr (2007) which is below average for rest of UK. Overall since 2005, CO ₂ emissions in the district have declined road and stayed the same for rail.

In the short and medium term, the LTP3 Strategy would introduce an Exeter Airport Access Strategy, park & share schemes, and increased travel planning and car sharing. These measures would help to reduce traffic and congestion, and thus can improve overall emissions from the transport network.

Improving junctions on the A361/A39 would help to improve traffic flow and reduce accident rates in the medium and long term, which would also help to reduce emissions.

Summary of the Assessment		
Short	Med.	Long
+	+	+
Certainty:		L

9.1.3 Exeter

Key Baseline of Relevance	
Importance / Sensitivity	Description
Low	In Exeter, the tonnes of CO ₂ /person/yr (2007) stemming from diesel trains was 0.063. This figure is close to that for the rest of the UK. With regards road transport, there were 0.96 tonnes of CO ₂ /person/yr (2007) which is below average for rest of UK. Overall since 2005, CO ₂ emissions in the district have declined for both trains and road.

Schemes outlined in the LTP3 Strategy to improve public transport including rail network enhancements with new stations, bus priority measures and Park and Ride schemes will help promote modal shift. This would likely reduce traffic on the roads in and around Exeter leading to medium to long term widespread positive impacts in terms of carbon emissions.

Developing the Strategic Cycle Network could have long-term minor benefits through potential modal shift, which could help to reduce traffic on local roads thereby having minor benefits in terms of reducing carbon emissions.

In the medium and long term, operational impacts of schemes including the M5 J29 and J30 improvements and bus priority measures will help to reduce congestion and thus emissions. Against a baseline of what is likely to be worsening emissions as a result of population and economic growth, the schemes' contribution towards reducing emissions will continue to be valuable in the long term.

Summary of the Assessment		
Short	Med.	Long
+	++	++
Certainty:		L

9.1.4 Torbay

Key Baseline of Relevance	
Importance / Sensitivity	Description
Low	In Torbay, the tonnes of CO ₂ /person/yr (2007) stemming from diesel trains was 0.007. This figure is less than that for the rest of the UK. With regards road transport, there were 1.15 tonnes of CO ₂ /person/yr (2007) which is below average for rest of UK. Overall since 2005, CO ₂ emissions in the district have declined road and stayed the same for rail.

Medium term benefits are achievable through schemes including junction improvements can help reduce carbon emissions in the medium term by addressing current capacity issues and associated problems with congestion, creating freer-flowing traffic. However, in the long term, population growth could counteract these measures.

There are several schemes proposed for Torbay in the LTP3 Strategy which will act to help reduce carbon emissions in the long term. In particular the schemes that encourage use of alternative fuels and provision of electric car charging points across Torbay will go some way to helping reduce carbon emissions in the long term.

In the long term, schemes which promote modal shift include improvements to the walking and cycling network, improvements to bus and rail stations and services, bus priority measures and Park and Change sites will help reduce traffic on the roads and so can provide widespread positive impacts to reducing carbon emissions.

Summary of the Assessment		
Short	Med.	Long
+	++	++
Certainty:		L

9.1.5 Market & Coastal Towns

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	In 2007, greenhouse gas emissions from monitored transport sources (roads and diesel railways) in Devon were equivalent to 2,135 kilo-tonnes CO ₂ , which made up 32% of total emissions. This was 2.41 tonnes CO ₂ per person, as compared to a UK average of 2.3 tonnes CO ₂ .

LTP3 Strategy proposals to address capacity issues, reduce congestion and promote modal shift to public transport and active travel (walking, cycling etc) can have medium term benefits in terms of reducing carbon emissions.

Park and Change sites in Bideford, Roundswell and Portmore will reduce congestion in town centres through a decline in traffic levels. Other schemes to reduce congestion in the town centres include road widening, A389 improvements and relief roads to towns including Okehampton, Cullompton, Tiverton and Crediton. Reducing congestion will help reduce carbon emissions in these areas so having widespread positive impacts.

There are many road schemes proposed with several associated with new link roads from proposed developments. This will reduce pressure on existing roads but could increase carbon emissions in the long term once the developments are in place through increased traffic.

In the long term, the scheme to reopen the Tavistock to Bere Alston railway line will improve access to Plymouth and so encourage modal shift. The second rail scheme relates to the east of Okehampton rail improvements with new station and Park and Change facility which will provide better access via more sustainable modes of transport to the town centre. This is likely to provide long term positive impacts to carbon emissions. Other schemes with similar benefits include improvements to walking and cycling routes so encouraging modal shift for short and medium trips.

Overall, despite potential increases in carbon emissions from the new roads, there will be likely widespread long term positive impacts due to many schemes which address congestion issues and promote modal shift.

Summary of the Assessment		
Short	Med.	Long
+	+	+
Certainty:		L

9.2 Recommended Mitigation

There are no mitigation measures proposed to enhance the overall positive impacts thought to occur through the schemes to climate change.

9.3 Residual Effects – Including Mitigation

As there is no mitigation proposed, the residual effect is the same as originally assessed. Table 9.1 below summarises the assessment results.

Table 9.1: Residual Effects for Climate Change Emissions

LTP3 Strategy Area	Timescale		
	Short	Med.	Long
Transport Asset Management	+	+	+
	Certainty:		
Devon and Torbay’s Strategic Connections	+	+	+
	Certainty:		
Exeter	+	++	++
	Certainty:		
Torbay	+	++	++
	Certainty:		
Market and Coastal Towns	+	+	+
	Certainty:		

Consultation Question 4D

Do you generally agree with the ‘climate change emissions’ assessment of the SEA? Do you have specific impacts which you are concerned about?

10 Local Economy

10.1 Likely Significant Effects – Before Mitigation

10.1.1 Transport Asset Management and Devon-Wide Schemes

Key Baseline of Relevance	
Importance / Sensitivity	Description
Low	Unemployment is generally low relative to the nation, and skills levels are generally above average. West Devon enjoys the lowest unemployment figures, whilst South Hams has the highest skills levels in the county.

Against the future baseline scenario of potential reduced road condition, adjustment of maintenance priorities as described in Chapter 5 and other county-wide measures such as travel planning and public transport information provision would improve economic performance in the study area. In particular, increased investment in the maintenance of the A and B road network in Devon, aiming to maintain the roads in their current condition in Torbay, and a focus on routes within industrial areas would help to ensure that economic activity continues to be supported.

Other county-wide measures such as travel planning, public transport information provision, and using commercial bus shelter in order to improve their condition and reduce maintenance costs are favourable towards achieving greater overall access to employment opportunities.

Summary of the Assessment		
Short	Med.	Long
+	+	+
Certainty:		H

10.1.2 Devon and Torbay’s Strategic Connections

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	Part of the A361 near South Molton and a section of the A39 between Bideford and Barnstaple runs through an area within the top 30-40% most employment deprived in England. A stretch of the A39 beyond Bideford to the border of the county runs through area of 40-50% most deprived in relation to employment. With regards deprivation associated with income, part of the A361, A39 and Deep Lane junction on the A38 runs through an area in the top 40-50% most deprived in England.
Low	In terms of employment deprivation, J27 and J28 of the M5 are in areas within the top 80-90% and 70-80% least deprived in England. Deep Lane junction on the A38, part of the A361 and a section of the A39 between Barnstaple and Bideford are in areas which are in the top 50-60% least

Key Baseline of Relevance	
Importance / Sensitivity	Description
	<p>employment deprived in England.</p> <p>Sections of the A361 and the A39 outside of Bideford are within the top 60-70% and 70-80% least income deprived in England.</p> <p>With regards to income deprivation, the A361 near Barnstaple passes through an area within the top 70-80% least deprived in England. Other sections of the road and also the South Devon Link Road passes through areas in the top 50-60% least deprived.</p> <p>Parts of the A39 run through areas within the top 60-70% least deprived in England in relation to income.</p> <p>Of the working-age population there are 4.4% unemployed in South Hams, 4.7% unemployed within the M5 area and 5.2% unemployed within the A361/A39 area in North Devon. This is lower than for the rest of the SW and Great Britain.</p>

The strategic transport network in Devon and Torbay play an essential role in supporting economic growth. The schemes aim to encourage new investment and assist in growing and diversifying the economy.

In the short term, construction of these schemes could provide business for local construction companies, increasing employment opportunities.

In the medium term, improvements to the M5 junctions north of Exeter will enable the motorway to better cater for the forecasted traffic growth. This will help to improve access to education, training and employment in Exeter and also beyond to the rest of the county in the short and medium term. It will also likely attract businesses to Exeter as a result of more reliable journey times and better linkages.

Also in the medium term, Deep Lane junction enhancements will act to serve new developments in east Plymouth. This will provide better access to employment, education and training opportunities in Plymouth.

The South Devon Link Road is a new bypass which the LTP3 Strategy may help to facilitate in the medium term to remove traffic from the existing A380. It will also provide more opportunities for reliable sustainable travel by freeing up bus routes using the A380. This is envisaged to provide localised positive impacts to businesses and the population through improved and more efficient access to employment and training opportunities via both the road and public transport network. The scheme is also viewed as having a key role in connecting Torbay to Devon and the rest of the UK thereby having more widespread impacts. It is seen as essential to enable Torbay to deal with its economic problems and improve its attractiveness to tourists.

In the long term, the schemes relating to junction improvements on the A361 between Barnstaple and South Molton and the A39 will enable people living in these development areas to have greater accessibility through reduced congestion. This will have localised positive long term impacts with regards access to training and employment opportunities in Barnstaple. In addition, it may further make the area more attractive for businesses to locate there due to the access improvements.

Overall effects of these schemes in the longer term may reduce as the growing population and economy means that the roads could be at risk of reaching capacity with associated issues of congestion etc affecting accessibility.

Summary of the Assessment		
Short	Med.	Long
++	++	++
Certainty:		H

10.1.3 Exeter

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	<p>Exeter City Centre is mixed in terms of employment and income deprivation. There is an area of 0-10% most deprived near St Thomas and other areas of 50-60% least employment deprived.</p> <p>Of the working-age population there are 6.4% unemployed. This is higher than for the rest of the SW but still lower than that for Great Britain.</p>
Low	<p>In terms of employment, the Marsh Barton, Newcourt and J29 and J30 of the M5 scheme areas are within top 50-60% least deprived in England. With regards to income deprivation these areas are in the top 60-70% least deprived.</p> <p>Monkerton, Cranbrook and Ide scheme areas are within the top 70-80% least employment and income deprived areas in England.</p>

Exeter is an economic focus for supporting growth throughout Devon and Torbay and the transport schemes aim to support the economy allowing goods and people to move around the city efficiently.

In the short term, there may be minor benefits achieved through increased employment opportunities during construction work required for possible schemes identified in the LTP3 Strategy such as the new stations at Cranbrook, Marsh Barton, Monkerton and Newcourt.

The Ide Park and Ride scheme will provide additional options for travel into the city providing localised positive impacts in the medium term. It will also help reduce congestion in the city centre thereby improving access further. This is also the case for the scheme associated with bus priority measures on Heavitree Road and Topsham Road.

Medium to long term benefits are thought possible to the economy of the city through public realm enhancements in the city centre will make it more attractive and encourage businesses to locate there.

Schemes to improve the rail network including new stations are envisaged to have localised long term positive impacts on the economy by providing better access to employment and training opportunities in the city centre. It will help to cope with predicted growth in employment and housing in the travel to work area and parallel growth in tourism. There may be additional long term benefits through possible employment opportunities at the new stations.

In the long term, the M5 J29 and J30 improvements will help improve journey reliability times and aid access to Exeter Airport. This will act as an incentive for businesses to locate in Exeter and also improve access to the proposed new Skypark and Science Park employment sites as well as opportunities in the centre of the city.

Summary of the Assessment		
Short	Med.	Long
++	++	++
Certainty:		H

10.1.4 Torbay

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	<p>Fleet Street, Torquay and the ferry terminal in the town are within the top 0-10% most employment deprived areas in England. Paignton seafront to Clennon Valley is within the top 10-20% and 20-30% most deprived.</p> <p>In terms of income deprivation, Fleet St and the ferry terminal in Torquay are within the top 10-20% most deprived areas in England. Paignton seafront to Clennon Valley is within the top 20-30% as is Paignton Station.</p> <p>Of the working-age population there are 7.7% unemployed. This is higher than for the rest of the SW and Great Britain</p>
Medium	<p>Edginswell stations area, Torquay P&R option 1 and part of the Western Corridor area are within the top 30-40% most employment deprived areas in England. Other parts of the Western Corridor and Windy Corner Junction scheme areas are within the top 40-50% most deprived.</p> <p>In terms of income deprivation, Edginswell station area and part of the Western Corridor scheme area are within the top 30-40% most deprived areas in England.</p>
Low	<p>The second P&R option site in Torquay is within the top 60-70% least employment deprived areas.</p> <p>In terms of income deprivation, Windy Corner junction and part of the Western Corridor scheme area are within the top 60-70% least deprived areas in England.</p>

Short term benefits could occur through construction works for proposed schemes in the LTP3 Strategy. Construction activities could provide local employment opportunities and contracts for local businesses.

In the short and medium term, the scheme to improve coach parking bays will cater for increased demand from holiday coach tours. This could increase tourism which in turn may attract more businesses to the area.

Schemes associated with public bus and rail services aim to deliver reliable and good quality services and priority measures to provide better access from residential areas to education and employment opportunities. This is likely to have medium term localised benefits to the economy. Introducing better rail and bus integration will make it easier for passengers to use a variety of modes to complete their journeys making for a more efficient transport system. This too will provide better access to opportunities in the town centres and could also attract businesses to the area. The schemes could also provide additional employment on the public transport network.

Medium to long term positive impacts can be achieved through pedestrian priority in Fleet Street, Torquay and Paignton town centre improvements which will revitalise these areas, making the centres more accessible and attractive for businesses. The centre of Torquay is within the top 0-10% most deprived in England in relation to employment and 10-20% most deprived with regards income so benefits will likely be greater here. In addition, expanding ferry services between Torquay and Brixham

and connecting to the rest of Devon will further improve access to employment and training opportunities.

Summary of the Assessment		
Short	Med.	Long
++	++	++
Certainty:		H

10.1.5 Market & Coastal Towns

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	Boutport Street, Barnstaple and Mermaid Cross Junction schemes are within LLSOAs in the top 20-30% most deprived with regards employment and income.
Medium	<p>In terms of employment, the Crediton, Teignmouth, Dawlish and Totnes area LLSOAs are in the top 35% most deprived areas in England.</p> <p>With regards income, Totnes P&R scheme locations are within the top 30% most deprived areas in England.</p> <p>Barnstaple station, part of the A361 and the A361 Borne's Bridge junction scheme areas are within the top 30-40% most deprived in terms of employment in England.</p> <p>Clovelly Rd-Abbotsham link road and Westward Ho! Junction scheme areas are within the top 40-50%.</p> <p>In terms of income deprivation, the A39 Westleigh Junction, Clovelly Rd to Abbotsham Link Road and A361 Borne's Bridge junction are within areas of 40-50% most deprived in England.</p>
Low	<p>With regards to income deprivation, the Crediton scheme area is within the top 60% least deprived areas in England.</p> <p>In terms of income and employment deprivation in Okehampton, the area is within the top 50% least deprived areas in England.</p> <p>In terms of income and employment deprivation, Tavistock is within the top 55% least deprived areas in England.</p> <p>With regards income deprivation, Newton Abbot, Teignmouth and Dawlish are within the top 50% most deprived areas in England.</p> <p>Roundswell P&C and Roundswell Junction are in the top 60-70%, and Portmore P&C and part of the A361 are within the top 80-90% least employment deprived in England.</p> <p>Roundswell P&C, Barnstaple station and Roundswell Junction are in the top 60-70% least income deprived in England. Portmore P&C is within the top 80-90% as is part of the A361 scheme. Westward Ho! Junction is within the top 70-80% least deprived.</p> <p>Unemployment is generally low relative to the nation (with the exception of Torbay), and skills levels are generally above average (with the exception of Torridge). West Devon enjoys the lowest unemployment figures, whilst South Hams has the highest skills levels in the county.</p>

In the short term, construction of the numerous schemes requiring new infrastructure in and around the market and coastal towns of Devon, is likely to provide local construction companies with contracts for work which could increase employment opportunities for local people.

In the medium to long term, schemes associated with improving junctions and provision of new roads will likely help reduce congestion and improve accessibility. The improvements will also likely attract new businesses through a more reliable and efficient road network.

In the medium to long term, many of the schemes will provide better connections to the urban centres of Exeter, Barnstaple, Torbay and Plymouth which will enhance access to education, training and employment. Park and Change sites proposed for areas of Barnstaple, Totnes and Dartmouth will help reduce congestion in town centres making them more attractive for businesses to locate there and facilitating access for locals to employment and training.

The schemes including new stations, the reinstated railway line and Park and Change sites could provide a number of employment opportunities for local people in the public transport sector to help manage new and increased services. This is likely to occur in the medium to long term.

The North Devon area is relatively isolated due to its peripheral location and distance from the regional commercial centres. The A361 is a key corridor for this area and so improvements will have long term positive impacts in relation to improving access to employment and training opportunities. The measures proposed aim to support the economy and strengthen the economic focus that Barnstaple and Bideford provide to the North Devon towns and villages.

Enhanced walking and cycling routes in North Devon can link up residential and employment areas in addition to attracting visitors to the area. Both have positive long term impacts to the economy.

Summary of the Assessment		
Short	Med.	Long
++	++	++
Certainty:		H

10.2 Recommended Mitigation

The schemes are likely to have several significant benefits to the economy of Devon and Torbay and so mitigation is not required.

10.3 Residual Effects – Including Mitigation

As there is no mitigation proposed, the residual effect is the same as originally assessed. Table 10.1 below summarises the assessment results.

Table 10.1: Residual Effects for Economy

LTP3 Strategy Area	Timescale		
	Short	Med.	Long
Transport Asset Management	+	+	+
Certainty:			H
Devon and Torbay’s Strategic Connections	++	++	++
Certainty:			H
Exeter	++	++	++
Certainty:			H

LTP3 Strategy Area	Timescale		
	Short	Med.	Long
Torbay	++	++	++
	Certainty: H		
Market and Coastal Towns	++	++	++
	Certainty: H		

Consultation Question 4E

Do you generally agree with the 'local economy' assessment of the SEA? Do you have specific impacts which you are concerned about?

11 Biodiversity, Flora and Fauna

11.1 Habitats Regulations Assessment (HRA)

HRA is being conducted in order to ensure the protection of European nature conservation sites. Thus far, the screening stage has been conducted in draft, making a recommendation as to whether or not a full Appropriate Assessment is required of measures within the LTP3 Strategy. In order to be finalised, this will be confirmed by Natural England during consultation.

The future Implementation Plans will require HRA, including a second, separate screening exercise and Appropriate Assessment, if required. With this in mind, the HRA Preliminary Screening Report for the LTP3 Strategy concludes:

“This preliminary screening report has highlighted that certain transport interventions of the LTP3 Strategy have the potential for significant effects on European Sites in particular issue areas. These are air quality, water quality, disturbance and effects on mobile species.

The impacts associated with these general issues have mitigation options available at the Implementation Plan and project stages, but because the level of detail is not yet available, the targeted capital investments of the Strategy have been identified as needing further screening work. At this stage, it is considered that some projects will not require an HRA: Appropriate Assessment stage to be completed.

This report will be carried forward into HRA Screening of the first LTP3 Implementation Plan, Years 2011 – 2016, being produced over the next several months. It should also be updated and carried forward to future Implementation Plans.”

11.2 Likely Significant Effects – Before Mitigation

11.2.1 Transport Asset Management and Devon-Wide Schemes

Key Baseline of Relevance	
Importance / Sensitivity	Description
Very High	There are 19 international sites in Devon and Torbay. One UNESCO Biosphere Reserve – North Devon – is present in the study area, designated for its environment, culture and sustainability.

Maintenance of the transport network and county-wide measures such as travel planning, safety education and awareness-raising, are unlikely to affect biodiversity significantly.

Summary of the Assessment		
Short	Med.	Long
0	0	0
Certainty:		H

11.2.2 Devon and Torbay’s Strategic Connections

Key Baseline of Relevance	
Importance / Sensitivity	Description
Very High	Near the A39 to the west of Bideford there is Tintagel-Marshland-Clovelly Coast SAC and further west near the border with Cornwall, the road passes through Culm Grasslands SAC.
	The A361 passes through Culm Grasslands SAC between South Molton and Tiverton. The A39 and A361 to the north and east of Barnstaple passes near an Important Bird Area - Taw and Torridge Estuary,
High	Within the vicinity of the M5 Junctions SSSIs include Stover Park (45ha) by Drumbridges Roundabout, Cudleigh Knighton Heath to the north and Brocks Farm (1.5ha) to the east of the Rdabout. In addition, there are 2 LNRs; Stover (45ha) by Drumbridges and Bovey Heathfield to the NW. There are several SSSIs adjacent to or crossing the A39/A361.

Short-term negative impacts to conservation interests may occur where new infrastructure is required with a corresponding uptake of greenfield land. For example, the proposed South Devon Link Road runs close to an area of woodland to the west of Kingskerswell and biodiversity within this area could be affected directly through habitat loss or indirectly as a result of increased noise levels stemming from the new road.

It is unclear as to if any of the junction improvements on the A361 and A39 will be close to the protected areas for biodiversity. If works are required in these locations, it is likely that protected species and habitats would be affected leading to localised but widespread in extent significant negative impacts.

There is likely to be some degree of habitat loss / fragmentation and negative effects on local species for the South Devon Link Road and M5 junction improvements. Effects are likely in the short term due to landtake and construction works, however longer-term impacts may result due to introduction of new noise sources and general disturbance of species.

Summary of the Assessment		
Short	Med.	Long
--	--	--
Certainty:		VL

11.2.3 Exeter

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	In the city, there are two LNRs - one south of Argyll Rd in the east and one between Redhills and Barley Lane to the west.
Low	No biodiversity designations are located in the vicinity of the proposed schemes outside of the city centre.

In the short term, the LTP3 Strategy proposals could have some impact on local biodiversity through any required uptake of greenfield land.

Although there are several international designations around Exeter it is not thought that they would be directly affected by the schemes. A number of national and local biodiversity designations are also present however it is not thought that the schemes would adversely affect these areas. There will be some new infrastructure associated with the schemes including those for new stations and bridge widening which may result in localised negative impacts on species and could cause habitat loss without mitigation.

Summary of the Assessment		
Short	Med.	Long
-	0	0
Certainty:		VL

11.2.4 Torbay

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	There is one biological SSSI and three mixed in Torbay. One NNR is present - Berry Head. There are no biodiversity sites in the location-specific proposed schemes.
Medium	There are three LNRs - two in Ocombe and one near Goodrington.

There may be some short term localised negative impacts to biodiversity due to schemes associated with new infrastructure such as Park and Ride sites, new stations and traffic / junction improvements. This may be limited to negative localised impacts during construction however it may also result in some habitat loss without mitigation leading to longer term impacts.

Provisions within the LTP3 Strategy for walking and Public Rights of Way improvements may benefit biodiversity in the medium and long term depending on the exact measures to be implemented.

A significant number of the schemes are associated with removing traffic from the roads within Torbay by promoting modal shift amongst other measures. This could have some minor medium to long term localised impacts to biodiversity through improved air quality and reduced risk of road kill.

Summary of the Assessment		
Short	Med.	Long
-	0	+
Certainty:		VL

11.2.5 Market & Coastal Towns

Key Baseline of Relevance	
Importance / Sensitivity	Description
Very High	<p>The Exe Estuary SPA and Ramsar site is to the NE of Dawlish.</p> <p>There are three SACs in North Devon all located in the NE including Braunton Burrows on the coast, Exmoor and Quantock Woodlands and Exmoor Heaths. Braunton Burrows is also a UNESCO Biosphere Reserve. None are located near to the identified scheme areas.</p>
High	<p>There are two SSSIs in the vicinity of Newton Abbot including River Lemon Valley Woods occupying 70.4ha to the SW of town centre and Wolborough Fen to the south of the town.</p> <p>There is one SSSI to the NE of Dawlish and one in Teignmouth to the NW of the town.</p> <p>One NNR is present to NE of Dawlish.</p> <p>There are three SSSIs around Kingsteignton. These are Southacre Clay Pits (62,8ha) to the NE of the town, Stover Park (45ha) by Drumbridges Roundabout, and Brocks Farm (1.5ha) to the east of the Rdabout.</p> <p>There are around 15 biological SSSIs scattered about North Devon including the Taw-Torridge estuaries nr Barnstaple and one off the A39 NE of Barnstaple. There is one NNR in North Devon located to the west of the A388.</p> <p>The A39 Westleigh junction is adjacent to an Important Bird Area and SSSI.</p>
Medium	<p>Several LNRs - Hackney Marshes to the NE of racecourse; Decoy Country Park to S of town; Jetty Marsh in N and NW of town centre; Aller Brook next to A380 in the town; and Churchills to the W.</p> <p>There is 1 LNR to the NE of Dawlish. In addition, there is one LNR; Stover (45ha) by Drumbridges.</p>
Low	<p>There are no ecological designations in or around Crediton, Okehampton, Totnes or Tavistock.</p>

The LTP3 Strategy proposes several schemes for market and coastal towns which involve new infrastructure. Short-term negative impacts may result due to greenfield land uptake and disturbance during construction. There is one SSSI located near the Westleigh junction of the A39 which is due to be improved. There may be impacts on this SSSI site depending on the exact measures related to the improvements. Impacts are likely to be short term however without habitat loss. This junction is also located next to an Important Bird Area. During construction especially, noise could disturb bird species and therefore have potential widespread impacts that are localised in extent.

A Local Nature Reserve (LNR) is situated next to Drumbridges Roundabout. This roundabout is subject to be improved and the measures could result in localised effects on species in this location particularly during construction.

There are no biodiversity designations around Okehampton, Crediton, Totnes or Tavistock however as mentioned above, the LTP3 Strategy proposals including reinstating the railway line between Tavistock and Bere Alston, new stations and new road schemes in these areas will likely have localised negative impacts due to land uptake which will be required. This is likely to result in some habitat loss and / or fragmentation. Reinstating the new railway line is likely to result in increased noise emissions which could disturb local wildlife thereby potentially having medium term negative impacts.

New Park and Ride sites could result in habitat loss and disturbance to species in the area however these are to be located close to the town centres and so there could be minimal biodiversity value in these locations. An off-road cycle link would involve some minimal land take through new infrastructure and could involve some habitat fragmentation however this is assumed to be very minor in extent.

Other short-term impacts could occur through LTP3 Strategy proposals relating to the construction of bridges over rivers such as the River Teign. During construction, there could be some impacts to ecology of the rivers through minor pollution and noise emissions. These would be localised in extent and limited to short term impacts.

In the medium to long term, there are expected to be mixed effects as some species may adapt to the effects of the new infrastructure however there may also be some permanent displacement of others without mitigation.

Summary of the Assessment		
Short	Med.	Long
--	-	-
Certainty:		VL

11.3 Recommended Mitigation

Mitigation recommended to reduce the possible negative impacts of the schemes are detailed in the table below.

Transport Scheme	Area	Proposed Mitigation
All schemes	All	Proportionate levels of habitat creation in line with LBAP priorities should be sought alongside all significant works which require landtake. This may involve small measures such as tree planting, or working with parties such as the Local Wildlife Trust, RSPB or Natural England to contribute to local nature conservation.
A361/A39 Junction improvements.	Devon and Torbay's Strategic Connections.	Avoid where possible, upgrades to any junctions which are within, or close to, protected areas for biodiversity. Where avoidance is not possible, compensatory measures should be implemented.
Provision of cycle bridge over canal and river, linking proposed development area to A386 (Tavistock).	Market and Coastal Towns.	Ensure that during construction water quality is not adversely affected so as not to impact upon aquatic ecology.
Ferry Services.	Torbay.	Water quality should be monitored to ensure that the increase in ferry services and upgrades to facilities does not increase pollution.
New road schemes.	Market and Coastal Towns.	Screening of the new roads where appropriate and new planting of trees and vegetation. Creation of alternative new habitats where loss occurs. Ensure that during construction water quality and aquatic ecology is not adversely affected.

Transport Scheme	Area	Proposed Mitigation
Reopen the railway line from Tavistock to Bere Alston to provide a new rail link to Plymouth, including new rail station south of A390 Callington Road with associated park and change facility.		Screening of the rail line where appropriate and replanting any loss of trees and vegetation. Creation of alternative new habitats where loss occurs.

11.4 Residual Effects – Including Mitigation

The mitigation proposed in the above table will help to reduce impacts on biodiversity. Table 11.1 below summarises the residual effects after consideration of this mitigation.

Table 11.1: Residual Effects for Biodiversity, Flora and Fauna

LTP3 Strategy Area	Timescale		
	Short	Med.	Long
Transport Asset Management	0	0	0
	Certainty: H		
Devon and Torbay’s Strategic Connections	--	-	-
	Certainty: VL		
Exeter	-	0	0
	Certainty: VL		
Torbay	-	0	+
	Certainty: VL		
Market and Coastal Towns	--	-	-
	Certainty: VL		

Consultation Question 4F

Do you generally agree with the ‘biodiversity, flora and fauna’ assessment of the SEA? Do you have specific impacts which you are concerned about?

12 Flood Risk and Coastal Erosion

12.1 Likely Significant Effects – Before Mitigation

12.1.1 Transport Asset Management and Devon-Wide Schemes

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	There are a number of components of the transport network within 'at risk' areas for flooding and coastal erosion, including those which provide key links between settlements.

The only asset management intervention of the LTP3 Strategy relevant to flood risk and coastal erosion is that in Torbay, maintenance priority will be given to roads which form part of the coastal defences. This would help to reduce the impacts of coastal flooding and erosion on society, by restoring accessibility where it may be harmed by storms or wear and tear. It is assumed this can include structural repairs where required, and also that over the long term, such repairs could prove to improve protection of particular segments of the coastline significantly.

Summary of the Assessment		
Short	Med.	Long
+	+	++
Certainty:		H

12.1.2 Devon and Torbay’s Strategic Connections

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	Both junctions 27 and 28 are within flood zone 3 (areas with a medium to high risk of flooding). Several areas of North Devon within the vicinity of the A39/A361 are at risk of flooding. In Barnstaple, many areas are within Flood Risk Zones 2 and 3 including the Potterton area from the River Yeo and Yeo Vale.
Medium	Within and around Torbay there are small areas of flood risk around the various watercourses. The South Devon CMP identifies that main roads in Torbay experience frequent flooding.
Low	The A38 Deep Lane Junction area is not within any high to medium flood risk zones.

The LTP3 Strategy proposals in relation to Devon and Torbay’s Strategic Connections could have minor localised impacts to flood risk due to junction 27 and 28 improvements on the M5 may have minor localised impacts to flood risk. These junctions are within flood risk zone 3 and so if any new infrastructure required then this could increase the risk. It is not thought that the LTP3 Strategy would have any other effects on flood risk.

Summary of the Assessment		
Short	Med.	Long
0	0	0
Certainty:		VL

12.1.3 Exeter

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	Much of the west of the city is in flood zone 3 as well as other areas close to rivers and streams in the city.

Although an area of the city to the west is within flood risk zone 3, it is not anticipated that the LTP3 Strategy would have a significant effect on flood risk levels.

Summary of the Assessment		
Short	Med.	Long
0	0	0
Certainty:		VL

12.1.4 Torbay

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	<p>Area around the Ferry terminal and Fleet St in Torquay are in flood risk zones 2 and 3. Paignton station and much of the seafront is also in flood risk zones 2 and 3. Flood risk maps indicate a fluvial flood zone extending from Clennon Hill to Goodrington Sands (flood zones 2 and 3).</p> <p>Areas in Brixham harbour around Furze Lane, The Strand and Pump Street are included in flood zone 2 and 3. This area currently experiences little flooding except in times of exceptionally high tides.</p>

There may be small localised negative impacts to flood risk through the LTP3 Strategy schemes proposed for Torbay particularly as the main roads often experience flooding. This is likely to occur in the medium to long term, particularly in combination with effects of climate change anticipated. In particular, the schemes that require new infrastructure and so increased impermeable surfaces could result in increased flood risk.

Summary of the Assessment		
Short	Med.	Long
0	–	–
Certainty:		VL

12.1.5 Market & Coastal Towns

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	<p>Flood zone 3 covers the racecourse area and from the east of Knowles Hill up to Blatchford in Newton Abbot. Areas surrounding the rivers are also in flood zone 3. A 1979 flood event particularly hit Newton Abbot and since then flood defences have been built in the town.</p> <p>Several areas of North Devon are at risk of flooding. In Barnstaple, many areas are within Flood Risk Zones 2 and 3 including the Potterton area from the River Yeo and Yeo Vale. The town centre is in Flood Zone 1 (low vulnerability). There are several flood storage areas in Barnstaple. Risk of flooding from Muddlebrook in Roundswell.</p>
Medium	<p>Areas around the river Creedy in Crediton are within flood zone 3 - medium to high risk of flooding.</p> <p>There is an area of flood risk (zone 3) around the Lower River Tavy in Tavistock.</p> <p>Surrounding the waterways through Okehampton are areas of flood zone 3 which goes through the town.</p> <p>Small area near the Teign (tidal) at Teignmouth in flood zones 2 and 3.</p> <p>V.small area surrounding Dawlish Water in flood risk zones 2 and 3 and a larger area in Dawlish to NE of town in flood risk zones 2 and 3 from Exe (tidal).</p> <p>In Totnes, areas to the west and east of the River Dart through the town are in flood zones 2 and 3.</p>

In the short to medium term, the LTP3 Strategy is anticipated to produce minor negative localised impacts on flood risk for market and coastal towns in Devon. Uptake of greenfield land required for several proposed schemes such as Park and Ride sites and new link / relief roads with an increase in levels of impermeable surfaces could increase flood risk. This is particularly true for Newton Abbot proposals as a wide area of the town, particularly to the east and around the racecourse is in flood risk zones 2 and 3.

In the longer term, there could be more significant localised long term impacts due to effects in conjunction with climate change issues.

Summary of the Assessment		
Short	Med.	Long
-	-	--
Certainty:		VL

12.2 Recommended Mitigation

Mitigation recommended to reduce the possible negative impacts of the schemes are detailed in the table below.

Transport Scheme	Area	Proposed Mitigation
New Road Schemes.	Market and Coastal Towns.	Implementation of SUDs into new roads where appropriate.
Reopen the railway line from Tavistock to Bere Alston to provide a new rail link to Plymouth, including new rail station south	Torbay.	There is an area of flood zone 3 near the River Tavy south of A390. The new station should consider compensation

Transport Scheme	Area	Proposed Mitigation
of A390 Callington Road with associated park and change facility.		measures to reduce the risk of flooding in this location. The new station should consider compensation measures to reduce the risk of flooding in this location.
Park & Change at Roundswell.		Area is subject to flooding from Muddlebrook. There should be consideration of the use of water storage, soakaways and SUDs to ensure that flows are not increased to Muddlebrook.

12.3 Residual Effects – Including Mitigation

The mitigation proposed in the above table will help to reduce impacts on Flood risk. Table 12.1 below summarises the residual effects after consideration of this mitigation.

Table 12.1: Residual Effects on Flood Risk and Coastal Erosion

LTP3 Strategy Area	Timescale		
	Short	Med.	Long
Transport Asset Management	+	+	++
	Certainty:		VL
Devon and Torbay’s Strategic Connections	0	0	0
	Certainty:		VL
Exeter	0	0	0
	Certainty:		VL
Torbay	0	0	0
	Certainty:		VL
Market and Coastal Towns	0	0	0
	Certainty:		VL

Consultation Question 4G

Do you generally agree with the ‘flood risk and coastal erosion’ assessment of the SEA? Do you have specific impacts which you are concerned about?

13 The Water Environment

13.1 Likely Significant Effects – Before Mitigation

13.1.1 Transport Asset Management and Devon-Wide Schemes

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	Surface water bodies in Devon and Torbay vary in quality. Devon and Torbay are covered by the South West River Basin Management Plan (RBMP) within which 33% of surface waters meet 'good' status or better; 67% do not meet 'good' status.

Maintenance of the transport network and county-wide measures such as travel planning, safety education and awareness-raising, are unlikely to affect the water environment significantly.

Summary of the Assessment		
Short	Med.	Long
0	0	0
Certainty:		H

13.1.2 Devon and Torbay’s Strategic Connections

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	The river Culm runs to the east of the M5 in Cullompton and is of moderate overall status. Fulford Water crosses Station Road to the west of the M5 and is of poor ecological status and predicted to remain poor. Both are at risk waterbodies. Groundwater status in this area is also poor.
Medium	<p>The River Yealm near to the A38 developments is of moderate ecological status. Groundwater (Tamar) is considered to be of poor chemical status.</p> <p>Within the vicinity of the A361/A39 area there are several waterbodies near Barnstaple. The River Yeo runs through the town and is of moderate ecological status and good chemical quality. Taw Estuary is heavily modified and of good ecological potential. Bradiford Water (nr Pilton) crosses the A361 NW of Barnstaple and is of good ecological status. Venn Stream is to the south of the town, crossing the A361 near Swimbridge. This is of moderate ecological status and good chemical quality.</p> <p>In Bideford, Horewood Stream is good ecological status and Torridge (tidal) is moderate ecological status. In Ilfracombe, West Wilder Brook runs by the A361 and is heavily modified and of good ecological potential. Hele Stream runs to the east and is of moderate ecological status. In relation to the South Devon Link Road in all monitoring points in Torbay, the Teign (tidal) and Torbay river is of moderate ecological status. The Dart (tidal) is of moderate ecological status and, where it is measured at Galampton, it is heavily modified and of good ecological potential.</p>

The LTP3 Strategy proposals including junction improvements on the M5, A38 and A361 / A39 are unlikely to have any significant impacts on water quality.

In the short term, construction of the new South Devon Link Road could have some minor localised impacts before mitigation through possible contamination of local waterbodies this is particularly the case for potential impacts to Aller Brook near the proposed new road.

Summary of the Assessment		
Short	Med.	Long
-	0	0
Certainty:		VL

13.1.3 Exeter

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	<p>The River Exe is heavily modified and has moderate ecological potential and good chemical quality. The Exeter Ship Canal has moderate ecological potential. North Brook is heavily modified with moderate ecological potential and Alphin Brook is of good ecological status.</p> <p>There are no waterbodies in close proximity to the schemes</p>

There are several waterbodies in and around Exeter. It is not thought however that the LTP3 Exeter Strategy would have any significant impact upon these due to their location.

Summary of the Assessment		
Short	Med.	Long
0	0	0
Certainty:		VL

13.1.4 Torbay

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	<p>In all monitoring points in Torbay, the Teign (tidal) and Torbay river is of moderate ecological status. The Dart (tidal) is of moderate ecological status and, where it is measured at Galmpton, it is heavily modified and of good ecological potential.</p> <p>Tor Bay (area where ferry services are run) and Lyme Bay west are heavily modified and of moderate ecological potential.</p>

Most of the waterbodies in Torbay are of moderate ecological status or potential and several are heavily modified. New infrastructure measures outlined in the LTP3 Strategy and junction improvements could contaminate these waterbodies during construction leading to short term localised impacts.

Summary of the Assessment		
Short	Med.	Long
-	0	0
Certainty:		VL

13.1.5 Market & Coastal Towns

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	<p>There are two rivers in and near Newton Abbot. These are the River Lemon and the River Teign (tidal). The River Teign is heavily modified and is of moderate ecological potential and good chemical. The River Lemon is poor ecological potential and heavily modified. There is also Liverton Brook near the town which is of moderate ecological status.</p>
Medium	<p>The River Okemont is of moderate ecological status through the town. West Okemont to the south of the town is of moderate ecological status but fails for chemical status.</p> <p>Exe (tidal) is of moderate ecological status near Dawlish and in Teignmouth, the Teign (tidal) and Torbay is heavily modified and of moderate ecological status. Lyme Bay West (coast of Teignmouth) is heavily modified, of moderate ecological status and good chemical status.</p> <p>In Totnes, the River Dart is of moderate ecological status and good chemical status and the Dart (tidal) is of moderate ecological status.</p> <p>The Exe (tidal) is located to the north of the proposed Dinan way extension and is classified as being of moderate ecological potential. It is a heavily modified river.</p> <p>Ugbrooke Stream through the north of Kingsteignton is of good ecological status. The River Teign to the west is heavily modified and of moderate ecological potential.</p> <p>There are several waterbodies near Barnstaple. The River Yeo runs through the town and is of moderate ecological status and good chemical quality. Taw Estuary is heavily modified and of good ecological potential. Bradford Water (near Pilton) crosses the A361 NW of Barnstaple and is of good ecological status. Venn Stream is to the south of the town, crossing the A361 near Swimbridge. This is of moderate ecological status and good chemical quality.</p> <p>In Bideford, Horewood Stream is of good ecological status and Torriddle (tidal) is of moderate ecological status.</p> <p>In Ilfracombe, West Wilder Brook runs by the A361 and is heavily modified and of good ecological potential. Hele Stream runs to the east and is of moderate ecological status.</p>
Low	<p>The River Creedy runs to the east of Crediton and is classified as good for its chemical status and good for biological status.</p> <p>The Lower River Tavy in Tavistock is heavily modified and of moderate ecological potential with good chemical status. Further south, Lumburn is of moderate status.</p> <p>Dawlish Water is of good ecological status.</p> <p>In Totnes, the River Hems is of good ecological status as is Bidwell Brook.</p>

The proposals within the LTP3 Market and Coastal Towns Strategy are likely to have some short-term negative localised impacts on water quality particularly during construction. The waterbodies in Barnstaple are of moderate to good ecological

status / potential. There are three waterbodies in and around Newton Abbot and these are of poor to moderate ecological status / potential. The Park and Ride sites, proposed new roads and junction improvements could reduce water quality during construction. It is therefore considered that in the short term there could be negative impacts to the water environment.

The River Tavy runs near to the proposed reinstated railway line between Tavistock and Bere Alston. If any construction is required to reinstate the railway line then there could be associated impacts on water quality.

In the medium to long term, water quality may also deteriorate as a result of any schemes requiring new infrastructure through increased runoff due to a greater area of impermeable surfaces.

Summary of the Assessment		
Short	Med.	Long
-	-	-
Certainty:		VL

13.2 Recommended Mitigation

Mitigation recommended to reduce the possible negative impacts of the schemes are detailed in the table below.

Transport Scheme	Area	Proposed Mitigation
Provision of cycle bridge over canal and river, linking proposed development area to A386 (Tavistock).	Market and Coastal Towns.	Ensure that during construction water quality is not adversely affected.
Ferry Services.	Torbay.	Water quality should be monitored to ensure that the increase in ferry services and upgrades to facilities does not increase pollution.
New road schemes.	Market and Coastal Towns.	Ensure that during construction water quality is not adversely affected.
Reopen the railway line from Tavistock to Bere Alston to provide a new rail link to Plymouth, including new rail station south of A390 Callington Road with associated park and change facility.		During construction, a management plan should be implemented to monitor water quality and ensure that the quality of the River Tavy does not deteriorate.
Park & Change at Roundswell.		Ensure that during construction, water quality of Muddlebrook does not deteriorate.

13.3 Residual Effects – Including Mitigation

The mitigation proposed in the above table will help to reduce impacts on the water environment. Table 13.1 below summarises the residual effects after consideration of this mitigation.

Table 13.1: Residual Effects for the Water Environment

LTP3 Strategy Area	Timescale		
	Short	Med.	Long
Transport Asset Management	0	0	0
	Certainty: H		
Devon and Torbay's Strategic Connections	0	0	0
	Certainty: VL		
Exeter	0	0	0
	Certainty: VL		
Torbay	0	0	0
	Certainty: VL		
Market and Coastal Towns	0	0	0
	Certainty: VL		

Consultation Question 4H

Do you generally agree with the 'water environment' assessment of the SEA?
Do you have specific impacts which you are concerned about?

14 Geology and Soils

14.1 Likely Significant Effects – Before Mitigation

14.1.1 Transport Asset Management and Devon-Wide Schemes

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	The condition of the 103 geological SSSIs in the study area is very good with approximately 99% of the sites being of 'favourable' or 'unfavourable recovering' condition.

Maintenance of the transport network and county-wide measures such as travel planning, safety education and awareness-raising, are unlikely to affect soils and geology significantly.

Summary of the Assessment		
Short	Med.	Long
0	0	0
Certainty:		VH

14.1.2 Devon and Torbay’s Strategic Connections

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	There are six geological SSSIs in Torbay and 3 mixed. There are also a number of geological SSSIs across North Devon including a number of disused quarries.
Medium	The A38 development area is within grade 3 agricultural land quality with scatterings of grade 2.
Low	The majority of agricultural land in Devon is of Grade 3 quality (good). Land around the 2 M5 junctions are mainly grades 3 (good quality) and grade 4 (poor) agricultural land. The land within the vicinity of the A361/A39 is predominately Grade 3 and Grade 4 quality agricultural land, with only small areas of Grade 2 quality. Much of Torbay is urban and grade 5 agricultural land (poor quality) with areas of Grade 3 to the west and south.

Much of the land around the proposed schemes associated with Strategic Connections are areas of grade 2 (very good) and grade 3 (good) agricultural land.

In the short term, the LTP3 Strategy proposals is expected to have negative impacts due to erosion and soil loss associated with use of machinery for construction activities.

The schemes are likely to involve some uptake of land particularly the scheme relating to the South Devon Link Road and so likely to have long term localised negative impacts due to removal of soils and potential greenfield land.

Summary of the Assessment		
Short	Med.	Long
--	-	-
Certainty:		H

14.1.3 Exeter

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	Exeter is in an urban area so no agricultural land is present in the vicinity of the schemes. There is one geological SSSI - Brampford Speke - located to the north of the city.
Medium	There is one large area classified as a County Geological Site in Exeter south west of J30.

The majority of land in and around Exeter is urban and there is one County Geological Site near the centre. It is not thought however that there would be any significant effects on geology as a result of the proposed schemes.

Summary of the Assessment		
Short	Med.	Long
0	0	0
Certainty:		H

14.1.4 Torbay

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	There are 6 geological SSSIs in Torbay and 3 mixed.
Medium	Two County Geological Sites are present to the east of Brixham.
Low	Much of Torbay is urban and grade 5 agricultural land (poor quality) with areas of Grade 3 to the west and south.

Much of Torbay area is urban with small areas of grade 3 and grade 5 quality agricultural land. There are some geological SSSIs located along the coastline however it is not thought that the LTP3 Strategy would have any significant effects on these sites.

Summary of the Assessment		
Short	Med.	Long
0	0	0
Certainty:		H

14.1.5 Market & Coastal Towns

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	There is one geological SSSI present on the coast in Dawlish.
Medium	The land around Crediton is mainly grade 2 and grade 3 agricultural land. There are areas of Grade 1 quality agricultural land to the NE of Dawlish.
Low	Land around Okehampton is mainly grade 3 quality to the west of the town with scatterings of grade 4 quality agricultural land and grade 5 to the south. Newton Abbot scheme areas are mainly in built up and non agricultural land areas with some grade 2-4 quality agricultural land to the south of the town. Outside of Teignmouth, there is grades 2 and 3 agricultural land present. With regards agricultural land, most areas near schemes in North Devon are of grade 3 quality with some areas of grade 4. Some sections of grade 2 quality (good) can be found, esp to the west of Barnstaple.

Much agricultural land in North Devon is of grade 3 quality with small areas of grade 2 and other areas of grade 5 agricultural land. In the short term, the LTP3 Strategy could have negative impacts due to expected erosion and soil loss during construction and associated machinery for any new infrastructure.

In the medium to long term, there is likely to be localised negative impacts on geology and soils due to land take required for the various new roads and Park and Ride sites. The highest quality agricultural land is found to the south of Newton Abbot and outside of Teignmouth and so the most significant impacts will in these locations if land take is required there.

Summary of the Assessment		
Short	Med.	Long
--	-	-
Certainty:		H

14.2 Recommended Mitigation

Mitigation recommended to reduce the possible negative impacts of the schemes are detailed in the table below.

Transport Scheme	Area	Proposed Mitigation
New road schemes.	All	Ensure where possible that routes of new roads do not run through Grade 1 or 2 quality agricultural land.
New road schemes.	All	Promote good practise for soil management. Re-planting where required to stabilise soils. Limit construction area to minimise risk of soil loss.

14.3 Residual Effects – Including Mitigation

The mitigation proposed in the above table will help to reduce impacts on geology and soils. Table 14.1 below summarises the residual effects after consideration of this mitigation.

Table 14.1: Residual Effects for Geology and Soils

LTP3 Strategy Area	Timescale		
	Short	Med.	Long
Devon and Torbay’s Strategic Connections	0	0	0
	Certainty:		VH
Devon and Torbay’s Strategic Connections	–	–	–
	Certainty:		H
Exeter	0	0	0
	Certainty:		H
Torbay	0	0	0
	Certainty:		H
Market and Coastal Towns	–	–	–
	Certainty:		H

Consultation Question 4I

Do you generally agree with the ‘geology and soils’ assessment of the SEA? Do you have specific impacts which you are concerned about?

15 Landscape and Townscape

15.1 Likely Significant Effects – Before Mitigation

15.1.1 Transport Asset Management and Devon-Wide Schemes

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	Two National Parks extend into Devon – Dartmoor and Exmoor. In addition to this, there are five AONBs: East Devon, North Devon, South Devon, Blackdown Hills and Tamar Valley (partly in Devon).

The only asset management intervention of the LTP3 Strategy relevant to landscape and townscape is the use of commercial bus shelters which in some cases would replace wooden bus shelters. There is the potential for bus shelters which are characteristic of an area to be lost, and for bus shelters which do not aesthetically ‘fit’ within a landscape or townscape to be introduced, leading to minor negative effects, particularly in historic areas (e.g. Conservation Areas).

Summary of the Assessment		
Short	Med.	Long
-	-	-
Certainty:		M

15.1.2 Devon and Torbay’s Strategic Connections

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	The South Devon AONB lies to the south of the A38 junction improvement. The area is within the South Devon NCA which is characterised by a much-dissected plateau where steep, wooded valleys separate rounded hills. North Devon AONB runs adjacent to the A39 south of Bideford.
Medium	The area of the M5 junctions is within the Devon Redland NCA. This is particularly sensitive to new development including roads. A number of AGLVs are adjacent to or cross the A361/A39. An AGLV also covers an area to the north and west of Torbay.

In the short term, proposals within the LTP3 Strategy that require new infrastructure and associated uptake of land is expected to negatively affect the surrounding landscape. The area around the M5 junctions are within a National Character Area which is particularly sensitive to new development particularly roads.

In addition to this, the South Devon Area of Outstanding Natural Beauty (AONB) is situated to the south of the A38 junction and so during construction works there could be some short term localised impacts to this designation. The North Devon AONB runs adjacent to the A39 south of Bideford and a number of Areas of Great Landscape Value (AGLV) run across or near to the A361 / A39. Junction improvements in these locations therefore could have some short-term negative localised impacts in the short term.

In the medium to long term, it is expected that there would be visual impacts occurring due to the new South Devon Link Road near Kingskerswell.

Summary of the Assessment		
Short	Med.	Long
--	--	--
Certainty:		H

15.1.3 Exeter

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	No landscape designations in the vicinity of the city. The city has 20 Conservation Areas which reflects its historic townscape.
Medium	Idle Park and Ride site area is within an Area of Great Landscape Value (AGLV).

There are no landscape designations in the vicinity of Exeter however the city has 20 Conservation Areas which reflects its historic townscape.

In the short term, there may be some minor localised negative impacts on the townscape due to construction work required for proposed schemes in Exeter.

In the medium to long term, measures proposed in the LTP3 Strategy for Exeter are likely to have localised positive impacts through enhancement of the townscape by reducing traffic in the city centre which can also reduce impacts of air pollution on historic buildings.

Summary of the Assessment		
Short	Med.	Long
0	+	+
Certainty:		H

15.1.4 Torbay

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	The south of Torbay is within the South Devon AONB. Brixham P&R site area is within the AONB.
Medium	There are 19 Conservation Areas in Torbay. The second P&R site option in Torquay by Shiphay is within an AGLV. The Western Corridor on the outskirts of Paignton is adjacent to an AGLV.

The south of Torbay is within the South Devon AONB with 19 Conservation Areas located in the district, reflecting the high value of the historic townscapes.

In the short term, construction of the proposed schemes within the LTP3 Strategy could have negative localised impacts to the landscape and townscapes. It is not thought that these impacts would be significant.

In the medium to long term, proposals which relate to enhancing the streetscapes and removing traffic from the town centres are envisaged to have localised positive impacts on the setting of the Conservation Areas in the area and general attractiveness of the streetscapes.

Summary of the Assessment		
Short	Med.	Long
0	+	+
Certainty:		H

15.1.5 Market & Coastal Towns

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	<p>To the south of Tavistock and across Gunnislake is Tamar Valley AONB. Bere Alston is also within the AONB. To the SE of Totnes, running adjacent to and south of Weston Lane, Totnes is the South Devon AONB.</p> <p>Okehampton is on the edge of Dartmoor National Park.</p>
Medium	<p>Crediton is a historic market town. The town centre is a Conservation Area. The area is within the Devon Redland NCA. This is particularly sensitive to new development including roads.</p> <p>Tavistock has a Conservation Area and the area is also within NCA South Devon.</p> <p>Okehampton has a historical pattern of development which limits space for 2 way traffic and so at present this affects the streetscape attractiveness. There is one Conservation Area present.</p> <p>There are 3 Conservation Areas in Newton Abbot. The town is within NCA South Devon.</p> <p>Area of Outstanding Landscape Value is situated to the eastern side of Kingsteignton and extending south and east.</p>
Low	<p>There are no ecological designations in or around Crediton, Okehampton, Totnes or Tavistock.</p>

Short term localised negative impacts on the landscape could result due to landtake and during construction of the numerous schemes proposed in the LTP3 Strategy for the market and coastal towns. These impacts are considered more significant because of the extent of new infrastructure proposed for the towns. There is an AGLV near the A361 at the Borer's Bridge junction and also close to the Tavistock to Bere Alston railway line. Okehampton is close to the border of the Dartmoor National Park. There may be short-term negative local to regional impacts on the setting of the AGLVs and National Park during construction works.

Long term minor positive localised impacts are expected particularly due to measures which aim to remove traffic from the town centres through the Park and Change site schemes, link and relief roads and cycle links which will promote modal shift. Removing traffic from the town centres is likely to enhance the setting of the streetscapes and also reduce air pollution in these areas which can have adverse effects to buildings.

In the long term, reinstating the railway line from Tavistock to Bere Alston could impact upon the surrounding landscape due to the presence of trains particularly as this area is close to Tamar Valley AONB. Okehampton is on the edge of Dartmoor

National Park and the schemes proposed for the town including the Town Centre Access Road, east of Okehampton railway improvements and access road could impact upon its setting.

Summary of the Assessment		
Short	Med.	Long
-	-	-
Certainty:		H

15.2 Recommended Mitigation

Mitigation recommended to reduce the possible negative impacts of the schemes are detailed in the table below.

Transport Scheme	Area	Proposed Mitigation
New road schemes.	All	Screening of the new roads where appropriate and new planting of trees and vegetation.
Reopen the railway line from Tavistock to Bere Alston to provide a new rail link to Plymouth, including new rail station south of A390 Callington Road with associated park and change facility.	Market and Coastal Towns.	Screening of the rail line where appropriate and replanting any loss of trees and vegetation.

15.3 Residual Effects – Including Mitigation

The mitigation proposed in the above table will help to reduce impacts on the landscape and townscape. Table 15.1 below summarises the residual effects after consideration of this mitigation.

Table 15.1: Residual Effects for Landscape and Townscape

LTP3 Strategy Area	Timescale		
	Short	Med.	Long
Transport Asset Management	-	-	-
Certainty:			H
Devon and Torbay’s Strategic Connections	--	--	--
Certainty:			H
Exeter	+	+	+
Certainty:			H
Torbay	+	+	+
Certainty:			H
Market and Coastal Towns	-	0	0
Certainty:			H

Consultation Question 4J

Do you generally agree with the ‘landscape and townscape’ assessment of the SEA? Do you have specific impacts which you are concerned about?

16 The Historic Environment

16.1 Likely Significant Effects – Before Mitigation

16.1.1 Transport Asset Management and Devon-Wide Schemes

Key Baseline of Relevance	
Importance / Sensitivity	Description
Very High	Two internationally designated UNESCO World Heritage Sites (WHS) are within the study area. These sites are East Devon and Dorset Coast WHS (Jurassic coast) and the Cornwall and West Devon Mining Landscape WHS.

The only asset management intervention of the LTP3 Strategy relevant to landscape and townscape is the use of commercial bus shelters which in some cases would replace wooden bus shelters. There is the potential for bus shelters which are characteristic of an area to be lost, and for bus shelters which do not aesthetically ‘fit’ within a landscape or townscape to be introduced, leading to minor negative effects, particularly in historic areas (e.g. Conservation Areas).

Summary of the Assessment		
Short	Med.	Long
-	-	-
Certainty:		M

16.1.2 Devon and Torbay’s Strategic Connections

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	There are a number of Scheduled Monuments and Grade II* listed buildings in close proximity to the A39 and A361. In Torbay there are 16 Scheduled Monuments and many listed buildings (Grade I and Grade II*).
High	There are a number of Grade II listed buildings within the vicinity of the A39 and A361.

In the short term, the LTP3 Strategy is expected to have some minor negative impacts on historic features where they are situated close to proposed schemes. There are a number of Grade II* and II Listed Buildings as well as several Scheduled Monuments in the vicinity of the A39/A361 which could be affected during construction with regards to possible physical damage and also impacts on their setting.

In the medium to long term, the setting of the historic features could continue to be affected to a minor extent depending on the extent of the junction improvements. Whilst schemes could lead to positive impacts due to improved air quality (which can detrimentally affect historic buildings), the ‘worst case’ negative effect is given.

Summary of the Assessment		
Short	Med.	Long
-	-	-
Certainty:		H

16.1.3 Exeter

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	<p>There are 11 Scheduled Monuments within the old City walls and 3 located outside of the centre of the city.</p> <p>There many listed buildings in Exeter. Of these, 13 are Grade I Listed Buildings and 79 are Grade II*. The majority are located in the centre around the cathedral area.</p>
Medium	<p>There are four Grade II Listed Buildings surrounding the Cranbrook scheme area. One Grade II Listed Building is found next to J29. Several Grade II Listed Buildings are found around Alphington Cross.</p> <p>There are 20 Conservation Areas in the City and two Registered Parks and Gardens. Northernhay and Rougement Gardens next to the cathedral and St Bartholomew's cemetery east of the A377 in the centre of the city.</p>

Exeter is an historic city with a corresponding significant number of cultural heritage assets in and around the centre. The LTP3 Strategy could, in the short term, have negative impacts on historic features due to construction works required which could affect their setting, these impacts are unlikely to be significant however.

In the medium to long term, LTP3 Strategy proposals associated with removing traffic from the city centre will enhance the setting of the historic features including Conservation Areas. It will also help reduce air emissions in this location which will further provide medium term localised positive impacts as air pollution can damage historic buildings.

Summary of the Assessment		
Short	Med.	Long
0	+	+
Certainty:		H

16.1.4 Torbay

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	<p>There are four Scheduled Monuments in Torquay, one in Paignton, four in Brixham and seven elsewhere in Torbay. None are in the vicinity of the identified location-specific schemes.</p> <p>There are many Listed Buildings in Torbay. Grade I LB are found in Torquay (4) and Paignton (1). There are 16 Grade II* LB in Torquay, 6 in Paignton and 7 In Brixham.</p> <p>There are 5 Grade I Listed Buildings in Barnstaple and 12 Grade II*. In Bideford there are 2 Grade I and 9 Grade II* LB and in Ilfracombe there is 1 Grade I and 6</p>

Key Baseline of Relevance	
Importance / Sensitivity	Description
	Grade II* LB. In Fremington there are 3 Grade II* LB.
Medium	<p>There are 6 Registered Parks and Gardens - One in the north of Torbay, three in Torquay - one near the A380 and two near the coast, one in Paignton and one which is 2km west of Brixham.</p> <p>In addition there are 19 Conservation Areas within the towns and villages.</p> <p>There are two Grade II LB near to proposed option 1 P&R site in Torquay which is situated off Broomhill Way.</p>

In the short term, there may be some minor negative impacts as a result of proposals in the LTP3 Strategy due to any construction works required which could negatively impact on the setting of the historic environment.

Overall however, medium to long term positive localised benefits which are widespread in extent are expected. This is due to the removal of traffic from town centres as a result of schemes such as bus priority, improvements to bus and rail services and stations and cycle links all of which promote modal shift and may reduce use of private vehicles. It is thought that this would enhance the setting of the Conservation Areas within Torquay, Brixham and Paignton in addition to the numerous Listed Buildings in these locations.

Summary of the Assessment		
Short	Med.	Long
0	++	++
Certainty:		H

16.1.5 Market & Coastal Towns

Key Baseline of Relevance	
Importance / Sensitivity	Description
Very High	Tavistock is within the Cornwall and West Devon Mining Landscape World Heritage Site.
High	<p>There are three Grade II* LB in Crediton and 167 Grade II. On Exeter Rd there are eight Grade II LB and on the High St there are 58 Grade II LB and one Grade II*.</p> <p>There are five Grade I listed buildings in Tavistock, four Grade II* and 168 Grade II.</p> <p>There are three Grade II* Listed Buildings and 23 Grade II in Okehampton. Three Grade II LBs are located near the rail line to the east of the town potentially close to the site of the new station.</p> <p>There are three Scheduled Monuments around Newton Abbot. These include Milber Down Camp east of Aller Park; Berry's Wood Earthworks, west of the town near Broadlands; and Castle Dyke, NW of the town near Highweek. There are three Grade I, 3 Grade II* and 151 Grade II Listed buildings in the town.</p> <p>There are two Scheduled Monuments in Totnes town centre, off High St.</p>

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	<p>Crediton town centre is a Conservation Area. A Registered Park and Garden is located to the north east of the town - Shobrooke Park. There is one Scheduled Monument located south of the A377 near the station.</p> <p>There is one Conservation Area in Tavistock and Okehampton.</p> <p>There are three Conservation Areas in Newton Abbot: Newton Abbot Town Centre; Courtenay Park; and Devon Square.</p> <p>There is one RPG to southern end of Totnes town centre and one to the north of the town. Totnes is also a Conservation Area.</p> <p>One RPG is present to W of Dawlish town centre and the town also has a Conservation Area.</p> <p>There are two Registered Parks and Gardens near Kingsteignton. One is situated next to Drumbridges.</p> <p>Kingsteignton has one Conservation Area. This is situated around Fore St, Vicarage Hill and Gestridge Rd. Traffic is identified in the CA appraisal as being a negative character feature.</p> <p>There are several Registered Parks and Gardens in North Devon. Castle Hill is located SE of Barnstaple and crosses the A361. Two are found NE of Barnstaple and one off the A377 near Elstone and 1 off the A39 W of Barnstaple.</p> <p>There are 47 Cas in North Devon including five in Barnstaple (Newport, Pilton, Rumsam, Eberley Lawn and Town Centre), one in Swimbridge, one in Ilfracombe and two in Fremington.</p>

Several schemes outlined in the LTP3 Strategy could have some short-term negative impacts on the historic environment. The A39 Westward Ho! Junction is next to a Scheduled Monument and several Grade II Listed Buildings. The A39 Abbotsham junction is next to a Grade II* Listed Buildings and several Grade II. Scheduled Monuments are close to the A361 and A39 including remains at Castle Hill next to the A361. The improvements to these junctions therefore could have short-term impacts on the setting of these historic features during construction works. Several Grade II Listed Buildings are located around the Portmore area which could be affected by the construction of a new Park and Ride site in this location.

Tavistock is within the Cornwall and West Devon Mining Landscape World Heritage Site. In the short term, there could be negative impacts on the setting of the WHS, particularly when considered in conjunction with proposed housing developments in this location.

Further short-term negative impacts associated with junction improvements are expected to the setting of Castle Hill Registered Park and Garden (RPG) which crosses the A361 and a further RPG off the A39 west of Barnstaple. There is a RPG to the south of Totnes which may be affected in the short term due to construction of a new Park and Ride site.

The RPG to the south of Totnes could be negatively affected in the medium to long term due to a new Park and Ride site depending on the exact location of this scheme. There are three Grade II LB are located near the railway line to the east of Okehampton potentially close to the site of the new station and so could be negatively impacted upon.

In the medium to long term, once the railway line is reinstated, it is not thought there would be significant adverse impacts on this international designation.

Medium to long term benefits from the LTP3 Strategy could be gained to the historic features including Listed Buildings, Scheduled Monuments and Conservation Areas in the market and coastal towns through modal shift and measures to reduce traffic in these areas including new relief roads. These would be long term and localised in extent. A reduction in traffic is expected to improve the setting of the historic features in the town centres and reduce air pollution, noise and vibrations which can damage older buildings.

Summary of the Assessment		
Short	Med.	Long
-	+	+
Certainty:		H

16.2 Recommended Mitigation

Mitigation recommended to reduce the possible negative impacts of the schemes are detailed in the table below.

Transport Scheme	Area	Proposed Mitigation
Use commercial bus shelters in order to maintain bus shelters to a high standard cost-effectively, including replacing wooden shelters in market and coastal towns	All	Maintain bus shelters of historic significance. Ensure that bus shelter design is appropriate to the historic setting of key places, including World Heritage Sites and Conservation Areas.
Junction Improvements.	Market and Coastal Towns.	During construction, care should be taken not to cause damage to or affect the setting of the historic features close to the junctions.

16.3 Residual Effects – Including Mitigation

The mitigation proposed in the above table will help to reduce impacts on the historic environment. Table 16.1 below summarises the residual effects after consideration of this mitigation.

Table 16.1: Residual Effects in relation to the Historic Environment

LTP3 Strategy Area	Timescale		
	Short	Med.	Long
Transport Asset Management	0	0	0
	Certainty:		M
Devon and Torbay’s Strategic Connections	0	+	+
	Certainty:		H
Exeter	0	+	+
	Certainty:		H

LTP3 Strategy Area	Timescale		
	Short	Med.	Long
Torbay	0	++	++
	Certainty:		H
Market and Coastal Towns	0	+	+
	Certainty:		H

Consultation Question 4K

Do you generally agree with the 'historic environment' assessment of the SEA?
 Do you have specific impacts which you are concerned about?

17 Noise and Vibration

17.1 Likely Significant Effects – Before Mitigation

17.1.1 Transport Asset Management and Devon-Wide Schemes

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	Settlements and houses in proximity to the M5 are subject to noise levels of around 50-55 dB Lnight including houses in east Exeter and Cullompton amongst others. Only a small area of Ivybridge is subject to noise from the A38 at night with levels peaking at 50-55 dB Lnight.

With a future baseline scenario of potential reduced road condition without the LTP3 Strategy in place, it is likely that road noise from general vehicle movement and also both noise and vibration from heavy vehicles striking potholes or other road damage would increase. Therefore, adjustment of maintenance priorities as described in Chapter 5 would reduce noise and vibration levels.

Other county-wide measures such as travel planning and public transport information provision may assist in achieving modal shift, which can also reduce road congestion and associated traffic noise.

Summary of the Assessment		
Short	Med.	Long
+	+	+
Certainty:		H

17.1.2 Devon and Torbay’s Strategic Connections

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	The A361 to Tiverton emits noise levels of 65-70dB Lden at their core and reduce to 60-65 dB Lden away from the road.
Low	The Torbay area is affected by minimal noise emissions from the A379 going through Torbay, A380, A3022 through Paignton and A3022 to Brixham. Only areas in close proximity to these roads are affected by emissions of around 55-60dB(A) and at night noise levels are minimal at 50-55dB(A). Barnstaple is affected by emissions from the A361 and A39 in and around the town emit noise levels during the day of 55-60dB(A). At night, these reduce to a smaller area and levels of only 50-55dB(A).

The LTP3 Strategy could have short term localised impacts in relation to noise emissions and vibrations from machinery associated with construction works which could affect residents and biodiversity in the vicinity of the schemes.

The M5 emits high noise levels to the surrounding areas. In the medium term to long term, the junction improvements will help reduce congestion and are expected to

improve noise levels. The improvements to junctions in the other locations are also thought to have medium term localised positive impacts for the same reasons.

The new South Devon Link Road is likely to reduce noise levels from the existing A380. The new road is expected however to introduce new noise emissions to areas previously unaffected and therefore could have negative localised impacts.

Summary of the Assessment		
Short	Med.	Long
--	-	-
Certainty:		H

17.1.3 Exeter

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	Areas closest to the M5 in Exeter are exposed to noise levels of 70-75dB(A) reducing as move further away from road. Much of the east and south of city are subject to noise levels of 55-60dB(A). At night, these levels reduce to 55-60 and 50-55dB(A) respectively.

In the short term, the schemes requiring new infrastructure could increase noise levels due to construction works.

In the medium to long term, various schemes which promote modal shift such as the strategic cycle network improvements, bus priority and upgrades to stations could reduce traffic levels on the roads and therefore reduce noise effects to residents and any wildlife close to these areas.

Summary of the Assessment		
Short	Med.	Long
-	++	++
Certainty:		H

17.1.4 Torbay

Key Baseline of Relevance	
Importance / Sensitivity	Description
Low	The Torbay area is affected by minimal noise emissions from the A379 going through Torbay, A380, A3022 through Paignton and A3022 to Brixham. Only areas in close proximity to these roads are affected by emissions of around 55-60dB(A) and at night noise levels are minimal at 50-55dB(A).

Short term effects of the LTP3 Strategy proposals are that there may be some localised elevated noise levels during construction works.

In the medium term, schemes such as bus priority, upgrades to bus and rail services and stations, Park and Change sites and improved walking and cycling routes are likely to reduce traffic in the town centres and therefore potentially reduce noise emissions. Torbay is affected by minimal noise emissions from the roads and therefore the impacts are expected to be limited in extent.

Summary of the Assessment		
Short	Med.	Long
-	+	+
Certainty:		H

17.1.5 Market & Coastal Towns

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	<p>Much of the eastern side of Newton Abbot is subject to road noise levels of 55-60dB(A) whilst those areas closer to the A380 are subject to levels of 60-65dB(A). At night, levels are reduced to 50-55dB(A) for areas close to the road.</p> <p>The A385 through Totnes, emits noise levels of 55-60dB(A) to the surrounding area. This lowers to 50-55dB(A) at night.</p> <p>Teignmouth, Dawlish and Okehampton are unaffected by elevated noise levels from the roads.</p> <p>All of Kingsteignton is affected by noise from the A380. This is worst within areas closest to the road (60-65dB(A) reducing to 55-60dB(A) over the rest of the town. At night, these levels reduce to 50-55dB(A) and affects only those areas closest to the road.</p>
Low	<p>The only area affected by noise is in Barnstaple where emissions from the A361, A3125 and A39 in and around the town emit noise levels during the day of 55-60dB(A).</p> <p>At night, these reduce to a smaller area and levels of only 50-55dB(A).</p>

As with the proposals for the other areas of Devon and Torbay, it is anticipated that there will be localised elevated noise levels during construction of schemes requiring new infrastructure.

North Devon is subject to minimal elevated noise emissions from the roads and therefore proposed schemes will likely have limited impact. Reducing traffic in the town centres such as Barnstaple is expected however to lower noise emissions and vibrations.

Much of the eastern side of Newton Abbot is subject to elevated noise levels particularly those areas close to the A380. Medium to long term benefits are expected through highway improvements in and around Newton Abbot to address capacity issues and help to serve new developments. Other measures to remove traffic from the town centre and promote modal shift including bus priority and Park and Ride sites could also lead to medium term localised positive impacts.

The Clovelly Rd to Abbotsham link Road could result in some long term impacts to noise as it could introduce new noise emissions to areas previously unaffected however conversely it could alleviate traffic levels on other roads thereby reducing noise emissions in these location.

Some medium to long term negative impacts are possible through new roads proposed in the LTP3 Strategy which could introduce noise emissions to areas previously unaffected. The reinstated railway line from Tavistock to Bere Alston could also introduce new noise emissions to the surrounding area.

Overall, it is considered that the many measures proposed however will lead to a medium to long term localised reduction in noise emissions.

Summary of the Assessment		
Short	Med.	Long
-	+	+
Certainty:		H

17.2 Recommended Mitigation

Mitigation recommended to reduce the possible negative impacts of the schemes are detailed in the table below.

Transport Scheme	Area	Proposed Mitigation
New road schemes.	Market and Coastal Towns. Devon and Torbay's Strategic Connections.	Use of noise reducing surfaces and noise barriers where possible and appropriate for new roads. This is particularly applicable in areas currently subject to high noise levels such as Newton Abbot.
Highway Maintenance.	Torbay.	Use of noise reducing surfaces where appropriate in resurfacing works.

17.3 Residual Effects – Including Mitigation

The mitigation proposed in the above table will help to reduce impacts on noise and vibrations. Table 17.1 below summarises the residual effects after consideration of this mitigation.

Table 17.1: Residual Effects in relation to Noise and Vibration

LTP3 Strategy Area	Timescale		
	Short	Med.	Long
Transport Asset Management	+	+	+
Certainty:			H
Devon and Torbay's Strategic Connections	--	-	-
Certainty:			H
Exeter	++	++	++
Certainty:			H
Torbay	+	+	+
Certainty:			H
Market and Coastal Towns	-	+	+
Certainty:			H

Consultation Question 4L

Do you generally agree with the 'noise and vibration' assessment of the SEA?
Do you have specific impacts which you are concerned about?

18 Air Quality

18.1 Likely Significant Effects – Before Mitigation

18.1.1 Transport Asset Management and Devon-Wide Schemes

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	There are currently 12 AQMAs with the study area, all designated for levels of nitrogen dioxide (NO ₂) associated with road traffic. Crediton is the only AQMA also declared for dust pollution (also called 'particulates' – PM ₁₀).

Although supportive of better traffic flows and reduced car usage, maintenance of the transport network and county-wide measures such as travel planning, safety education and awareness-raising, are unlikely to affect air quality significantly.

Summary of the Assessment		
Short	Med.	Long
0	0	0
Certainty:		H

18.1.2 Devon and Torbay’s Strategic Connections

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	In Torbay an AQMA has been declared for Brixham town centre. Torquay Hele Road is also an AQMA. Both are designated for levels of NO ₂ .
Medium	In relation to the M5 junctions, Cullompton town centre is designated as an AQMA for high levels of NO ₂ . Levels have slightly reduced between 2008 and 2009 but still remain above the annual objective and no clear long term trend is present. There are 10 monitoring sites in Barnstaple and two in Ilfracombe. There were several exceedences in 2008 in Barnstaple for NO ₂ however a detailed assessment was not carried out as traffic levels were assumed to fall with the construction of the new bypass.
Low	Monitoring in the vicinity of the Deep Lane Junction indicates no exceedences of AQS objectives.

In the short term, the LTP3 Strategy could have minor negative impacts to air quality through construction works which could increase dust emissions.

The junction improvements and South Devon Link Road schemes are aimed at reducing congestion and so addressing congestion issues is likely to lead to medium term localised positive impacts to air quality. In the longer term, as capacity on the roads increase once more, air quality may deteriorate as congestion increases.

Summary of the Assessment		
Short	Med.	Long
0	+	0
Certainty:		VL

18.1.3 Exeter

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	<p>An AQMA has been declared which covers most of the major road network in Exeter City Centre - including the previous five AQMAs and additional areas. It has been declared for high levels of NO₂ which stem from traffic emissions on congested routes. There is no clear trend of reducing NO₂ emissions in the city.</p> <p>Heavitree Road and Topsham Rd Bus Priority scheme is within the AQMA.</p>

In the short term, the LTP3 Strategy could have minor negative impacts to air quality through any construction works which could increase dust emissions.

An AQMA has been declared for Exeter which covers most of the major road network in Exeter City Centre and there is currently no clear trend in reducing NO₂ emissions. Considering the current status, it is thought that the various schemes for Exeter including Park and Ride sites, station improvements and strategic cycle network improvements will promote modal shift and therefore have the potential to reduce traffic in the city centre. By doing this, congestion is likely to reduce and air quality improve in the centre.

The LTP3 Strategy proposals to improve junctions close to Exeter can help address congestion issues in these locations creating freer-flowing traffic thereby helping reduce emissions.

Summary of the Assessment		
Short	Med.	Long
0	++	+
Certainty:		VL

18.1.4 Torbay

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	<p>An AQMA has been declared for Brixham town centre which includes the Town Hall, Bank Lane, Brewery Lane, Market Street, Middle Street and Bolton Cross It also extends along New Road and along the quay, encompassing New Fish Quay, East Quay and parts of Overgang Road.</p> <p>Torquay Hele Road is also an AQMA. Both are designated for levels of NO₂.</p>

In the short term, the LTP3 Strategy schemes for Torbay could have minor negative impacts to air quality through any construction works which could increase dust emissions.

There are two AQMAs declared in Torbay, one in Brixham and the other on Hele Road, Torquay. The proposal to address the air quality issues on Hele Road in Torquay looks at carrying out measures laid out in the Torbay Air Quality Action Plan. This is expected to reduce pollution relating to transport in Hele. It is therefore considered that there will be medium to long term localised positive impacts resulting from this scheme.

Medium to long term improvements to air quality are envisaged through numerous schemes such as bus priority, Park and Ride schemes, improved ferry services, bus and rail station and service improvements and enhanced cycle and walking routes can promote modal shift, removing traffic from the roads.

In the long term, there is one scheme proposed in Torbay associated with the promotion of alternative fuels and electric car charging points which could improve air quality across a wide area.

Summary of the Assessment		
Short	Med.	Long
0	++	+
Certainty:		VL

18.1.5 Market & Coastal Towns

Key Baseline of Relevance	
Importance / Sensitivity	Description
High	<p>Crediton - Exeter Road and the High St - is designated as an AQMA for levels of NO₂ and PM₁₀.</p> <p>An area encompassing a major part of Newton Abbot Town Centre is declared as an AQMA for levels of NO₂.</p> <p>The AQMA in Teignmouth encompasses Bitton Park Road and properties to either side, from a point east of the junction with Mill Lane to the junction with Exeter Road. This is also declared for its levels of NO₂.</p> <p>Dawlish AQMA encompasses Iddesleigh Terrace, Dawlish and adjacent properties and is declared for high NO₂ levels.</p> <p>In Totnes, an area encompassing all properties fronting on to Bridgetown Hill, Station Road and Ashburton Road in Totnes is declared as an AQMA for NO₂ levels which have risen in recent years.</p>
Medium	<p>There are 10 monitoring sites in Barnstaple, two in Brunton, two in Ilfracombe and one in South Molton. There were several exceedences in 2008 in Barnstaple for NO₂ however a detailed assessment was not carried out as traffic levels were assumed to fall with the construction of the new bypass.</p>

Short-term negative impacts to air quality are anticipated to occur through the LTP3 Strategy due to construction works required for schemes such as new roads and junction works.

In the medium to long term, operational effects of Strategy schemes including various junction improvements and relief roads aim to reduce congestion on the existing roads and in town centres and therefore improve air quality. There are several of the market and coastal towns in Devon which have AQMAs declared for their high levels of NO₂ and, in the case of Crediton, PM₁₀ levels also. AQMAs have been declared within Cullompton, Newton Abbot, Crediton, Teignmouth, Dawlish and Totnes. The

schemes to reduce traffic levels in these locations, mainly town centres, are expected to result in medium to long term reductions in air pollution.

There are a significant number of new roads proposed for areas within and surrounding the market and coastal towns and although these are designed to reduce congestion and address capacity issues, in the longer term, they could increase air pollution leading to long term localised negative impacts.

The LTP3 Strategy promotes new and improved walking and cycling routes in addition to Park and Change sites and station improvements which can all help promote modal shift, reducing traffic on the roads, so helping to improve air quality.

In the medium to long term, the re-instated railway line between Tavistock and Bere Alston, there may be some elevated emissions from rail however it will also reduce traffic levels on the roads thereby potentially counteracting the impact.

Summary of the Assessment		
Short	Med.	Long
0	+	0
Certainty:		VL

18.2 Recommended Mitigation

There are no mitigation measures proposed with regards to air quality.

18.3 Residual Effects – Including Mitigation

As there is no mitigation proposed, the residual effect is the same as originally assessed. Table 18.1 below summarises the assessment results

Table 18.1: Residual Effects in relation to Air Quality

LTP3 Strategy Area	Timescale		
	Short	Med.	Long
Transport Asset Management	0	0	0
Certainty:			H
Devon and Torbay’s Strategic Connections	0	+	0
Certainty:			VL
Exeter	0	++	+
Certainty:			VL
Torbay	0	++	+
Certainty:			VL
Market and Coastal Towns	0	+	0
Certainty:			VL

Consultation Question 4M

Do you generally agree with the ‘air quality’ assessment of the SEA? Do you have specific impacts which you are concerned about?

19 Material Assets (including Waste Management)

19.1 Likely Significant Effects – Before Mitigation

19.1.1 Transport Asset Management and Devon-Wide Schemes

Key Baseline of Relevance	
Importance / Sensitivity	Description
Medium	The transport network is in good condition, however with harsher winters and hotter summers, it is becoming increasingly difficult and expensive to maintain.

As noted in the LTP3 Strategy, the road network is going to become increasingly expensive to maintain and repair and thus the future baseline includes a scenario of reduced road condition. The LTP3 Strategy includes increased investment in the maintenance of the A and B road network in Devon, and a focus on rapid reaction to essential repairs on the C and unclassified road network. On the C and unclassified road network, there will also be a focus on routes regularly used by cyclists and buses and where they provide access to, from and within industrial areas. In Torbay, the Councils aim to maintain the roads in their current condition, and priority will be given to roads which form part of the coastal defences. These measures will help to keep the road network working efficiently.

Other county-wide measures such as travel planning, safety education and awareness-raising, public transport information provision, and using commercial bus shelter in order to improve their condition and reduce maintenance costs will assist in making the transport network function more efficiently.

Summary of the Assessment		
Short	Med.	Long
+	+	+
Certainty:		L

19.1.2 Devon and Torbay’s Strategic Connections

Key Baseline of Relevance	
Importance / Sensitivity	Description
Low	No significant material assets are within the area of the M5 junctions. In relation to Deep Lane Junction Chelson Meadow recycling centre is located to the west of the proposed scheme. In Torbay there is one Household Waste and Recycling Centre at Tor Park Road. There is one operational limestone quarry in Yalberton, Paignton. There are several quarries within the vicinity of the A39/A361.

In the short term, LTP3 Strategy measures involving construction works could affect access to waste and recycling centres for the population. Road construction involves the use of large quantities of minerals and so construction of the South Devon Link Road could affect their availability in Devon and impact on extraction in the short term.

There are several quarries located near to the A361/A39 and quarry traffic may benefit from the junction improvements in the medium term. The schemes proposed for strategic connections may also help improve access to waste disposal and recycling centres in the vicinity of the improved junctions in the medium term.

Summary of the Assessment		
Short	Med.	Long
-	+	0
Certainty:		VL

19.1.3 Exeter

Key Baseline of Relevance	
Importance / Sensitivity	Description
Low	<p>There is one household waste site on Marsh Barton Industrial Estate and a further 24 other recycling sites throughout the city.</p> <p>A mineral deposit site is found adjacent to J30 to the south west. Another site is found to the west of Exeter Airport.</p>

In the short term, LTP3 Strategy measures involving construction works could affect access to waste and recycling centres for the population. In addition, there are mineral deposit sites situated next to J30 of the M5 and to the west of Exeter Airport near the railway line. Depending on the site of Cranbrook station, landtake required for the new station could impact on the mineral deposit site. Construction works could also negatively impact on the site close to J30.

In the medium to long term, there is one household waste site on Marsh Barton Industrial Estate. Access to this site could be improved through the new station proposed. In addition, there are a further 24 recycling centres across the city and so access to some of these sites could improve as a result of the new road and junction improvements in the medium term leading to localised positive impacts.

Summary of the Assessment		
Short	Med.	Long
-	+	+
Certainty:		VL

19.1.4 Torbay

Key Baseline of Relevance	
Importance / Sensitivity	Description
Low	<p>There is one Household Waste and Recycling Centre at Tor Park Road. There is one operational limestone quarry in Yalberton, Paignton.</p>

In the short term, LTP3 Strategy measures involving construction works could affect access to waste and recycling centre at Tor Park Road for the population. It is not thought that these impacts would be significant however.

Several quarries are located in Torbay and one household and recycling centre. The various schemes proposed for the area could facilitate access to and from these

locations. The majority of the schemes also make use of existing resources and infrastructure leading to medium to long term positive localised impacts to material assets.

Summary of the Assessment		
Short	Med.	Long
0	+	+
Certainty:		VL

19.1.5 Market & Coastal Towns

Key Baseline of Relevance	
Importance / Sensitivity	Description
Low	<p>Punchbowl recycling centre is located to the west of Crediton town centre. There is one recycling centre in Tavistock (Crowndale).</p> <p>Meldon Quarry is located near Okehampton. There is a quarry situated at Sandygates to the north of Kingsteignton.</p> <p>There is a recycling centre on Brunel Rd in Newton Abbot. Colesville Quarry is situated to the south of the town next to the A380.</p> <p>Recycling centres are also present in Totnes and Dawlish (Shutterton Lane).</p> <p>Large mineral deposit site across Newton Abbot particularly to the east.</p> <p>There are five recycling centres in North Devon: Seven Brethren, Barnstaple; Killacleave, Ilfracombe; Maclins Quarry, South Molton; Lyn Down, Lynton; and Deepmoor, Torrington.</p> <p>In addition, there are 17 recycling banks; 7 in Barnstaple and three in Ilfracombe with seven elsewhere in the district.</p> <p>There are several quarries present including Herson Quarry in Swimbridge, Barnstaple; Beam Quarry, Torrington and Vyse Quarry in Braunton.</p> <p>There is a mineral deposit area to the SW of the Portmore P&C site area.</p>

In the short term, LTP3 Strategy measures involving construction works could affect access to waste and recycling centres for the population. There is a large area of mineral deposit across Newton Abbot, particularly to the east and so there is the potential for localised negative impacts on this due to the construction of the new roads.

In addition, building new roads does not make efficient use of existing resources and infrastructure so leading to further potential short-term negative impacts over a localised area. Road construction involves the use of large quantities of minerals and so construction of the new roads could affect their availability in Devon and impact on extraction in the short term.

Five recycling centres and 34 recycling banks (the majority of which are situated in Barnstaple) are present in and around the market and coastal towns of Devon. In addition to this, several quarries are present including several located close to located close to the towns of Okehampton, Newton Abbot and Kingsteignton. Schemes associated with junction improvements and addressing capacity issues are likely to facilitate access to and from these locations for residents and businesses thereby leading to medium term localised positive impacts which are widespread in

extent. In the longer term, these benefits are likely to reduce if issues with capacity arise again.

It is considered that overall there will be minor negative impacts to material assets in and around the market towns as a result of the schemes, particularly those involving new infrastructure.

Summary of the Assessment		
Short	Med.	Long
--	-	-
Certainty:		VL

19.2 Recommended Mitigation

Mitigation recommended to reduce the possible negative impacts of the schemes are detailed in the table below.

Transport Scheme	Area	Proposed Mitigation
New road schemes.	Market and Coastal Towns. Devon and Torbay's Strategic Connections.	Use of recycled aggregates in the construction of new roads.
M5 J30 improvements. Cranbrook station.	Market and Coastal Towns.	Avoid construction on mineral deposit sites.

19.3 Residual Effects – Including Mitigation

Table 19.1 below summarises the expected residual effects of the LTP3 Strategy on material assets.

Table 19.1: Residual Effects in relation to Material Assets

LTP3 Strategy Area	Timescale		
	Short	Med.	Long
Transport Asset Management	+	+	+
	Certainty:		L
Devon and Torbay's Strategic Connections	0	+	0
	Certainty:		VL
Exeter	0	+	0
	Certainty:		VL
Torbay	0	+	+
	Certainty:		VL
Market and Coastal Towns	0	-	-
	Certainty:		VL

Consultation Question 4N

Do you generally agree with the 'material assets' assessment of the SEA? Do you have specific impacts which you are concerned about?

20 Final SEA Tasks and Summary

Cumulative effects are those effects which occur as a result of multiple actions upon the same receptor – whether a community, a group of people or an aspect of the environment. The LTP3 will be implemented alongside development related to housing, economic land, minerals development, waste development and others. Table 20.1 below summarises the potential cumulative effects associated with other developments proposed in the Devon districts.

Table 20.1: Cumulative Effects Implications and Further Mitigation

Relevant Intervention	Implications	Further Mitigation
Mid Devon		
<p>Tiverton Eastern Urban Extension: A site of 153 hectares east of Tiverton is allocated for mixed-use development.</p>	<p>The Tiverton Eastern Urban Access Routes and M5 J27 improvement schemes proposed in the LTP3 document will help accommodate the additional development, minimising the impact on adjoining uses. The new access route will link the strategic housing and employment site to the A361 and Heathcoat Way as an alternative route to sensitive roads.</p> <p>Impacts will generally be similar and likely to be associated with biodiversity, flood risk, the water environment, geology and soils, landscape and the historic environment.</p>	<p>Transport projects should take a coordinated approach with housing and employment development. Mitigation for any potential impacts and overall design should aim to be complementary to housing and employment development proposals.</p> <p>In particular, where there is potential for habitat loss or direct effects on the SSSI in proximity to new road then avoidance or compensatory measures should be implemented to address the cumulative effects that could occur as a result of the combination of new development and the transport schemes.</p> <p>The proximity of this SSSI is noted in the Mid Devon Allocations and Infrastructure Development Plan (2009). The Plan proposes measures to protect and enhance the national and local biodiversity designations in the vicinity of the development including incorporation of some areas into its green infrastructure proposals. The various mitigation proposals within this document should be taken into account when developing the LTP3 schemes.</p> <p>In addition to this there are various mitigation measures relating to the landscape, flooding, water quality and historic environment which should also be taken into account in the LTP3.</p>

Relevant Intervention	Implications	Further Mitigation
<p>North West Cullompton mixed use development – 74.8 hectares.</p>	<p>Cullompton Eastern Relief Road and M5 J28 improvements aim serve this development and address any capacity issues.</p> <p>Similar impacts are likely for both in relation to effects on biodiversity, landscape, community facilities and recreation, flooding and water quality.</p>	<p>Transport projects should take a coordinated approach with housing and employment development. Mitigation for any potential impacts and overall design should aim to be complementary to housing and employment development proposals.</p> <p>Mitigation for environmental protection and enhancement is set out in the Mid Devon Allocations and Infrastructure Development Plan (2009) and these should be taken into account in the LTP3.</p>
Teignbridge		
<p>The Core Strategy is currently at the Issues and Options stage and so no definitive development plans are laid out for the area.</p> <p>Newton Abbot Area Action Plan is currently under development. It is thought that there will likely be development occurring in Newton Abbot and its surrounding area however.</p>	<p>Infrastructure schemes proposed in the LTP3 for Newton Abbot are subject to associated new development being proposed. This will become clearer once the town's Action Plan is published. At present it is assumed that the new roads will act to serve these developments and address any capacity issues on existing roads.</p>	<p>Transport projects should take a coordinated approach with housing and employment development. Mitigation for any potential impacts and overall design should aim to be complementary to housing and employment development proposals.</p>
North Devon & Torridge		
<p>Development in Barnstaple will provide for approximately 6,000 dwellings, including approximately 2,100 affordable dwellings phased to deliver about 225 dwellings per year from 2006 to 2016 and about 375 dwellings per year from 2016 to 2026.</p>	<p>In the LTP3, measures to improve the A361 and A39 junctions will increase the capacity and enhance the safety of the road network between Barnstaple and Bideford/Northam. This will help to cater for the new developments in and around the town. Park and Ride sites proposed will also help serve the new developments.</p> <p>Several of the new developments are on land currently poorly linked to the historic centre of Barnstaple with the roads and river presenting a barrier. It is therefore considered that providing a better road layout and a new pedestrian and cycle crossing of the river as outlined in the LTP3 will help address any accessibility issues which may occur.</p> <p>Impacts are likely to be similar with possible effects on biodiversity, water quality, flooding (significant parts of the town are at risk of flooding) and</p>	<p>There will be a need to ensure that the new developments in addition to junction improvements and new Park and Ride sites do not significantly increase runoff and so risk of flooding. Where appropriate SUDS should be incorporated to ensure of adequate drainage in order to minimise any risks.</p> <p>There should be a co-ordination of work to ensure that where habitat loss is unavoidable, appropriate compensation measures are put into place.</p>

Relevant Intervention	Implications	Further Mitigation
	the historic environment. New development coupled with the new road schemes could result in greater habitat loss and disturbance to species.	
There is the provision for 5,100 dwellings at Bideford and 1,000 at Northam (Westward Ho! and Appledore).	<p>Junction improvements for Westward Ho! And A39 Heywood Rd Junction Bideford in addition to Bideford Park & Change specified in the LTP3 will help to serve these new developments addressing any capacity issues that are present and which may occur in the future.</p> <p>In terms of impacts, similar effects are possible to biodiversity, the historic environment, flooding and the water environment.</p>	<p>Similar to above, there should be a co-ordinated effort to ensuring that minimal habitat loss and disturbance to species occurs and where it is unavoidable, compensatory measures should be put into place.</p> <p>Similarly, the combined impacts of the schemes on flood risk should be addressed where appropriate through measures such as use of SUDs where appropriate.</p>
There is the provision for approximately 1,200 dwellings, including about 420 affordable dwellings in South Molton. In addition, 15 hectares of non-retail employment land will be provided.	<p>A361 NDJ junction improvements between South Molton and Barnstaple and A361 Borne's Bridge junction at South Molton will help address any capacity issues which may occur as a result of these new dwellings.</p> <p>Similar impacts are likely to the landscape due to the presence of an AGLV to the east of South Molton.</p>	Transport projects should take a coordinated approach with housing and employment development. Mitigation for any potential impacts and overall design should aim to be complementary to housing and employment development proposals.
West Devon		
There are 750 dwellings proposed to the west of the Tavistock to Bere Alston disused railway line. This will be specifically linked to the reopening of the line and include a railway station, car park and neighbourhood centre providing local shops and services.	<p>As identified in the LTP3 document, the reinstated Tavistock – Bere Alston railway line scheme will provide a sustainable alternative to travel on the A380 in addition to serving the new development. It is thought that the measures proposed will reduce current and forecasted congestion problems in Tavistock.</p> <p>Potential impacts are similar in terms of flood risk, water quality and the landscape.</p>	The new development is intrinsically linked with the re-opening of the railway line. Both projects need to ensure that landscape designations close to the developments are not adversely affected and so appropriate screening should be carried out.
Development of 1400 dwellings to the east of Okehampton.	This significant housing growth will put pressure on the existing transport network. Traffic issues are likely within the town centre, particularly at the junction of Market St, Fore St, George St and West St. The assessment has therefore assumed that the provision of the Okehampton Town Centre Relief Road in the LTP3 and rail improvements with a new station will help serve the new developments and be viable in	<p>Some development has already taken place in this location. Work on these projects should be co-ordinated to reduce any cumulative visual impacts on the Dartmoor National Park.</p> <p>The development and the transport schemes need to integrate the use of SUDs where appropriate as it is identified as parts of the sites are within areas of poor drainage.</p>

Relevant Intervention	Implications	Further Mitigation
	the long term. Potential impacts are considered the same in terms of water quality, landscape and flood risk.	

20.1 Recommended Monitoring

It is recommended that this SEA baseline is monitored on a regular basis, and that some additional indicators are reported upon in order to monitor the potential significant effects of the LTP3 Strategy, and enable early remedial action.

Table 20.2 below outlines the SEA Framework and monitoring proposals. The ‘General Status Indicators’ are those which indicate the broad status of society or the environment relevant to a number of issues, including transport (most of which are detailed within this Environmental Report). ‘LTP3 Effect Indicators’ are those which are designed specifically to monitor for the effects of the LTP3. Some of these latter indicators must be specific to the schemes proposed, and hence their development should be deferred to the Implementation Plan level.

The LTP2 set specific monitoring targets up until 2011, however the LTP3 is not likely to set specific targets unless Government policy changes. A range of indicators to monitor impacts and progress of the plan will be used.

Table 20.2: SEA Monitoring Framework

SEA Topic SEA Objective	Indicator	Target	Recommended Frequency of Monitoring
Population and Equality 1. To enable residents and visitors to find work, shop and spend their leisure time within Devon and Torbay, and reduce inequality in accessibility.	General Status Indicators (Not LTP3-specific):		
	Population (total) and working age population - ONS mid-year population estimates	None.	5-yearly (approximately) and as needed if sooner
	% of residents who work commuting outside of the county (daily)	None.	5-yearly (approximately) and as needed if sooner
	Neighbourhoods in Devon and Torbay in the IMD 10%, 20% and 30% most deprived category	To reduce.	Available 10-yearly from Office of National Statistics
	LTP3 Effect Indicators:		
	Access to services and facilities by daily public, voluntary and community transport.	Reduce number without access by 15% by 2010/11 (Devon).	5-yearly (approximately) and as needed if sooner
	Journey time reliability in Exeter, Barnstaple and Newton Abbot.	Exeter by 5%, Barnstaple by 10% and Newton Abbot by 5% by 2010/11 whilst ensuring no increase in vehicle delay.	5-yearly (approximately) and as needed if sooner
	Full-sized buses with low-floor wheelchair access	Indicator to be developed over the LTP3 period.	5-yearly (approximately) and as needed if sooner
Installation of dropped kerbs	Indicator to be developed over the LTP3 period.	Available 10-yearly from Office of National Statistics	

SEA Topic SEA Objective	Indicator	Target	Recommended Frequency of Monitoring
Human Health (see also other topics, including Community Facilities & Recreation, Air Quality and Noise & Vibration) 2. To improve health and safety and reduce health inequalities throughout Devon and Torbay.	General Status Indicators (Not LTP3-specific):		
	Healthy life expectancy / disability-free life expectancy at birth and at 65 years of age	To increase.	5-yearly (approximately) and as needed if sooner
	IMD health subdomain – neighbourhoods in 10%, 20% and 30% most deprived	To reduce.	5-yearly (approximately) and as needed if sooner
	Total reported crime	To reduce.	5-yearly (approximately) and as needed if sooner
	LTP3 Effect Indicators:		
	Road accident casualties: killed or seriously injured on Devon and Torbay roads	Reduce KSI road casualties by 55% by 2010 (Devon). Reduce KSI road casualties to 27 by 2010/11 (Torbay).	Annually
	Road accident casualties: children killed or seriously injured	Reduce child KSI casualties by 50% by 2010 (Devon). Reduce child KSI casualties to 3 by 2010/11 (Torbay).	Annually
	Road accident casualties: slight casualties on Devon and Torbay roads.	Prevent increase in slight casualties by maintaining current levels (Devon). Reduce levels of slight casualties to 401 by 2010/11 (Torbay).	Annually
	Net customer satisfaction with the environment	To increase, year-on-year.	Annually
	Total offences against vehicles	To reduce, year-on-year.	5-yearly (approximately) and as needed if sooner
	Crime rate per 100,000 passengers at train stations in Devon	To reduce, year-on-year.	5-yearly (approximately) and as needed if sooner
	Community Facilities and Recreation 3. To improve the infrastructure for healthy lifestyles, and improve access to community facilities and services.	General Status Indicators (Not LTP3-specific):	
IMD Geographical Barriers Sub Domain Score – neighbourhoods in 10%, 20% and 30% most deprived		To reduce.	5-yearly (approximately) and as needed if sooner
% of adult population in local area who participate in sport and active recreation regularly		To increase to 26.4%	5-yearly (approximately) and as needed if sooner
% of under-19-year-olds taking part in high-quality PE and sport		To increase.	5-yearly (approximately) and as needed if sooner
LTP3 Effect Indicators:			
Access to services and facilities by daily public, voluntary and community transport.		Reduce number without access by 15% by 2010/11 (Devon). Growth of residents benefiting from community transport services to 4000 by 2010/11 (Torbay).	5-yearly (approximately) and as needed if sooner

SEA Topic SEA Objective	Indicator	Target	Recommended Frequency of Monitoring
	Annualised index of Cycling trips	Increase the number of cycle trips by 55% by 2010/11 to 155 (Devon). To achieve 174 by end of 2010/11 (Torbay).	Annually
	Footways.	Increase the ease of use of PRowS to 95% by 2010/11 (Devon). Improve footway condition by 10% in 2010/11 (Torbay).	Annually
Climate Change Emissions 4. To reduce greenhouse gas emissions from transport and transport infrastructure	General Status Indicators (Not LTP3-specific):		
	CO ₂ e (i.e. GHG equivalent) emissions from transport by LA	2% reduction of 2008/9 CO ₂ e baseline by April 2010 and a further 2% by April 2011	Annually
	LTP3 Effect Indicators:		
	Access to services and facilities by daily public, voluntary and community transport.	Reduce number without access by 15% by 2010/11 (Devon). Growth of residents benefiting from community transport services to 4000 by 2010/11 (Torbay).	5-yearly (approximately) and as needed if sooner
	Area-wide road traffic distance travelled	TBC	Annually (in arrears)
	Annualised index of cycling trips	Increase the number of cycle trips by 55% by 2010/11 to 155 (Devon). To achieve 174 by end of 2010/11 (Torbay).	Annually
	Bus patronage levels / growth	To increase patronage by 20% in 2010/11 (Devon).	Annually
	Bus punctuality and waiting times.	To increase punctuality by 90% and excess lower waiting time to 1.25 mins by 2012/13 (Devon).	
	% of workforce covered by Travel Plans	To increase.	Annually
	CO ₂ emissions associated with street lights, illuminated signs/bollards and traffic signals.	To reduce levels	Annually
CO ₂ emissions associated with local authority operations (transport sources)	Reduce by 2.1% each year (Devon). Reduce levels by 20% by 2012 (Torbay).	Annually	
The Local Economy 5. To positively attract business whilst allowing for the retention and expansion of existing local businesses.	General Status Indicators (Not LTP3-specific):		
	Number of VAT registered businesses and % VAT business registrations (annual)	To increase VAT registered businesses.	5-yearly (approximately) and as needed if sooner
	Jobs density - ratio of total jobs to working-age population	To increase.	5-yearly (approximately) and

SEA Topic SEA Objective	Indicator	Target	Recommended Frequency of Monitoring
6. To provide the transport network needed to help develop and maintain a skilled workforce, by linking residential areas effectively with training and employment opportunities.			as needed if sooner
	LTP3 Effect Indicators:		
	Working age people with access to employment by public transport	To increase.	Annually
	Net satisfaction with public transport information (county-wide)	Ensure the quality of data submitted to Traveline is at least 99% accurate.	Annually
	% of roads (principal, non-principal, unclassified) and footways where structural maintenance should be considered / is required	Various - generally to maintain or reduce by 2011/12	Annually
	General Status Indicators (Not LTP3-specific):		
	% of people in employment vs. % unemployed	To reduce unemployment.	5-yearly (approximately) and as needed if sooner
	% economically inactive people wanting a job	To reduce.	5-yearly (approximately) and as needed if sooner
	% of resident working age population with a skill at NVQ Level 2 or above	To increase.	5-yearly (approximately) and as needed if sooner
	LTP3 Effect Indicators:		
	Access to services and facilities by daily public, voluntary and community transport.	Reduce number without access by 15% by 2010/11 (Devon). Growth of residents benefiting from community transport services to 4000 by 2010/11 (Torbay).	5-yearly (approximately) and as needed if sooner
Biodiversity, Flora and Fauna 7. To increase and enhance native habitats and species, improving biodiversity	General Status Indicators (Not LTP3-specific):		
	Extent and condition of SSSIs (% favourable or unfavourable recovering vs. no change, declining, destroyed)	To achieve 95% favourable or recovering by Dec. 2010.	5-yearly (approximately) and as needed if sooner
	Number and extent of Local Wildlife Sites	To increase	5-yearly (approximately) and as needed if sooner
	Progress in meeting Devon, Torbay and district LBAP targets	To make progress - various targets across different LBAP areas.	5-yearly (approximately) and as needed if sooner
LTP3 Effect Indicators: TO BE DEVELOPED IN ORDER TO MAKE THESE SPECIFIC TO THE FUTURE IMPLEMENTATION PLANS			
Flood Risk 8. To reduce the vulnerability of society to the impacts of	General Status Indicators (Not LTP3-specific):		
	Number of homes in Devon and Torbay in the high flood risk zone (1% probability or greater)	To maintain, and if possible, reduce	5-yearly (approximately) and as needed if sooner

SEA Topic SEA Objective	Indicator	Target	Recommended Frequency of Monitoring
flooding and coastal erosion	Transport infrastructure at risk of flooding and coastal erosion: railways, A and B Roads, PROWs	To maintain, and if possible, reduce	Bi-annually but review of SMPs and CFMPs (approximately) and as needed if sooner
	No. public transport interchanges in the high flood risk zone (1% probability or greater)	To maintain, and if possible, reduce	Indicator to be developed using GIS data
	LTP3 Effect Indicators: TO BE DEVELOPED IN ORDER TO MAKE THESE SPECIFIC TO THE FUTURE IMPLEMENTATION PLANS		
The Water Environment 9. To improve the water environment and assist in meeting Water Framework Directive objectives	General Status Indicators (Not LTP3-specific):		
	% of waters of 'good' ecological status or potential: surface water courses (by length), lakes and ditches	25% by 2015	5-yearly (approximately) and as needed if sooner
	% of waters of 'good' chemical status: surface water courses (by length) and groundwater management units	100% by 2027	5-yearly (approximately) and as needed if sooner
LTP3 Effect Indicators: TO BE DEVELOPED IN ORDER TO MAKE THESE SPECIFIC TO THE FUTURE IMPLEMENTATION PLANS			
Geology and Soils 10. To enhance sites for geological conservation and improve the efficient use of land and soil	General Status Indicators (Not LTP3-specific):		
	Extent and condition of geological SSSIs (% favourable or unfavourable recovering)	95% favourable or recovering by Dec. 2010.	5-yearly (approximately) and as needed if sooner
	Number and extent of County Geological Sites (also known as RIGS)	To maintain, and if possible, increase	5-yearly (approximately) and as needed if sooner
	Area and % of 'best and most versatile' agricultural land (Grades 1, 2 & 3a)	To maintain.	5-yearly (approximately) and as needed if sooner
LTP3 Effect Indicators: TO BE DEVELOPED IN ORDER TO MAKE THESE SPECIFIC TO THE FUTURE IMPLEMENTATION PLANS			
Landscape and Townscape 11. To enhance landscape and townscape character and local distinctiveness	General Status Indicators (Not LTP3-specific):		
	Number of landscape character areas in need of character creation	To reduce.	5-yearly (approximately) and as needed if sooner
	Number of landscape character areas in need of character recovery	To increase.	5-yearly (approximately) and as needed if sooner
	LTP3 Effect Indicators:		
	Reduction in sign/bollard lighting equipment	TBC	Annual
Quality of Joint Character Areas.	Countryside Quality Counts - to maintain or enhance quality.	Every 8-yearly (approximately) and as needed if sooner.	
The Historic	General Status Indicators (Not LTP3-specific):		

SEA Topic SEA Objective	Indicator	Target	Recommended Frequency of Monitoring
Environment 12. To enhance features and characteristics of the historic environment	Number of Scheduled Monuments and % 'at risk'	To maintain number and reduce % 'at risk'.	5-yearly (approximately) and as needed if sooner
	Extent of Registered Parks & Gardens, condition and % by area 'at risk'	To maintain extent and reduce % 'at risk'.	5-yearly (approximately) and as needed if sooner
	Number of Listed Buildings (Grade I, II* and II), condition and % 'at risk'	To maintain number and reduce % 'at risk'.	5-yearly (approximately) and as needed if sooner
	Number and extent of Conservation Areas	To maintain.	5-yearly (approximately) and as needed if sooner
	LTP3 Effect Indicators: TO BE DEVELOPED IN ORDER TO MAKE THESE SPECIFIC TO THE FUTURE IMPLEMENTATION PLANS		
Noise and Vibration 13. To reduce the negative impact of noise on people and their surroundings	General Status Indicators (Not LTP3-specific):		
	% of dwellings in agreed "Important Areas" (future Noise Action Plans) investigated	100% investigated in a timely manner.	Indicator to be developed alongside Noise Action Plans
LTP3 Effect Indicators: TO BE DEVELOPED IN ORDER TO MAKE THESE SPECIFIC TO THE FUTURE IMPLEMENTATION PLANS			
Air Quality 14. To reduce the negative impact of air pollution on people and the natural environment	General Status Indicators (Not LTP3-specific):		
	Number and extent of AQMAs	To reduce and progressively eliminate.	Annually
	Air quality (LSOA level): Modelled measure of the concentration of four pollutants by the Geography Department at Staffordshire University and NAEI	To reduce and progressively eliminate.	Annually
	LTP3 Effect Indicators:		
	Annual mean NO _x and PM ₁₀ concentration within AQMAs	Reduce local air pollution to below exceedance levels in AQMAs by 2010/11.	Annually
	Annual average daily traffic flow within AQMAs	Reduce annual average daily traffic flows within AQMAs.	Annually
	Traffic growth.	Limit growth in traffic to 15% by 2010/11 (Devon).	Annually
Material Assets 15. To improve efficiency in the use of natural resources and existing infrastructure	General Status Indicators (Not LTP3-specific):		
	Landfill capacity	To maintain sufficient capacity and reduce the rate of reduction.	5-yearly (approximately) and as needed if sooner
	Permitted reserves of primary won aggregates		Annually
	Aggregate consumption	To reduce.	Indicator to be developed over LTP3 period.
	LTP3 Effect Indicators: TO BE DEVELOPED IN ORDER TO MAKE THESE SPECIFIC TO THE FUTURE IMPLEMENTATION PLANS		

20.2 Consultation and Next Steps

Consultation is an important part of developing the LTP3 and carrying out the assessment. The Environmental Report consultation period ends on 4th January 2011. Following this, we will collate your responses and incorporate them as appropriate into our decision-making for finalising the LTP3 Strategy. The consultation on the LTP3 Strategy is running concurrently, and you can provide feedback on the LTP3 as well as the SEA Environmental Report.

For the future LTP3 Implementation Plans, Addendums to the SEA Environmental Report will be produced in order to document the assessment results, including the degree of consistency with the assessment of the LTP3 Strategy.

After each consultation period on an SEA Environmental Report or Addendum, an SEA Statement must be produced in order to document how the SEA and consultation on the SEA has influenced the development of the LTP3. It also sets out the final SEA monitoring commitments. This will be done at the earliest practicable opportunity upon adoption of the relevant document – either the LTP3 Strategy or each of the LTP3 Implementation Plans.

Consultation Question 5

Do you have any questions or comments regarding 'cumulative effects' or SEA monitoring?

Consultation Question 6

Do you wish to remain on the list of consultees? Are there any other consultees that you think should be involved? Are you happy with the proposed approach towards consultation?

Appendix A Drawings

Appendix B Key References

- Communities and Local Government (CLG) (2007). *Indices of Deprivation 2007*. <http://www.communities.gov.uk/communities/neighbourhoodrenewal/deprivation/deprivation07/>
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- Defra (2009). *Improving Surface Water Management*. <http://www.defra.gov.uk/environment/flooding/manage/surfacewater/index.htm>
- Defra (2010). *Noise Mapping England*. <http://www.defra.gov.uk/environment/quality/noise/environment/mapping/index.htm>
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- English Heritage (2009). *Heritage at Risk Register*, <http://www.english-heritage.org.uk/server/show/nav.19074>
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- Nomis (2010). *Official Labour Market Statistics: Local Authority*. <https://www.nomisweb.co.uk/reports/lmp/la/2038431755/report.aspx>
- Office for National Statistics (ONS) (2008). *Mineral Extraction in Great Britain, Business Monitor PA1007*. <http://www.statistics.gov.uk/StatBase/Product.asp?vlnk=606&Pos=&ColRank=1&Rank=240>
- Office for National Statistics (ONS) (2010). *Population Estimates for the UK, England, Wales and Scotland*. <http://www.statistics.gov.uk/statbase/product.asp?vlnk=15106>

Appendix C Links Between SEA and the LTP3 Development

The following page shows Figure A2.1 from the Department for Transport's (DfT's) Transport Analysis Guidance (TAG) – specifically Unit 2.11d: Strategic Environmental Assessment for Transport Plans and Programmes (“In draft” Guidance, April 2009).

The links between SEA and LTP development can be compared with Figure 2.1 of Chapter 2 in order to see the fuller picture of how the SEA has been undertaken.

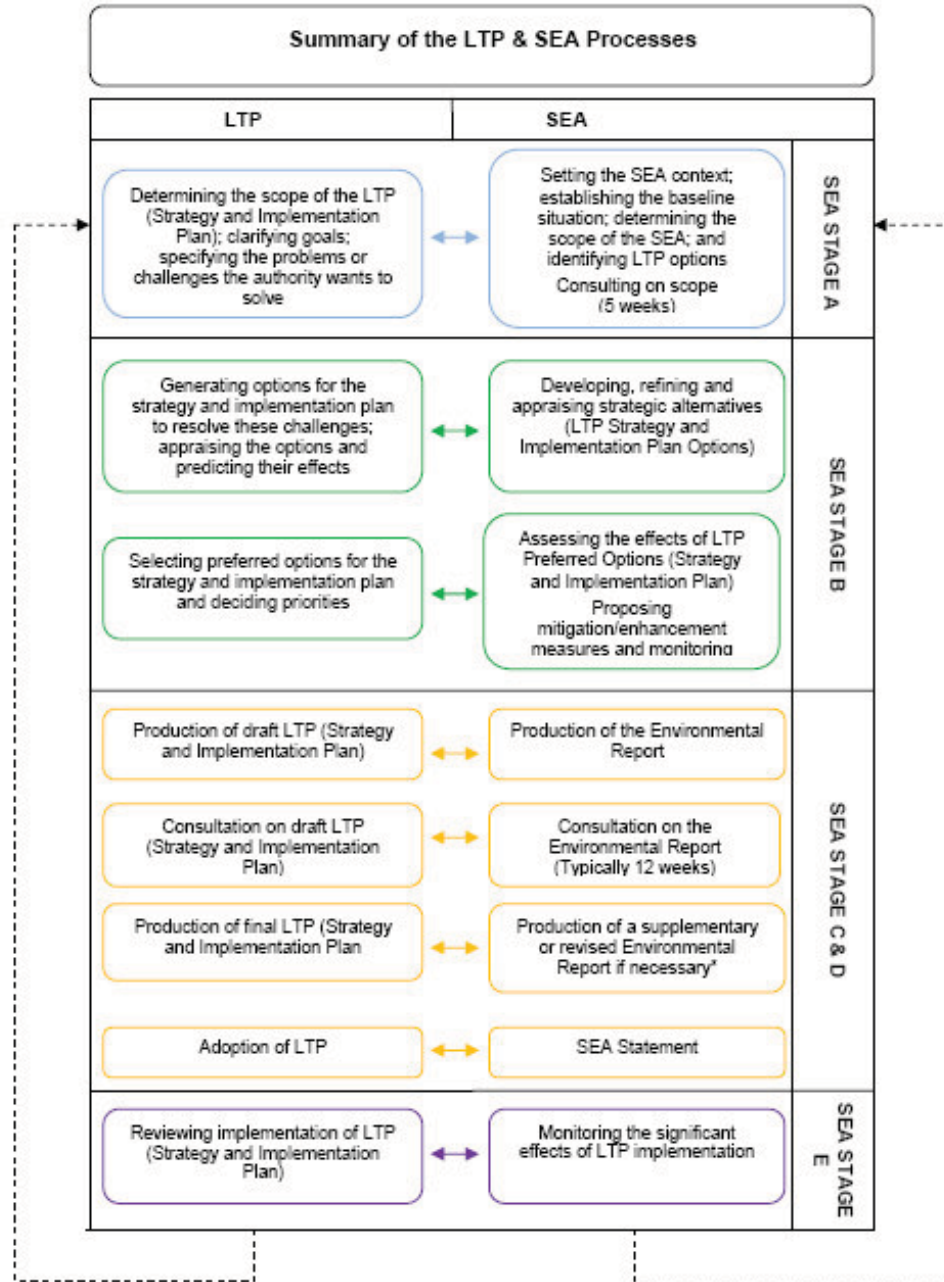


Figure A2.1: LTP and SEA Process Stages and Links

Appendix D Scoping Consultation Comments and Response

The tables which follow provide a detailed list of consultation responses received during the statutory consultation on the Scoping Report, as well as how we responded.

Stakeholder	Scoping Report Ref	Consultation Comment	Response
Exeter City Council	Chapter 3	<p>We broadly agree with the points listed in paragraph 3.2. However, in the second set of bullet points(those specific to Devon and Torbay), we recommend adding the words in square brackets to the first bullet point:-</p> <p>"Transport needs to respond to [and develop in line with] housing and economic growth throughout the study area".</p> <p>It is important that transport provision does not lag behind housing and economic growth.</p>	<p>Comment accepted and changes to the wording have been made.</p>
	Appendix E	<p>In Appendix E under "International and National", second item, Equality Act 2010 should be included. Under "Local - Exeter City Council", the correct title of the first item is "Exeter Local Plan First Review 1995-2011, adopted 2005". In relation to the second item, reference to the Core Strategy should now be to the "Proposed Submission Core Strategy (2010)" rather than the Preferred Options. Text should read as follows:-</p> <p>"The Vision in the Proposed Submission Core Strategy is one of growth, including in housing, jobs, retail and infrastructure, including green infrastructure. However, all this is to be delivered at the same time as protecting the natural and historic environment, meeting the challenge of climate change, and dealing with the transition to a low carbon economy.</p> <p>The Proposed Submission Core Strategy includes a transport objective (objective 5) to minimise the need to travel and reduce the dependence on the car, in accordance with the Local Transport Plan and the Green Infrastructure Strategy, through the enhancement of transport infrastructure and services, a step change in the use of sustainable transport, and providing easy access to jobs and community facilities within the urban extensions to the east and south-west of Exeter. Policy CP9 gives examples of comprehensive strategic transport measures to accommodate the additional development proposed for the city and adjoining areas, and policy CP11 refers to the measures contained in the LTP aimed at reducing pollution in the city's Air Quality Management Areas. Also policy CP19 proposes three strategic allocations, outlining in respect of each the number of dwellings, amount of employment land and 'associated infrastructure' including key transport infrastructure." The following additional policy documents should be included:-</p> <p>Exeter Infrastructure Schedule (2010): to identify the infrastructure required to deliver the spatial strategy;</p> <p>Exeter and East Devon Infrastructure Schedule (2010): to identify the infrastructure required to support development in the Exeter and East Devon New Growth Point area; and</p> <p>Green Infrastructure Study for the Exeter and East Devon New Growth Point (jointly with East Devon District Council, Teignbridge District Council and Natural England) (2009): to ensure that an accessible network of green spaces, landscapes and linkages between town and country, that support biodiversity and contribute to people's health and quality of life, is integrated with development proposals from the outset of the planning process.</p>	<p>Changes to be made to Appendix E to add relevant Acts and policy documents in addition to updating the Core Strategy information including addition of transport objectives.</p>
	Chapter 4	<p>Second bullet - there will be more recent air quality data available from local authorities available now - 2009 data for Exeter is available in the Air Quality Progress Report (http://www.exeter.gov.uk/index.aspx?articleid=4292&listid=4261).</p> <p>Fourth bullet point: the statement in paragraphs 4.2.2 that "access to key services within town centres by public, community and voluntary transport services will continue to improve" may be over-optimistic, given the public spending cuts which will occur during the lifetime of the LTP.</p> <p>Bus services from rural areas are heavily dependent on County Council support and voluntary and community</p>	<p>A check for more recent air quality data was made and updates carried out where appropriate.</p> <p>Comment noted. Change of wording to:</p> <p>"access to key services within town centres by public, community and voluntary transport services are likely</p>

Stakeholder	Scoping Report Ref	Consultation Comment	Response
		services are heavily dependent on grant aid from both tiers of local government.	to remain stable at best in most areas but could worsen in others"
		Fifth bullet point: regarding opportunities for social enhancements in relation to transport management or infrastructure, the links between active travel and health ought to be addressed. Specifically, measures that encourage cycling and walking have the added benefit that they encourage people to take more exercise, which is beneficial to their health.	Comment noted – addition of information into ‘Human Health’ section. Information on number of cycling trips is found in section 4.5: ‘Climate Change Emissions’, however it is noted that this is also of relevance for health.
		Paragraph 4.2.1 Population - are the population and the working population figures from the Spring 2010 review and recalculation by ONS?	No. Population figures use the mid-2008 estimates. We have updated these to the most recent figures.
	Chapter 5	<p>It would be useful to know how air quality and noise issues fit into table 5.1. What importance/sensitivity will they be given in the SEA process?</p> <p>The category that each receptor/indicator etc is put into should ideally have been included in this consultation.</p>	<p>This is not feasible, as the number and range of possible receptors and indicators across all topics is enormous. The table is a guideline and therefore provides a common reference for discussion of impacts with stakeholders, including justification of ‘scoring’ and any noted exceptions or proposed amendments to the table.</p> <p>Regarding noise, importance / sensitivity is considered on the basis of land use as well as known issues (greater issues being more sensitive, not less – i.e. the presumption is that problem areas should not be worsened, only improved).</p> <p>Regarding air quality, this is judged on the basis of the adopted Air Quality Standards and available data.</p>
	In table 5.3, it is proposed that air quality will be measured in terms of number of exceedences. This could be affected by changes in the location and/or number of monitoring points and may therefore not give an accurate picture of changes in pollution levels.	Changes made – we have amended this indicator using a more reliable and consistent measure of air quality.	
North Devon Council	No Comment		

Stakeholder	Scoping Report Ref	Consultation Comment	Response
Mid Devon Council	Chapter 1 / Annex E	The SR states at para 1.2.1 that national policy is constantly evolving. This is not reflected in Annex E where there is reference to PPG15 and PPG16 despite the fact that these were replaced on 23 March 2010 by Planning Policy Statement 5: Planning for the Historic Environment. This throws into question the validity of the scoping exercise. The content of Annex E should be thoroughly reviewed to check for other major errors such as this.	Comment noted and updates to Appendix E have been made.
	Overall / Chapter 5	The way in which the SEA has been interpreted causes concern. The spirit of the SEA is to check for environmental effect. However the scoping report is actually applying sustainability appraisal methodology and is placing emphasis on matters which do not sit comfortably under the umbrella of an SEA. If this emphasis is to continue it must be supported by a thorough justification for this approach showing that this approach has been accepted in other situations where SEA applies. Otherwise the foundation for the SEA will be skewed to place significant value on non-environmental matters.	<p>Legally, SEA must address social topics, including 'population', 'human health' and 'material assets'. The Scoping Report is compliant with the SEA Regulations and reference should be made to Schedule 2 of 'The Environmental Assessment of Plans and Programmes Regulations 2004' (Regulation 12.3) which outlines information to be included in Environmental Reports.</p> <p>Nationally and indeed internationally, SEA practice is moving towards Integrated Impact Assessment, which incorporates other, less environmentally focused assessment processes under one umbrella – e.g. Health and Equalities. This does not skew results, however, because these processes would otherwise occur outside of the SEA process and still be taken into consideration. It is just a matter of where it is reported, and there is no weighting of outcomes.</p>
		Similarly the use of the findings of Sustainability Appraisals to inform the SEA is problematic as they do not work on the same basis as an SEA. Therefore the utilisation of SA conclusions should be treated with caution to avoid skewing the basis for the SEA.	As mentioned above, the approach to assessing potential effects is Regulations compliant. We consider this methodology the most robust approach to providing meaningful and appropriate conclusions to aid in the development of the LTP.
	Chapter 4	Of great concern is that in the review of material assets there is only passing reference to minerals. Road construction involves the use of large quantities of minerals and their availability in Devon and the impacts of their extraction are of major concern. Greater detail should be included for those minerals which will be utilised in relation to transport schemes.	This will be taken into account at a level appropriate to SEA. It must be borne in mind that SEA and sustainability assessment or life cycle analysis are different processes, and

Stakeholder	Scoping Report Ref	Consultation Comment	Response
			the full impacts of materials use or minerals extraction cannot be accounted for in this SEA.
	Overall / Chapter 4	One area where I could not see any reference was in relation to light pollution. Street lighting is a major component of this pollution and an examination of its effects should be a part of the SEA.	Street lighting is considered with regards carbon emissions in section 4.5: Climate Change Emissions. If it is considered a potential issue when conducting the assessments then the issue will be addressed in the appropriate topic it affects for example, human health or biodiversity.
	Chapter 5	Looking at table 5.3, the objectives are skewed towards impacts on human activity rather than the overall environment. They should be rewritten to reflect overall environmental impacts. Also, many of the objectives seek to enhance where enhancement is difficult through a transport scheme. For example enhancing a site for geological conservation is difficult. To adhere more closely to normal practice it is suggested that the objectives refer to 'protect and where possible enhance' rather than just enhancement.	Understood. It is not accepted that the objectives favour impacts on human activity. We feel that the objectives do reflect overall environmental impacts. With respect to enhancement, it is also not accepted that because enhancement is difficult, it should not be part of an objective. Common SEA practice in this regard does not match good practice principles. This is also because stakeholder would expect policies protecting sites to score positively, when in actual fact this is a neutral impact (no change). Thus, adding words along the lines of 'to protect' to objectives would skew the results towards one topic or another.
	Annex E	Annex E fails to make reference to the National park management Plan. It is felt these are appropriate plans that should be included in the review of plans.	These will be added to the review.
Natural England	Chapter 4	<p>Limited consideration of the potential for links between the LTP and sustainable transport, for example cycle routes and access to the countryside for recreation. In section 4.4, the chances for improving this through the LTP3 and link ups with Green Infrastructure should not be missed. Inclusion of impacts of air quality on natural habitats outside designated sites is welcome.</p> <p>We are pleased to see that climate change and the role that transport plays in mitigation is recognised as an important issue. However, attention needs to be paid to potential adaption requirements to climate change.</p>	<p>As a result of this comment, consideration of the ANGSt standard has been integrated throughout the SEA. Opportunities will be sought at each stage of LTP3 development.</p> <p>Noted. This was updated under 'Material Assets' and 'Flood Risk'.</p>

Stakeholder	Scoping Report Ref	Consultation Comment	Response
		Several parts of the coast for example would be threatened by sea level rise and increased storminess with some threat to the transport network.	The topic 'Flood Risk' is now 'Flood Risk and Coastal Erosion'.
		Natural England has set out its priorities for LTPs in its 'Guidance on Local Transport Plans and the Natural Environment (2009)'. Adoption of these priorities within the LTP will help to maximise the benefits for the natural environment, as assessed in the SEA.	The guidance has been reviewed and utilised in the assessment process.
		The Scoping Report does not identify the benefit of join up between Green Infrastructure and LTPs. Natural England recommends that this is given a high priority in the SEA.	The state of environment will be updated as noted in the above comment and will be considered when conducting the environmental assessments.
	Chapter 5	We would like to see the SEA Scoping Report direct how the LTPs vision, aims, objectives, policies and proposals are to be assessed.	The assessment methodology is included in Chapter 5. More detail will be provided in the Environmental Report.
	Chapter 4	<p>We are pleased to see links are being made between the SEA and HRA process. 'DFT Guidance on LTPs' chapter 4, section 2, paragraph 42 HRA, outlines the necessity to undertake HRA screening to determine whether a Plan is likely to have a significant effect on a European site, alone or in combination with other plans and projects.</p> <p>In respect to this, we draw your attention to the latest consolidation of the Habitat Regulations –the 'Conservation of Habitats and Species Regulations 2010'.</p>	Comment noted – no response required.
	Appendix B	The nomenclature for the Key Steps for HRA in Appendix B should be more closely aligned to the wording and logical steps as laid out in the legislation – Regulation 102 of 'The Regulation'. This is test for Likely Significant Effect and if a <u>significant effect cannot be ruled out</u> then the further test of Appropriate Assessment should be applied.	Appendix B has been made SEA-specific, as the HRA process will now be reported upon separately.
	Appendix E	<p>We suggest that the documents highlighted in the Appendix to this letter are covered within the main list of guidance of relevant plans/policies and programmes in the Scoping Report.</p> <p>We note that PPS9, as well as the new replacement PPS consultation process is included. However we would like to draw your attention to the Good Practise Guide and Government Circular associated with PPS9.</p>	We appreciate the referral, and have taken account of this guidance. However, it is not pragmatic to add guidance documents to the context review, as this could expand the exercise into an enormous and over-burdening range of documents.
	Chapter 4	<p>In relation to Qu.4 we would like the SEA to show how well the plan will:</p> <ul style="list-style-type: none"> - conserve and enhance landscape (and townscape) character and quality; - conserve and enhance biodiversity and geodiversity; - conserve and enhance opportunities for sustainable public access to the natural environment; - ensure the natural environment can adapt to and mitigate for the effects of climate change; and 	All these issues will be covered within the environmental assessment of the plan where appropriate.

Stakeholder	Scoping Report Ref	Consultation Comment	Response
		<ul style="list-style-type: none"> - adopting a strategic approach and linkage to planning and the provision of a multi-functional green infrastructure. 	
		<p>We would recommend that in addition to the information on key environmental assets outlined in the Scoping document, the following are included:</p> <p>Landscape:</p> <ul style="list-style-type: none"> - National and Local Landscape Character Area Framework. Most of Devon is now covered by up to date Local Landscape Character Assessments which should be used; - Countryside Quality Counts data; and - Protected landscapes – the location of Heritage Coasts. <p>Biodiversity:</p> <ul style="list-style-type: none"> - Protected Areas (NOTE: the Tamar Estuary Complex SPA is omitted from the Scoping document); - Protected Species (in particular bats which are particularly important in Devon); - UK and Devon BAP information. <p>Access:</p> <ul style="list-style-type: none"> - National Trails; - Open access; - Coastal access; - Other access e.g. permissive access; and - PROW. <p>Recommended information sources:</p> <p>National and Regional ‘State of the Environment’ Reports can be found on our website.</p> <p>www.countryside-quality-counts.org.uk</p> <p>www.magic.org.uk</p> <p>www.natureonthemap.org.uk</p> <p>Good practise note:</p> <p>http://naturalengland.etraderstores.com/NaturalEnglandShop/Product.aspx?ProductID=a9f67df9-f61d-40ae-9ed7-457b60b89394</p> <p>Open Access Areas: www.openaccess.gov.uk</p> <p>Green Infrastructure: NE176 – Natural England’s Green Infrastructure Guidance 2009</p>	<p>Where appropriate, this information has been added into the Environmental Report. Local landscape character areas and protected species locations are too numerous to list, and not manageable to apply to the LTP3 Strategy. This will have to be done at the Implementation Plan stage. Exception will be made where possible to address any concerns or known sensitivities.</p> <p>Details of the Tamar Estuary Complex SPA are included within Chapter 4, section 4.7.1 of the Scoping Report.</p>

Stakeholder	Scoping Report Ref	Consultation Comment	Response
		Accessible natural greenspace standards (ANGSt) in 'Nature Nearby – Accessible Natural Greenspace Guidance' March 2010.	
		Natural England consider that the following sustainability issues should be considered when assessing LTPs: <ol style="list-style-type: none"> 5. Climate change and carbon emissions from transport [<i>further details given</i>] 6. Impacts on the natural environment from transport and associated infrastructure [<i>further details given</i>] 7. Poor access to the natural environment [<i>further details given</i>] 8. Obesity and poor mental and physical health of adults and children [<i>further details given</i>] 9. Car-based visitor pressure affecting protected landscapes and sites of biodiversity value [<i>further details given</i>] 	Comment noted and where gaps are seen to be present in relation to consideration of these sustainability issues then these will be addressed as appropriate.
	Alternatives	We would encourage the careful consideration of alternatives in the assessment of the LTP3 options especially in the light of the current financial constraints that are likely to play out over the next few years. Options with a higher level of sustainability and provision of public amenity should be actively sought.	Comment noted. The LTP3 Strategy has been developed to achieve a wide range of potential benefits over a 15-year period, whilst the Implementation Plan will be more specific to current circumstances.
	Chapter 5	We welcome the well laid out sustainability objectives in Table 5.3 of the SEA. We consider that there are only 2 omissions from Natural England's point of view: <ul style="list-style-type: none"> - The provision and enhancements of opportunities for public access to good quality rights of way, open space and countryside; and - Inclusion of protected species inhabiting or using the wider countryside. This would particularly affect bat species, as an important part of Devon's biodiversity. We suggest you add these to your list of objectives in Table 5.3.	Comment noted. We agree that the suggested objectives are valuable goals and they are being taken into account by the LTP3 SEA, however we feel that this is too much detail for the SEA objectives, as they are largely a reporting and comparison mechanism which should not become cumbersome to read or repeat in the text. The following pre-existing objectives can address these issues without being changed: "To improve the infrastructure for healthy lifestyles, and improve access to community facilities and services"; and "To increase and enhance native habitats and species, improving biodiversity".
	Chapter 5	We would expect a monitoring framework to consider effects on both the natural environment and climate change. Table 5.3 considers a good number of indicators that require monitoring. In addition to the targets proposed, we would welcome the inclusion of targets and indicators based on the following: <ul style="list-style-type: none"> - Targets for securing at least no net significant adverse effect on the character or quality of protected landscape and nature conservation sites and preferably a net enhancement. We recommend making use of data such as Landscape Character Assessment and Countryside Quality Counts for 'landscape' and 	Indicators for monitoring have been developed alongside the LTP3, and those which are feasible for the Council to include have been incorporated. We have tried to incorporate these recommendations. Further proposed monitoring may be

Stakeholder	Scoping Report Ref	Consultation Comment	Response
		<p>'townscape'. For further advice on landscape indicators for SEAs of LTPs see: http://www.naturalengland.org.uk/Images/landscapeindicators05_tcm6-10501.pdf.</p> <ul style="list-style-type: none"> - Habitats and species targets in alignment with Devon's Biodiversity Action Plans. - Targets for enhancing the quality and length of green corridors and PROW. We would specifically welcome a target of km of new access routes for walkers, cyclists and horse riders to be created as a result of the third round LTP. - Targets for increasing the quality parks and accessible greenspaces using Accessible Natural Greenspace Standards. - Targets under 'human health' for delivering health benefits through green exercise and active travel on the transport network. 	needed for the future Implementation Plans, and will be both feasible and proportionate.
Network Rail	No comments of relevance to the SEA.		
Devon County Council Archaeologist	Appendix E	<p>Appendix E contains a fairly thorough list and summary of the content of documents relating to the historic Environment. The only gap I can see is on World Heritage Site legislation. The 1972 UNESCO Convention should be mentioned together with the recent Government Circular on protection of World Heritage Sites, and the Management Plans for Devon's two World Heritage Sites.</p> <p>The emerging Devon Green Infrastructure Strategy should also be included in the Appendix.</p>	These documents have been included within Appendix E and key issues identified.
	Chapter 4 / Appendix E	Further into the document (Section 4.8) and in Appendix E certain flood management documents are referred to, but not the North and South Devon Shoreline Management Plans and specific emerging estuary and catchment plans (such as on the Exe) which are at the SEA/SA stage. The LTP should be aware of specific areas where e.g. managed retreat is being proposed.	These documents have now been reviewed and information added to the baseline where appropriate.
	Chapter 4	The Historic Environment Service holds the County Historic Environment Record (HER) and also Historic Landscape Characterisation (HLC) mapping which can be used to inform the LTP3 process. HER data is implicit in Section 4.12 of the report but HLC is not mentioned. The Highways Agency has issued a report on the use of HLC in highway planning and design.	This information is typically too detailed for an SEA, particularly at the Strategy level. There is no reliable method for applying HER or HLC data to broad schemes whose footprint or design is unknown, in addition to the inherent unknowns of the value of any potential archaeology of relevance. We will consider whether we can apply such data for the future Implementation Plans.
	Chapter 5	<p>I question the rationale behind the ranking of the designated and un-designated historic environment assets in Table 5.1:</p> <p>I would argue that Grade 1 and 2* Listed Buildings should be akin to Scheduled Monuments (certainly Grade 1 buildings should be) and either raised to Very High or SMs lowered to High. Similarly Grade 2 Listed Buildings</p>	Comment accepted and error noted. Grade I and II* Listed Buildings will be raised to 'Very High'.

Stakeholder	Scoping Report Ref	Consultation Comment	Response
		should be High as they are designated as nationally important. Locally Listed buildings would be Medium and non-Listed buildings that are not otherwise identified as being of higher historic importance would be Low.	
		I would not use 'Buried archaeology (value otherwise unknown)' as an example of Low importance. This creates a link between non-designated, buried archaeology and Low importance which is not valid. Generally speaking buried archaeology that is known about will be at least of Medium importance and there are many such sites that are of High importance. Suspected below ground archaeology may be regarded as of lower importance (but may be of higher importance if tested through archaeological evaluation).	This comment is accepted, and we will remove the example due to these valid complexities.
	Chapter 1 / Chapter 5	There does not appear to be an explanation of the long list of SEA Objectives in Table 5.3 and the shorter list of SEA Objectives that appears in Section 1.5.	The objectives in Section 1.5 are the LTP3 objectives. Those in Table 5.3 are the SEA objectives. This is made clear in the document.
	Chapter 5	I disagree with limiting Objective 12 to 'enhance features and characteristics of the historic environment'. In line with the DCC and national policies contained in Appendix E the objective should be to preserve such sites and enhance them where appropriate.	Understood, however this is not a limitation, but rather an ideal, and has to be viewed in terms of SEA as an assessment process. If we add neutral statements to objectives (which is common, but not good practice), stakeholders would expect policies protecting sites to score positively, when in actual fact this is a neutral impact (no change). Thus, adding words along the lines of 'to protect' to objectives would skew the results / expectations towards one topic or another.
		I note the point that the listed indicators are strategic at this stage. The 'at risk' register for nationally designated sites will certainly need to be augmented through the assessment process to provide a more effective measure of positive and negative impacts on a much broader historic environment.	Comment noted and accepted.
Devon Countryside Access Forum	Appendix E	Concerned that the consultants have not included the Devon County Council Rights of Way Improvement Plan, published by DCC in 2005 and currently under review to coincide with LTP3. This plan is integral to LTP3 and should be a key reference, alongside the Torbay RoWIP which did form part of the context review.	Comment noted and will be reviewed and included within Appendix E.
	General	On a general level, the DCAF welcomes the inclusion in the Scoping Report of the importance of the natural environment as a key recreational resource. Policies to improve the amount and quality of, and access to, public rights of way, green infrastructure and cycle/multi-use recreational and sustainable transport routes are vital for economic and health reasons.	Noted.

Stakeholder	Scoping Report Ref	Consultation Comment	Response
		<p>A number of implications for LTP3 and the Strategic Environmental Assessment, arising out of documents referenced in the context review, accord with the DCAF's position statement on Local Development Frameworks and in particular:-</p> <ul style="list-style-type: none"> - Certain land uses and development might hinder accessibility to open country and common land. The LTP3 should consider these issues, which have relevance to SEA topics on human health, population, and landscape. ... The LTP3 should consider the specific needs of transport networks in rural areas, including through the rights of way improvement. - The LTP3 should include measures to support public transport use and a viable patronage base, as well as cycling and walking. - The LTP3 and SEA should seek to safeguard disused railways and other, more sustainable transport infrastructure. - The LTP3 and SEA should seek to improve accessibility of facilities, and also general accessibility, by walking, cycling and public transport. They should avoid any net adverse effects on sustainable transport accessibility. - The integration of land use planning and transport is an important consideration for the LTP3. The need for healthy travel choices including walking, cycling, horse riding and public transport should also be identified. - The LTP3 should also consider active travel opportunities such as new walking and cycling routes. - The LTP3 should integrate the ROWIP into its aims and objectives. The LTP3 should consider the protection, promotion and improvements to rights of way and use of public transport. - The SEA should seek opportunities for the LTP3 to improve human health and recreational opportunities, whilst primarily avoiding, and secondarily minimising and compensating for, any significant negative effects on human health. 	<p>Noted and this information will be utilised in the Environmental Report where appropriate.</p>
Campaign to Protect Rural England	Chapter 4	The RSS has been revoked, so why any reference to it?	<p>Yes, as of 6th July 2010, the SoS revoked Regional Strategies. In the longer term the RSS will be abolished through law in the Localism Bill due to be published in November. However, local councils were involved in their development and much of the research about supplementary issues to housing and development growth still applies and is still useful to the SEA.</p>
		Deprivation, for instance in Torbay. Where are the analysis figures and as to why? Where is the data source of the figures?	<p>This is explained in the document. Deprivation is measured by the Index of Multiple Deprivation, the source of which is documented in the References section: Appendix D.</p>

Stakeholder	Scoping Report Ref	Consultation Comment	Response
	Chapter 4: Sec. 4.5.1	Rail not mentioned, but mentions bus.	No data available for CO ₂ e emissions arising from buses in Devon.
		<p>Table 4.6 Transport Flood Risk Issues in Devon and Torbay:</p> <p>Major concerns about the rail route between Teignmouth and Dawlish, as well as near Dawlish Warren. (The CPRE are promoting a feasibility study into the possible re-opening of the Teign Valley Railway line between Newton Abbot and Exeter) The Dawlish rail route is the only one west of Exeter.</p> <p>The Aller Brook runs from Newton Abbot to Kingskerswell, chart shows Kingsteignton? Major concerns about the proposed South Devon Link Road will have on this; the Flood Risk Assessment for the proposed road has not had a public consultation, explanation or exhibition.</p>	Comment noted and will be taken into account when conducting the assessments. Correction will be made to change Kingsteignton to Kingskerswell.
	Chapter 4: Sec 4.12.1	Stover Park and surrounding area. Concern over impact of development of hotel, industrial, retail and residential. Suggest more information needed.	There is limited information available. We will review and amend if further information on this is found.
	Chapter 4: Sec.4.14.1	Table 4.7: AQMAs in Devon and Torbay. What has been done to promote public transport, and reduce cars that cause pollution? Please define for the 12 areas identified what has been done.	At the time of scoping, the LTP3 was in the early stages of development. Information about what has been done in the past and will be done in the future will be a significant part of the LTP3.
	Chapter 5	<p>In preparing the LTP3, authorities are required to undertake an Equality Impact Assessment (EqIA). For this reason we wish to draw attention to the following data and the consequences that flow from them in support of our recommendation for improved rail services and the protection and improvement of bus services.</p> <p>Nearly half (48.2%) of persons, as opposed to households, in Torbay and more than two fifths (42.5%) of persons in Devon (excluding Plymouth and Torbay) have no individual car of their own. They are therefore dependant on public transport, buses, trains, taxis and coaches. These percentages refer to all persons aged eleven and over (derived from the 2001 Census tables on population and on numbers of cars per household).</p> <p>These percentages do not include persons who are unable to drive as a result of disability, many older people do not drive in the dark, long distances or on unfamiliar roads, or who are temporarily barred as a result of injury or illness or are banned from driving for other reasons. Women are less likely than men to hold a driving licence, own their own car or be the principal driver of the household car (DfT, National Travel Survey 2007).</p> <p>More than half the population, probably substantially more than half, are dependant on public transport. The equality issues affect four disadvantaged groups: women, young and older people, those with disabilities, and, in addition, those who are temporarily barred or banned from driving.</p> <p>These data show clearly the present and future importance of maintaining and improving public transport of all kinds.</p>	Baseline data noted.
Torbay Line Rail Users	Comments relate to the LTP3 and not the SEA.		

Stakeholder	Scoping Report Ref	Consultation Comment	Response
Group			
Blackdown Hills AONB	Appendix E	I note that this list does not go below district level, although does include the National Park LDFs. I would recommend that AONB and National Park Management Plans should also be taken into account, since they are environmental/landscape-based, and spatially-based.	These plans will be included within Appendix E.
	Chapter 4	With reference to paragraph 4.11.1 - National Parks and AONBs: It should be noted or clarified, that the landscape designation of AONB is of equal status to National Parks.	We had thought this was clear, but will certainly ensure the text explains this slightly better.
Campaign for Better Transport – Devon Group	Chapter 1	Newquay and Bournemouth airports should be omitted from the list where better access is needed, not being relevant to transport to/from Devon or Torbay.	We are uncertain what this comment is referring to – perhaps Chapter 3. The key issue regarding airports outside of the county is the wider regional connectivity and sustainable transport links which have a regional nature.
	Mapping	13 maps accompanied the earlier days of this consultation, although they seem to have disappeared from the website. Map 13 was hard to make sense of, even if the colour coding was correct rather than being accidentally reversed. Unlike the other maps, this one combined a number of disparate criteria, such that it was unclear what its significance might be, even if correctly applied ward by ward across its geographical area.	This was perhaps Map 12, which reported on Index of Multiple Deprivation data. We have since revised the figures and drawn out more pertinent data through further analysis.
	Chapter 4	Noise from increased operations at Exeter Airport has become a major problem in parts of Exeter. Configuration of the runway forces flights over the built-up area. In addition, the flights themselves cause unsustainable increases in CO2 emissions, exacerbated by being emitted mainly at higher atmospheric levels. (Forthcoming improvements to aircraft design can only alleviate this to a limited extent.) For both these reasons, air movements should be curtailed substantially. The economic case often made in favour of unrestricted local aviation is in fact undermined when considering totals of spending taken out of the country by outgoing holidaymakers, compared to the financial benefits brought in.	Defra noise mapping only estimates noise levels from airports with more than 50,000 aircraft movements annually (except for training on light aircraft) and so Exeter Airport is not included. Where any further data is available on this and CO ₂ e emissions it will be included. This is also an issue for the LTP3.
		Separately and in addition to this, a total ban on night flights is needed, because of the inevitable effect on the local population.	Comment for the LTP3.
	Noise from many modern buses is much more intrusive than formerly in quiet residential areas. The most-used type for urban routes has large sideways-facing louvres seemingly designed to throw the engine noise outwards instead of below. Engines of stationary buses are left running for long periods in thronged pedestrianised streets, including at termini and at points where long waits are scheduled.	Comment noted. More of an issue for the LTP but will also be considered when conducting the environmental assessments.	

Stakeholder	Scoping Report Ref	Consultation Comment	Response
		<p>Bus networks are poorly coordinated. Fares are generally too high. Younger people, in particular, cannot afford standard bus fares.</p> <p>Many large and medium-sized population centres have no early-evening buses home from large employment centres. Too many towns and villages have no late-evening buses.</p> <p>Local transport information is far too limited. In many urban areas infrequent, publicly-subsidised routes run lightly loaded through residential areas, not appreciated by potential users because of the total lack of roadside information.</p> <p>Timetables are almost always unavailable on-bus, so only users who can easily get to bus offices can have basic information for reference at home. In Torbay the public-transport maps are incomplete (some routes omitted), and are too schematic and small-scale for use by anyone not already very familiar with local geography. In Exeter (if maps are still available) the distribution is too limited. Stagecoach's own maps (Exeter and Torbay) are incomplete through omission of non-affiliated operators' routes, and suffer from the same major defects as Torbay's. Timetable changes are often poorly publicised.</p> <p>High boarding-kerbs are often unusable due to parking. There are too few thick-yellow-line total restrictions, while those that exist are poorly enforced.</p> <p>There are too few bus priority lanes, again with poor enforcement even where they exist. Sometimes bus stopping-places are lacking on long sections of route. Many bus stops are sited to aid fast traffic speeds to the detriment of bus users, making bus travel even more inconvenient than it already is.</p> <p>Much of Stagecoach's bus fleet has defective heating, with the heaters remaining permanently full on even in the warmest weather: a real disincentive to bus travel for people who have other choices.</p> <p>Rail fares are so priced as to prevent people using trains outside off-peak times. In addition, ticket restrictions are complicated, confusing, barely advertised at all (not even explained at ticket machines), yet vigorously enforced.</p> <p>Rolling-stock on local rail routes is often totally inadequate for the traffic, to the extent that passengers are sometimes physically prevented from boarding.</p>	<p>These issues will be considered when conducting the environmental assessments.</p>
Motorcycle Action Group	Chapter 4	<p>Powered two-wheelers have not been considered as part sustainable modes of transport not mentioned, or as part of the demographics.</p>	<p>Powered two-wheelers are not currently considered a 'sustainable transport' solution by common definition. Normally for any road vehicle to be called 'sustainable', the vehicle is powered by alternative fuels or technologies including electric vehicles (EVs), plug-in hybrids, hybrids, stop-start/micro hybrids, hydrogen vehicles, or equivalent.</p> <p>Whilst powered two-wheelers tend to obtain better fuel economy, traditional</p>

Stakeholder	Scoping Report Ref	Consultation Comment	Response
			powered two-wheelers create more air pollution per mile than cars, and they are not universally accessible (e.g. to young children, people with mobility difficulties or those who cannot drive). Therefore like cars, their sustainability depends upon a balance of impacts.
		Poor public transport links in Torbay and rural areas of Devon identified and well known. Powered two wheeler (PTWs) secure parking and use of bus lanes and increased awareness of other road users of PTW's. Environmentally , reduced emissions compared to cars etc.	Comment noted, and the value of powered two-wheelers in achieving reduced CO ₂ e emissions should be supported as part of a multi-modal transport system.
General		Documents are not easy to read or in 'plain English' or with an 'easy read' option for equality of access to persons with a learning disability.	We have attempted to write in 'plain English', however we recognise that it is sometimes difficult to get the balance right. This Environmental Report is accompanied by a Non-Technical Summary which we hope will help next time.

Appendix E Assessment Certainty Scoring Criteria

The certainty scores below are used during assessment in order to manage this uncertainty and help us make more informative assessments. They show how confident we are about the conclusions of any individual assessment. The description and ‘sources of uncertainty’ columns describe the reasons they might be used.

Symbol	Certainty	Description	Sources of uncertainty
VH	Very high	The option changes the environment in a way that is fully understood and not easily influenced by other factors.	None
H	High	The option changes the environment in a way that is not fully understood. Given known factors, it cannot switch from beneficial to adverse (or vice versa), but the effect could be more or less severe.	Lack of understanding / research into the extent of effects and / or Factors external to the LTP3 that could change the extent
M	Moderate	The option changes the environment in a way that is understood, but the environmental outcome is easily influenced by other factors or actions and therefore the effect may not actually be seen.	Factors external to the LTP3 that could change the direction and extent of the effect
L	Low	The option is not specific (e.g. it may include one type of design or another), or The option changes one aspect of the environment positively, but another negatively and we have made a judgement about the net effect.	Lack of design detail for an option to be defined at the project level or Contradictory effects within the same topic, influencing the score
VL	Very low	The option is changing a situation for which there is little or no understanding of its background, or where changing environmental conditions heavily influence the resulting effect.	Lack of understanding / research into the nature or extent of effects and / or Lack of baseline data to support the assessment

Appendix F Assumptions About Construction of Projects –

SEA Topic	Hazards	Standard Controls	Residual Probability
Population and Equality (additional info not included in other topics)	Construction traffic or disturbance affecting a facility of particular importance to one of the equality groups (e.g. a place of worship)	Planning permission will require that transport conditions are met and otherwise take such considerations into account	Moderate
Human Health (additional info not included in other topics)	Construction traffic or works presenting a danger to the public	Planning permission will require that transport conditions are met, including safety considerations	Low
		Legal and Health & Safety Executive requirements will apply - ensure a safe-working construction site	Low
Community Facilities and Recreation	Construction traffic affecting a recreational or tourist destination, formal or informal community meeting place, open space or other important local facility (e.g .doctor's surgery, post office, etc.)	Planning permission will require that transport conditions are met	Low
	Construction requiring temporary closure or diversion of a PROW or footpath	Planning permission will take such considerations into account	Moderate - temporary closures and diversions often permitted, but sites are mostly brownfield
	Construction disturbance affecting a recreational or tourist destination, formal or informal community meeting place, open space or other important local facility (e.g .doctor's surgery, post office, etc.)	Planning permission will take such considerations into account	Moderate
Climate Change Emissions	Emissions from vehicles and embodied carbon from materials and equipment / tools.	N/A	High
The Local Economy	Construction traffic affecting a business, school or similar	Planning permission will require that transport conditions are met	Low
	Construction noise or vibration affecting a sensitive business or an educational / training facility	Planning permission will take such considerations into account	Moderate
Biodiversity, Flora and Fauna	Harm to protected species or habitats	Regulatory framework and legal enforcement by Natural England and the Council	Low
	Harm to other habitat or wildlife	Planning permission will take such considerations into account	High - can minimise harm, but it will still occur. Highest value habitat and wildlife will be most protected.
Flood Risk and Coastal Erosion	Putting construction vehicles, chemicals and plant in the floodplain, and thus exacerbating the impact of flooding	Planning permission will take such considerations into account	Moderate - depends upon the baseline & construction site, but highest risks will be averted by controls

SEA Topic	Hazards	Standard Controls	Residual Probability
	Increasing flood risk during construction through removal of soil & construction of project	Planning permission will require application of PPS25 and creation of appropriate measures in advance of works	Low
The Water Environment	Site clearance and exposure of soil and dust from debris to rainwater, then runoff to water bodies	Regulatory framework and legal enforcement (e.g. by the Environment Agency)	Low
	Chemicals, including those stored and used on-site and diesel fuel combustion	Regulatory framework and legal enforcement (e.g. by the Environment Agency)	Low
Geology and Soils	Harm to protected geological sites	Regulatory framework and legal enforcement by Natural England and the Council	Low
	Loss of soil surface area in the footprint of the scheme	None.	High
	Loss of soil quality where temporarily stripped and stored (e.g. for site compounds & haul routes).	Planning permission will take such considerations into account	High - can store using 'best practice' but some quality is normally lost
	Disturbance, exposure and spread of contaminated land	Regulatory framework and legal enforcement (e.g. by the Environment Agency)	Low
Landscape and Townscape	Harm to views / landscape due to presence of construction compounds, plant etc.	Planning permission will take such considerations into account	High - depends on the baseline as what the likely impact will be
The Historic Environment	Destruction of below-ground archaeology	Planning permission will be subject to archaeological evaluation in accordance with PPG16.	High - varies site-by-site
	Noise, vibration, air quality or other indirect impact to designated historic structures	Regulatory framework and legal enforcement by the Council and English Heritage	Low - presume construction methods will be conditioned to protect designated sites
Noise and Vibration	Construction noise or vibration exceeding statutory limits and causing disturbance	Regulatory framework and legal enforcement by the Council	Low
Air Quality	Construction traffic leading to reductions in air quality	Planning permission will require that transport conditions are met	High - can avoid AQMAs in some instances, but pollution will still occur
	Site clearance and exposure of soil and dust from debris to the air	Planning permission will require measures to suppress dust (Environmental Protection Act 1990)	Moderate - can minimise dust, but will still occur, particularly within and adjacent to a site
	Chemicals, including those stored and used on-site and diesel fuel combustion	Regulatory framework and legal enforcement (e.g. by the Environment Agency)	Low
Material Assets	Construction traffic affecting the road network	Planning permission will require that transport conditions are met	Low
	Construction causing damage to other infrastructure (including pavements or street furniture) or causing disruption in their use	Planning permission will require that essential infrastructure is not disrupted	Moderate

Appendix G SEA Regulations Compliance Checklist

SEA Regulations Requirement	Where Found in This Report
Regulation	
12-(2) The report shall identify, describe and evaluate the likely significant effects on the environment of—	
(a) implementing the plan or programme; and	Chapters 6 - 19
(b) reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme.	Chapter 4
12-(3) The report shall include such of the information referred to in Schedule 2 to these Regulations as may reasonably be required	
Information referred to in Schedule 2, as required through Regulation 12-(3)	
1. An outline of the contents and main objectives of the plan or programme and of its relationship with other relevant plans and programmes.	Chapter 1
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	Chapters 6 - 19
3. The environmental characteristics of areas likely to be significantly affected.	Section 1.3, Section 1.4, Chapters 6 - 19
4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Council Directive 79/409/EEC on the conservation of wild birds(a) and the Habitats Directive.	Chapters 6 - 19
5. The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	Chapter 3
6. The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects, on issues such as—	
(a) biodiversity; (i) climatic factors; (b) population; (j) material assets; (c) human health; (k) cultural heritage, including architectural and archaeological heritage; (d) fauna; (l) landscape; and (e) flora; (m) the inter-relationship between the issues referred to in sub-paragraphs (a) to (l). (f) soil; (g) water; (h) air;	Chapter 4 Chapters 6 - 19
7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	Chapters 6 - 19
8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	Chapter 4
9. A description of the measures envisaged concerning monitoring in accordance with regulation 17 ^[3] .	Chapter 20
10. A non-technical summary of the information provided under paragraphs 1 to 9.	Separate Document

³ “The responsible authority shall 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” (Regulation 17-(1)).

Appendix H SEA Consultation Response Form

Please detach the form found on the following page and use it as a guide for your response to this document. You are also welcome to provide additional comments and/or information as part of your response.

Written responses should be received by 4th January 2011. Please send to:

Transport Planning
Lucombe House
Devon County Council
County Hall
Topsham Road
Exeter
EX2 4QW

Email: transportplanning@devon.gov.uk

Your comments and feedback to this SEA Environmental Report will be taken into account and are invaluable in helping to ensure that the final LTP3 reflects the interests of individuals and organisations with an interest in the study area. To assist your response, the broad questions found throughout the Scoping Report are repeated below. However, please feel free to provide any comments that you feel are relevant.

1. Chapter 2 describes the SEA and explains how it was applied to the LTP3. Do you have any comments on the assessment process or how this consultation applies to the LTP3?
2. Section 4.1 summarises the compatibility appraisal of the LTP3 Objectives. Do you have any comments on the appraisal or its results? Do you feel all of the risks are correctly represented?
3. Section 4.2 summarises the assessment of LTP3 Strategy Options. Do you have any comments on the assessment or its results? If you disagree with the results, which impacts are you concerned about and why? Which topics?
4. Do you generally agree with the detailed assessment of the LTP3 Strategy presented in Chapters 6 - 19? Do you have specific impacts which you are concerned about?
5. Do you have any questions or comments regarding 'cumulative effects' or SEA monitoring?
6. Do you wish to remain on the list of consultees? Are there any other consultees that you think should be involved? Are you happy with the proposed approach towards consultation?

Consultation on the LTP3 Strategy had already begun – this consultation period runs from 5th November to 17th December 2010. You therefore have the opportunity to comment both on the LTP3 Strategy document and this Environmental Report.

Devon and Torbay LTP3 Strategy SEA Environmental Report Consultation Response Form

<p>Name of Organisation: (if not applicable enter "N/A")</p>	
<p>Name of Individual:</p>	
<p>If you are replying on behalf of someone, or would like us to speak to someone else in future correspondence, please enter name here:</p>	
<p>Do you wish to remain on the list of consultees for this study?</p>	<p>Yes or No (please strike through as appropriate)</p>
<p>CONTACT DETAILS: Please enter any details that you wish to give us, so that we may contact you in the future. If you entered "no" above, we will only contact you about this response specifically. If you do not enter any details, we will not contact you at all.</p>	
<p>Email address: (if applicable)</p>	
<p>Address or other contact details:</p>	
<p>Telephone:</p>	
<p>Please give details (contact name, telephone number and address) for any interested organisations whom we have not contacted:</p>	

Comments on specific points listed in this document:
(Please include any question numbers or other references – e.g. paragraph, section or chapter – when commenting)

Ques No.	Comment

<i>Ques No.</i>	<i>Comment</i>
<p>Any other comments:</p>	