

LOCAL TRANSPORT PLAN 2006-2011



Strategic Environmental Assessment Scoping Report



Environment Services

Torbay Local Transport Plan 2006 – 2011
Strategic Environmental Assessment Scoping Report
Torbay Council 2005

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<http://www.torbay.gov.uk/transportplan.htm>

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SCOPING REPORT

STAGE A

1 Introduction

1.1 The contents of The Report

- 1.1.1 This is the Scoping Report for the Strategic Environmental Assessment for the Torbay Local Transport Plan. It identifies the key sustainability issues and objectives for Torbay. The issues and objectives identified during this scoping stage will form the basis of the sustainability assessment framework and are accompanied by proposed indicators for monitoring progress and targets where they have been identified.
- 1.1.2 This report is intended as a consultation document. Its aim is to generate discussion on the key sustainability issues which affect and are affected by the Local Transport Plan (LTP). It also opens up for discussion how Torbay can monitor its progress towards sustainability through the Strategic Environmental Assessment (SEA) process.
- 1.1.3 This Scoping Report is in two main parts Stages A and B following Government Guidance¹. At the end of this Scoping Report there is also a Glossary of Terms. Stage A consists of chapters 1 to 5. Chapter 1 includes this introduction and in Chapter 2 the methodology of the Scoping report is set out. Chapter 3 has a summary of the Plans Policies and Programmes review. Chapter 4 has a summary of the key issues concerning Torbay from the Baseline Survey. Chapter 5 sets out the proposed objectives and indicators for the Strategic Environmental Assessment of the Torbay LTP.
- 1.1.4 Stage B consists of chapters 6 to 9. Chapter 6 documents the evolution of the Torbay LTP. Chapter 7 summarises the findings of an initial comparison of SEA and LTP objectives. Chapter 8 looks at two strategic alternatives, the 'Local Transport Plan' and a 'Do Nothing' option. Chapter 9 examines Cumulative, Secondary and Synergistic effects, although this is not strictly a stage B matter but must be considered throughout the SEA process.
- 1.1.5 Accompanying this Scoping Report are the appendices. Appendix 1 is the Baseline Survey. Appendix 2 is the Plans, Policies and Programmes Review. Appendix 3 is a table for the comparison of 28 Selected SEA sub - objectives and LTP objectives. Appendix 4 is a table for the comparison of all 76 SEA sub - objectives and LTP objectives. Appendix 5 contains a comparison of all SEA and LTP objectives with comments to explain the results.

1.2 Background on the LTP

- 1.2.1 The Local Transport Plan is a means by which to set out plans for transport in Torbay over the period 2006 to 2011. It shares the four main transport priorities set out by the Government, namely; congestion, air quality, road safety and accessibility. It also contains objectives to improve the quality of life in Torbay. These objectives concur with the aims of the Torbay Community Plan.
- 1.2.2 The LTP has been subject to the following timetable:
July 2004 – formal preparations began

¹ A Draft Practical Guide to the Strategic Environmental Assessment Directive, ODPM (2004)
Torbay Local Transport Plan 2006 – 2011
Strategic Environmental Assessment Scoping Report
Torbay Council 2005

July 2005 – submit provisional LTP
October 2005 – submit Accessibility Strategy
December 2005 – receipt of government comments and funding allocations
March 2006 – submit final LTP
March 2006 – Submit SEA
July 2006 – submit 2006 Annual Progress Report and review of first LTP and SEA

1.3 The proposed programme for the SEA is as follows:

- 1.3.1 January 2004 to April 2005– preparation of baseline survey and identification of key issues
March to May 2006 – Plans, Policies and Programmes Review
April to May – 2006 selection of objectives
June 2006 - development of options and alternatives
September 2006 – submission of scoping report to statutory consultees
October 2006 – review of scoping report consultation
October to December 2006 – appraisal of options environmental effects and development of mitigation measures
January 2006 –consultation and amendments
March 2006 – submit SEA

1.4 Study Area: Torbay

Figure 1: the Location of Torbay



Introduction and Methodology

- 1.4.1 Torbay, a Unitary Authority is located on the south coast of Devon, South West England (see figure 1 above). It has a population of 131,300 (2003) distributed across a hierarchy of three main towns of Torquay (population 63,998), Paignton (population 48,251) and Brixham (population 17,457)². These three towns comprise, of what is commonly termed the English Riviera and is well known as a premiere UK resort.
- 1.4.2 Torquay is the northern most town and stretches from Maidencombe around the coast to include Watcombe, Babbacombe and Meadfoot down to Abbey Sands and Livermead on the boundary with Paignton. Inland, Torquay is typified by densely populated residential areas such as Chelston, Shiphay, Barton and Hele. It is the largest of the three towns and has an economy focused largely around tourism.
- 1.4.3 Paignton in particular is known for its long sandy beaches and provides opportunities for bucket and spade holidays. Although it has a large number of hotels and bed and breakfast accommodation it provides for a wider range of holiday makers with a number of camping and caravan facilities on the outskirts of town.
- 1.4.4 Brixham is the smallest of the three towns and is largely focused around the fishing industry, complemented in the summer by an expanding tourist sector focussed particularly around the harbour area.
- 1.4.5 Torbay is characterised by a high density development. This has perhaps been forced by the natural constraints placed on the area by its surrounding geography. The steep topography which makes further development problematic within the towns and the sea forms an absolute barrier to growth to the east. The nature designations which surround the towns also restricts further growth
- 1.4.6 The economy of Torbay has traditionally been based around tourism, the fishing industry at Brixham and in recent years the high-tech industry. Because of the nature of these sectors the economy of Torbay tends to be of a relatively low wage. There is also concern that these industries are changing and there is a marked need to adapt the market to address this.

1.5 Transport

- 1.5.1 Despite its peripheral location Torquay and Paignton are well served by rail, although the Service between Newton Abbot and Torquay could be improved. However the road links into Torquay from Exeter in particular are in need of improvement with a bottlenecking of traffic particularly at Kingskerswell causing heavy congestion. The option of a bypass at Kingskerswell is not covered by the LTP, being largely outside the Unitary Authority boundary and subject to a separate Environmental Impact Assessment. It is therefore is not included in this SEA.
- 1.5.2 Torbay's main train stations are Torre, Torquay and Paignton, with a steam railway running from Paignton southwards to Kingswear. The major rail links

² 2001 census information is the latest on the population of the three individual towns, however the total population is based on an Office for National Statistics estimate for 2003.

Introduction and Methodology

are to Cornwall via Plymouth, and to London and the Midlands via Exeter. (see figure 2).

1.5.3 Torbay's major road links are:

- The A385 to Totnes which links with the A38 (to Cornwall southwards and Exeter northwards)
- The A380 to Exeter, which links with the A38/M5
- The A379 connecting Torbay and Dartmouth (to the south) and Torbay and Teignmouth and other coastal towns (to the north)
- The A3022 connecting Torquay, Paignton and Brixham

1.5.4 The major water links are between Torquay and Brixham, although these are all pleasure trips. The water services are tourist links rather than for commuter use.

1.5.5 There are six major congestion spots within Torbay These are: Kerswell Gardens, Tweenaway Cross, Windy Corner, Preston Manor Junction, Shiphay Lane junction and Bolton Cross.

1.5.6 Total demand for road transport has been estimated at 649 million vehicle kilometre journeys per year (2003) and the trend is up (from 551 million vehicle km journeys in 1993). The number of bus journeys per year is 6,498,000 (04/05), up by 1% from last year which is contrary to national trends. The number of cycle trips is also expected to have increased although data from the latest survey are unavailable as yet³.

³ Strategic Transport Team (personal communication) 2005

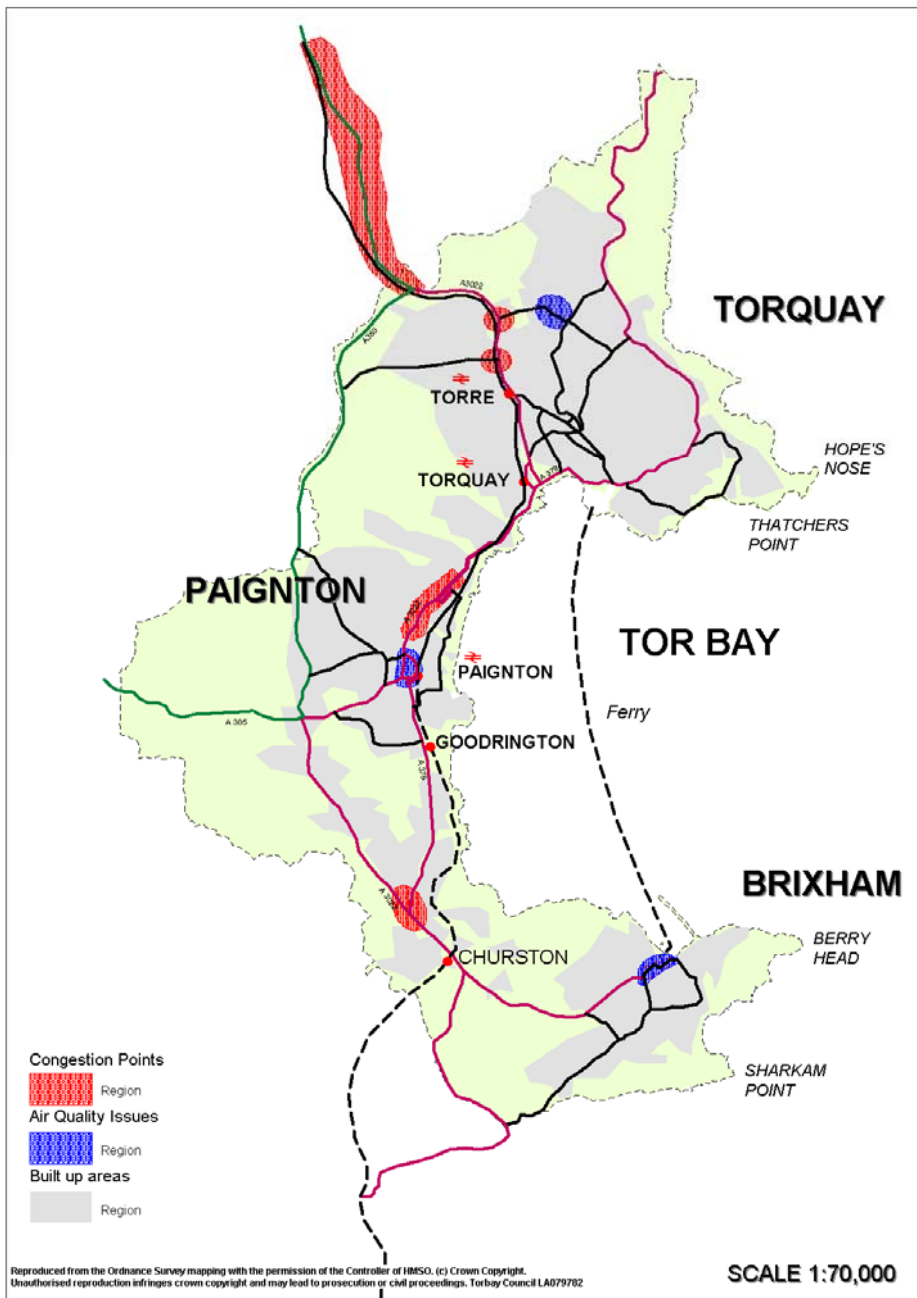


Figure 2: Transport Links in Torbay

2 Methodology

2.1 Screening:

2.1.1 The Torbay LTP has been identified as a plan subject to the requirements of European Directive 2001/42/EC “on the effect of certain plans and programmes on the environment”. The Strategic Environmental Assessment Directive (referred to as the SEA Directive) applies to those plans, programmes and modifications whose formal preparation began after 21 July 2004 or those whose transitional arrangements were started before that date and that will not be adopted by 21 July 2006. A Strategic Environmental Assessment is therefore required.

2.1.2 There are a number of stages involved carrying out an SEA in accordance with the SEA Directive (2001/42/EC). The methodology for this SEA is based upon the Guidance set out in the SEA Guidance for Planning Authorities, Office of the Deputy Prime Minister (ODPM) (2003), A Draft Practical Guide to the SEA Directive (ODPM, 2004) and the Department for Transport (DfT) ‘Strategic Environmental Assessment – Core Guidance for Transport Plans’. The key stages are outlined below:

Stage A – Setting the context and establishing the baseline

Stage B – Deciding on the scope of the SEA and developing alternatives

Stage C – Assessing the effects of the plan

Stage D – Consulting on the draft plan and the Environmental Report

Stage E – Monitor the significant effects of implementing the plan on the Environment

This scoping report comprises of Stage A and B and focuses on a number of different areas as outlined below

2.2 Scoping:

2.2.1 **Links to Other Plans, policies and Programmes.** This section focuses on identifying those plans and programmes and environmental objectives which influence the plan. It includes international, national, regional, county wide and local plans, policies and programmes (including Torbay’s Community Plan). It provides the opportunity to identify synergies, inconsistencies and constraints to be addressed. This work has been carried out by ‘C4S’ Consultants and is included in the report as an appendix (Appendix 2) with a summary in chapter 3.

2.2.2 **Baseline Survey Information:** This section provides opportunities to establish the current environmental situation in Torbay and trends which are emerging which may need to be addressed through preparation of the plan. Consideration is given to the likely evolution of these trends under the current plan. This data provides a means by which to predict effects of the policies and provide a basis for future monitoring. The content of this study has been limited to those issues felt to be of greatest significance. It should be noted that this does not comprise a detailed study of every environmental aspect of Torbay. Rather it concentrates upon issues and scales relative to the plan.

- 2.2.3 The baseline Survey has been divided by SEA topic as outline in the SEA Directive⁴. For the purposes of the LTP only the topics covered by the SEA directive are legally required, these are Biodiversity, Population and Human Health, Water and Soil, Air, Climate Factors and Cultural Heritage and Landscape. However for the LTP this Scoping Report has also included Economic Factors and Social Inclusiveness as they are so closely interdependent with transport. The same SEA topics have been used to examine key issues and select objectives
- 2.2.4 **Development of SEA Objectives and Indicators:** Sustainability objectives and indicators are proposed for the Strategic Environmental Assessment. Each sustainability objective will have accompanying indicators by which the achievement of the objective can be measured and to allow trends to be revealed. Where they are identified, established targets are also included. The Higher objectives selected for the SEA have been selected from the Guidance published by the ODPM⁵ and from the Torbay Community Plan⁶, where local issues were not covered by broader national objectives. Sub objectives have been selected from key issues identified in the Baseline Survey and the Plans, Policies and Programmes Review. Key issues were taken from the Baseline Survey (see Appendix 1 for full Baseline Survey) but refined and focused on the LTP using information generated in Chapter 7 where the issues and proposed objectives are compared to the LTP. In this way 76 original sub – objectives were refined to 28
- 2.2.5 **Comparison of SEA and LTP Objectives:** The proposed objectives for the SEA and those of the Draft LTP are compared in Chapter 7 to identify positive and negative effects.
- 2.2.6 **Assessment of Strategic alternatives:** a 'Do Nothing' option is compared to the effects of implementing the 'Torbay LTP'.
- 2.3 Responsibility for the report:**
- 2.3.1 Preparation of the SEA is usually the responsibility of the authority producing the plan. The draft guidance⁷ states that the SEA should be integrated into the plan process as benefits of local knowledge would be lost if carried out as a separate exercise independent of the plan-making team. In order to provide a balance of internal expertise and local knowledge and external subjectivity the SEA team comprises the following:
- Two Torbay Council Officers with environmental backgrounds and qualifications
 - Support from the Strategic Planning Group, Strategic Transport Team and Strategic Environmental Policy Group to provide detailed local understanding of key issues in Torbay
 - Consultation with other divisions of the Council and external organisations to provide specialist knowledge in key areas
 - C4S Consultants prepared the Plans, Policies and Programmes Review.

⁴ A Draft Practical Guide to the Strategic Environmental Assessment Directive, ODPM (2004)

⁵ Sustainability Appraisal of Regional Spatial Strategies and Local Development frameworks (consultation paper) (2004)

⁶ Torbay Community Plan 2004 - 2007, Torbay Council (2004)

⁷ A Draft Practical Guide to the Strategic Environmental Assessment Directive, ODPM (2004)

2.4 Consultation

- 2.4.1 In accordance with PPS1 and the need for community involvement, consultation is programmed to take place at a number of stages throughout the process. This scoping report is part of the consultation on Stages A and B to ensure all sustainability issues have been identified.
- 2.4.2 The SEA Guidance states that the responsible authority should identify public which should be consulted on the plan and SA report. The Directive requires authorities to identify the public affected or likely to be affected by, or have an interest in a plan, including relevant non-Government organisations. Therefore copies of this scoping report will be sent to English Heritage, English Nature, The Environment Agency and The Countryside Agency. Copies will also be sent to members of the Torbay Strategic Partnership, relevant Council directorates, and our neighbouring Local Authorities. Additionally an electronic version will also be available for other interested parties. Full public consultation will take place when the SEA has reached Stage D of the process.
- 2.4.3 In addition to this consultees will be informed of the adoption of the plan. Information will also be provided to consultees to show how the documents have changed as a result of the SEA and its consultation. Sustainability monitoring reports will be published as part of the LTP Annual Review.

3 Summary of Plans, Policies and Programmes Review

3.1 Introduction

3.1.1 As part of the initial stages of the SA process it is necessary to identify the other relevant plans, policies and programmes which may provide constraints or synergies with the objectives of the plan being formulated. The review also serves to identify existing sustainability issues that need to be addressed when developing the plan options.

3.1.2 This review has included a wide range of key documents, ranging from international conventions through to local plans and strategies. Table 1 provides a list of the documents reviewed, with the full review appearing in Appendix 2.

Table 1 Documents reviewed

<p>International</p> <ul style="list-style-type: none"> ▪ EU Habitats Directive [Directive 92/43/EC] ▪ Kyoto Protocol on Climate Change ▪ The EC Directive on the Conservation of Wild Birds 79/409/EEC ▪ The Convention on Biological Diversity, Rio de Janeiro 1992 ▪ Directive 2000/60/EC - The Water Framework Directive ▪ Directive 1966/62/EC on Ambient Air Quality and Management ▪ The Johannesburg Declaration of Sustainable Development 2002 ▪ European Spatial Development Perspective 1999 ▪ Waste Framework Directive (91/156/EEC) ▪ Environment 2010: Our Future, Our Choice (EU Sixth Environment Action Programme) ▪ Århus Convention ▪ Bathing Water Quality Directive (76/160/EEC) ▪ Nitrates Directive (91/676/EEC) ▪ Directive to Promote Electricity from Renewable Energy (2001/77/EEC) ▪ Waste to Landfill Directive (99/31/EC)
<p>National</p> <ul style="list-style-type: none"> ▪ PPS 1: Delivering Sustainable Development ▪ PPG 2 – Green Belts ▪ PPG 3 – Housing ▪ PPG 4 – Industrial, Commercial Development and Small Firms ▪ PPS 6 – Town Centres and Retail Developments ▪ PPS 7 – Sustainable Development in Rural Areas ▪ PPG 8 - Telecommunications ▪ PPG 9 – Nature Conservation ▪ PPG 10 – Planning and Waste Management ▪ PPS 11 – Regional Spatial Strategies ▪ PPS 12 – Local Development Frameworks ▪ PPG 13 – Transport ▪ PPG 15 – Planning and the Historic Environment ▪ PPG 16 – Archaeology and Planning ▪ PPG 17 – Planning for Open Space, Sport, and Recreation ▪ PPG 20 – Coastal Planning ▪ PPG 21 – Tourism ▪ PPS 22 - Renewable Energy

<ul style="list-style-type: none"> ▪ PPS 23 – Planning and Pollution Control ▪ PPG 24 – Planning and Noise ▪ PPG 25 – Development and Flood Risk ▪ Revised MPG6 - National and Regional Guidelines for Aggregates Provision in England ▪ A Better Quality of Life: a Strategy for Sustainable Development for the UK. ▪ Wildlife and Countryside Act 1981 (as amended) ▪ Countryside and Rights of Way Act 2000 (CRoW) ▪ UK Biodiversity Action Plan ▪ England Forestry Strategy 1999 ▪ 'Working with the Grain of Nature': A Biodiversity Strategy for England ▪ Our Energy Future – Creating a Low Carbon Economy ▪ Climate Change: The UK Programme. ▪ Air Quality Strategy: Working Together for Clean Air ▪ The Historic Environment: A Force for Our Future ▪ Communities Plan (Sustainable Communities: Building for the Future) 2003 ▪ Ten Year Plan for Transport ▪ The Future of Transport: A Network for 2030. ▪ Government Urban White Paper: Our Towns, Our Cities, the Future. Delivering an Urban Renaissance. ▪ Government Rural White Paper: Our Countryside, the Future – A deal for Rural England
<p>Regional</p> <ul style="list-style-type: none"> ▪ A Sustainable Future for the South West: The Regional Sustainable Development Framework for the South West of England ▪ Developing the Regional Transport Strategy in the South West ▪ An Integrated Regional Strategy for the South West – Just Connect ▪ A Biodiversity Guide for the Planning and Development Sectors in the SW. ▪ REvision 2010 – Empowering the Region. Renewable Electricity Targets for the SW. ▪ Development of an Air Transport Strategy for the far SW of England ▪ SSA Appraisal Framework ▪ Regional Spatial Strategy for the South West 2006 – 2026 ▪ South West Regional Planning Guidance (RPG10) ▪ Regional Economic Strategy for the South West of England 2003-2012 ▪ Draft Regional Housing Strategy 2005-16. ▪ Water Resources for the Future – a Strategy for the South West Region. ▪ In Search of Chunky Dunsters – A Cultural Strategy for the South West. ▪ South West Regional Waste Strategy ▪ Towards 2015 – Shaping Tomorrow's Tourism (consultation draft) ▪ South West Framework for Regional Employment and Skills Action (FRESA) ▪ South West Regional Environmental Strategy ▪ The State of the Countryside in the South West ▪ Strategy for the Historic Environment (HE) in the South West ▪ Creating Sustainable Communities in the South West ▪ Torbay and South Devon Joint Study Area Strategy Development Options
<p>Local</p> <ul style="list-style-type: none"> ▪ Torbay Calcareous Grassland Local Biodiversity Action Plan ▪ Torbay Marine Biodiversity Action Plan ▪ Torbay Cultural Strategy ▪ Dartmoor National Park Management Plan ▪ Torbay Tourism Strategy 2005 – 2015

- Torbay Heritage Strategy
- Devon Structure Plan 2001-2016
- Torbay Local Transport Plan 2006 – 2011
- Torbay Local Plan 1995 – 2011
- South Devon AONB Management Plan
- Torbay LSP Community Plan And Community Action Plan
- Devon County Waste Local Plan
- Community Safety Strategy
- Crime and Disorder Reduction Strategy
- Communication Strategy
- Equality and Inclusion
- Education Development Plan
- Torbay Housing Strategy
- Business Planning Guidance
- Local Public Service Agreement 2004/2007
- Best Value Performance Plan
- South Hams Local Development Plan
- Teignbridge Local Plan

3.2 Key points for the SEA arising from the review

3.2.1 The review of other policies, plans and programmes has highlighted a series of factors which need to be taken into consideration during the plan making process, and these are detailed in Appendix 2. It has also found areas where it will be necessary to develop SEA/SA Objectives which can be taken forward into the later stages of the assessment. The topic areas which have been shown to require objectives are shown in Table 2 next to the related topic from the SEA Directive.

Table 2 Key Points for the SEA

SEA Directive Topic	Topics / Issues
Biodiversity	Nature conservation, particularly with regard to designated areas
Population	Improving access to facilities and open space Reducing crime and fear of crime
Human Health	Reducing the effects of noise Ensuring a healthy community and reducing health inequalities Improving access to facilities and open space
Soil	Protection from soil erosion and contamination
Water	Water quality and quantity Protection of bathing waters
Air	Reduction in emissions from transport
Climatic Factors	Reduction in emissions from transport Use of renewable energy Reducing risk of flooding and reduce development in areas of flood risk
Economic Factors	Encouraging regeneration Encouraging economic prosperity
Cultural Heritage including	Protection of Conservation areas, and the historic

Summary of Plans, Policies and Programmes Review and Baseline Summary

Architectural and Archaeological Heritage	environment
Landscape	Protecting landscape and in particular the Countryside zone
Inter-relationship between the factors	<p>Encouraging public transport use, as well as cycling and walking</p> <p>Encouraging regeneration</p> <p>Prudent use of natural resources</p> <p>Reducing waste generation and increasing the recycling of waste</p> <p>Encouraging economic prosperity</p> <p>Maximising cultural potential</p> <p>Encouraging demand management for transport</p>

4. Summary of Baseline Information

4.1 Introduction

4.1.1 The collection of baseline information is fundamental to the SEA process. It provides the basis for identifying key issues and trends in Torbay and for predicting and monitoring the effects of the plans. It is a legal requirement under SEA legislation. The full baseline survey is available in Appendix 1, and covers the following topics taken from ODPM Guidance:

- Air
- Biodiversity
- Climate
- Economic
- Landscape and Heritage
- Population and Human Health
- Social Inclusion
- Soil
- Waste
- Water

4.1.2 For the SEA of the LTP, Economic Factors and Social Inclusiveness were not legally required. However a much better analysis of the effects of the LTP in Torbay was thought possible if these topics were included. The objectives and indicators chosen to match these additional topics were taken from ODPM SA Guidance.

4.1.3 SEA and SA guidance from the ODPM recognizes that baseline information is constantly changing and that much information is not available as yet. It advocates that data collection should be a continuous process and that gaps in available information should be recorded as well as uncertainties. Only relevant data should be collected to allow the potential effects of the plan to be assessed.

4.1.4 Information was collected from a variety of sources which are referenced throughout the full baseline survey in Appendix 1. Sources from within Torbay Council, published information and National, Regional, County and Local online datasets are included. Information requests were also sent to the following organizations:

- Torbay Primary Care Trust (PCT)
- Torbay Development Agency
- Torbay Tourist Information Centre
- RSPB
- Devon wildlife Trust
- Coast and Countryside Trust
- REGEN South West
- The Environment Agency
- English Nature
- English Heritage
- Devon Association of Renewable Energy (DARE)
- Defra, Rural Development Service, Reading
- Devon Biodiversity Records Centre
- Maps produced on Geographic Information Systems (GIS)

Summary of Baseline Survey

4.2 Air

4.2.1 The air quality in Torbay is generally good meeting 6 out of 7 air quality objectives. Only one location (Hele Road) is classified as an Air Quality Management Area, failing Nitrogen dioxide levels for 2003-2004. However other areas such as Brixham Town Hall and Dartmouth Road in Paignton are moving towards becoming AQMAs in the near future. Torbay has relatively low levels of industrial activity, and therefore, traffic forms the main source of air pollution in the area, in particular levels of nitrogen dioxide. This problem may become worse as traffic levels are growing by 1.4% per annum and is further exacerbated in the summer months with additional visitors and tourists. It is predicted that Torbay will pass all of its air quality objectives for 2010 as a result of improved vehicle technology, but this may be overtaken by traffic volume increases. Much more monitoring needs to take place which may indicate other areas of poor air quality

4.3 Biodiversity Flora and Fauna

4.3.1 Torbay is part of the South Devon Natural Area where varied geology produces diverse coastal and inland habitats. The main habitats found in Torbay are outlined below, but it should be recognized, that these habitats are interdependent upon each other. The links between these habitats provided, for example by streams and hedges, are essential for their long term survival. Much more information is needed concerning the amount and status of these habitats, which should become available when the new Torbay Biodiversity Action Plan is produced.

4.3.2 Calcareous grassland: Supports a large number of nationally important species, for example Small Hare's Ear. Torbay has the most extensive calcareous grasslands in Devon, the largest being Berry Head and Walls Hill (both SSSI's). These areas are vulnerable to nutrient boost, for example by dog fouling, and to trampling and erosion which have caused degradation.

4.3.3 Seacliff and cliff tops: Cliff tops in the South Devon Area are under pressure from farming practices and lack of management that has led to an invasion of scrub. The cliff tops at Berry Head have one of the largest concentrations of breeding sea birds in the South Devon Natural Area.

4.3.4 Heathland: There is only one remaining patch of heathland at Berry Head. A 1991 survey indicates that the area is contracting due to gorse invasion.

4.3.5 Farmland and Hedgerows: There is concern over the use of post and wire fencing as opposed to natural hedges and a lack of management of traditional field hedgerows which substantially reduces their ecological value. Hedgerows support a number of species including the Greater Horseshoe bat. Of particular concern has been the Cirl Bunting. In 1989 only 4 pairs were found in South Devon. Torbay now has 10 to 12% of the UK Cirl Bunting Population. County Stewardship Schemes have demonstrated an increase of 85% in the Cirl Bunting population compared to 2% on non stewardship land.

4.3.6 Woodland: The Wildlife Trust's Survey 1991 indicated that approximately 18% of undeveloped land in Torbay is woodland. There is a total of 532 Ha, 40 Ha

of which are classed as ancient woodland. These are found at Clennon Valley, Ocombe Woods, Lupton Park and The Grove. The condition of these woodlands is uncertain.

- 4.3.7 Urban Habitats: Much of Torbay is urbanised providing a variety of habitats. Of particular concern has been the intensive use of pesticides which has reduced the number of species feeding on invertebrates/insects. Other problems include recreational pressures, fragmentation, over management and development.
- 4.3.8 The marine environment provides habitats for a range of species. The Torbay Marine Biodiversity Action Plan identifies 3 habitats and 2 species Action Plans: The habitats are the Littoral Rock and Sediment Zone, Inshore sub littoral rock and sediment zone and Seagrass beds. They support a variety of species including Edible Mussels, Common Spider Crab, Cuttle Fish and other fish species. They are under threat from intense recreational pressure, the extension of coastal defences, physical disturbance by fishing, disease, trampling, dredging and marine pollution.
- 4.3.9 Species of particular concern are dolphins, porpoises and Basking Sharks (threatened by the fishing industry, boat activity and pollution) and seabirds. Torbay is an internationally important area for winter roosting bird species such as the Red Throated Diver. It is also an important breeding site for the Common Guillemot. Many of the species are listed under the UK birds of Conservation Concern Schedule as red (globally threatened) or amber (unfavourable conservation status in Europe). The main threats include physical disturbance, anglers, gill nets, marine pollution and increased turbidity.
- 4.3.10 Due to the nature conservation importance of Torbay there are a number of designations from local to regional, national and international. Torbay has 45 Local Wildlife Sites (LWS) and 28 County wildlife sites (CWS). In 1998 survey work to identify the condition of those sites thought to be of concern revealed that the majority required minor management, largely scrub clearance. During the period 1991 to 1998 2 of the CWS and 2 of the LWS were reduced in size as a result of development pressure. Torbay also has 2 Local Nature Reserves (LNR) at Ocombe Valley and Saltern Cove. The Torbay Community Action Plan aims to introduce 2 new LNRs by 2006.
- 4.3.11 Area of Outstanding Natural Beauty (AONB): Land to the east and west of Brixham is part of the South Devon AONB. This area is under pressure from traffic volumes, especially during the summer months due to tourism. It is also under threat from development pressure as development land is restricted in Torbay owing to its coastal proximity and number of quality landscapes and habitats.
- 4.3.12 Regionally Important Geological Sites (RIGS): there are 6 official RIGS sites, for example Breakwater Quarry in Brixham, with more pending designation.
- 4.3.13 Torbay has 12 Sites of Special Scientific Interest (SSSIs), the condition of which has been monitored by English Nature between 1999 and 2004. Torbay's SSSIs are in a relatively good condition, with a high proportion of 'area in favourable condition' and no areas in 'unfavourable/ declining'

condition'. There is an improvement of unfavourable sites, half of which are in recovery.

- 4.3.14 Candidate Special Area of Conservation/ Special Area of Conservation (cSAC/SAC): Stretches from Berry Head to Sharkham point and is internationally designated for a number of reasons including the largest UK colony of the Greater Horseshoe Bat whose habitat is under threat.
- 4.3.15 Areas and species identified by the Torbay Local Biodiversity Action Group for specific action include lowland calcareous grassland, marine habitats and species, urban environments, farmland, broad – leafed woodland, Cirl Bunting populations, Song Thrush and terrestrial invertebrates.
- 4.3.16 Berry Head is a particularly sensitive area with a number of designations including SSSI, Area of Special Protection, Candidate Special Area of Conservation, a National Nature Reserve, and AONB. In addition Torbay has 28 Sensitive Marine Areas, as designated by English Nature. Its designations include the underwater Local Nature Reserve and SSSI of Saltern Cove.

4.4 Climatic Factors

- 4.4.1 There are a number of challenges associated with the predicted rise of temperatures in the South West due to climate change. Torbay is a coastal location already vulnerable to flooding. A rise in sea level may increase conflict between urban areas, farmland and protected areas and sites. Some species may be squeezed out or migrate northwards due to the warmer, conditions on which other species may thrive. Increased urbanisation and more frequent storms will also exacerbate flooding.
- 4.4.2 Other areas of concern include the availability of freshwater and the implications for the fishing industry in Brixham. The rail link between Torbay and Exeter runs along the coast at Teignmouth and Dawlish and has in the past proved vulnerable to storm damage. This link is likely to come under increasing pressure.
- 4.4.3 Lifestyle changes may include increased demand for access to open spaces, rivers and coasts in the summer months. There is also the potential to extend the tourist season and the possibility that more people will holiday in the UK rather than abroad. For agriculture there may also be the opportunity to expand the growing season.
- 4.4.4 Torbay is reducing carbon emissions in two main ways, firstly by reducing emissions from cars. The take up of green fuels has not been high in Torbay so the emphasis has been on reducing the need to travel by car, encouraging the use of public transport, walking and cycling. School travel plans covered 60% of students by 2005 and this number is rising. Although 30% of the Bay's workforce is covered by a travel plan, the take up of these schemes has not been high due to the relatively small number of larger employers. Bus patronage is rising reaching 6,498,000 passenger journeys in 2004/05. There are also increased bus services, cycle facilities, information and restrictions on parking.
- 4.4.5 The reliability of the train service has improved to 98.5 in 2003/2004 and levels of cycling are increasing with the last census finding that 1.9% of the

working population cycle to work. There are currently new monitoring schemes being established by the transport team to monitor cycle trips. The census also showed that 21.7% walk to work. The condition of pedestrian footways has improved to 76% in good condition by 2003/04. However the car is still the dominant mode with 67.5% of journeys to work.

- 4.4.6 The second option for reducing carbon emissions is through renewable energy generation. Torbay has limited opportunities for wind power due to the high proportion of urban areas and designated landscapes. Other potential renewable sources include wave and tidal energy, or increased uptake of solar panels for domestic and business uses.

4.5 Economic Factors

- 4.5.1 The economy of Torbay is largely dependent upon the tourism industry, sectors of which are in decline. This has led to a seasonal, low wage economy. Torbay has one of the lowest levels of Gross Value Added (GVA) per head both regionally and nationally. Unemployment has traditionally been high but has been reducing to near national levels, largely due to an improvement in the overall national economy. Male unemployment has traditionally been high due to dependence upon the service industry, particularly tourism, and a lack of well paid, high value added jobs. This situation, however, has improved since 2001. Torbay has pockets of severe deprivation. According to the English Indices of Deprivation, in Torbay 16% of the population live in an area within the top 20% in the Rank of Income Deprivation.
- 4.5.2 Between 1998 and 2001 Torbay's GVA per head fell as a percentage of the national average, but above average growth in output in 2003 has helped reduce the gap. This has been partly due to a rise in the manufacturing industry, which has experienced mixed fortunes with the closure of Nortel. More positively surveys indicate a significant increase in employment land under construction, after years of relatively low activity.
- 4.5.3 There is a lack of purpose built office accommodation and the area suffers from a poor skills base and communications. Between 2002 and 2003 there was a growth in the business sector, particularly in business services. Other growth sectors included administration, education and health.
- 4.5.4 Fishing is Brixham's main industry although its input was only 0.6% of Torbay's economic output. Although the number of vessels fluctuates the overall pattern is of decline.
- 4.5.5 Torbay is the premier tourist resort in the UK and the largest in terms of bed nights, about 8.5 million each year. Torbay has traditionally catered for the British 'bucket and spade' holiday but since the 1970s this form of holiday has been in decline. The move has been towards short break, weekend and second holidays, as well as educational, business and special interest tourism.
- 4.5.6 1 in 3 jobs in the area are tourism based. Visitor spending appears to be increasing from £300 million in 1999 to £410 million in 2003. Surveys indicate that the typical visitor is in the middle to older age group, in adult only groups,

staying in serviced accommodation for approximately 7.5 nights and travels to Torbay by, car, caravan and motorcycle. However 16% are on coach tours.

4.6 Landscape and Heritage

Landscape

- 4.6.1 Torbay is known as the English Riviera due to its attractive environment. To the north are Hopes Nose and to the south Berry Head which comprise of limestone headlands. In between the bay has been created by the erosion of softer sandstones. Torbay is classified on a county level as within the 'Tourist Riviera' Character Area.
- 4.6.2 Torbay's landscape is protected by many designations including two county designations of Area of Great Landscape Value and Coastal Preservation Area. Additional green wedges are created by countryside zones which prevent the merging of the urban areas and keep the three towns of Brixham, Paignton and Torquay separate. The Countryside Agency has designated the land surrounding Brixham as part of the South Devon AONB and partially Countryside Protection Area.
- 4.6.3 There are currently pressures on or near the AONB boundary from development. There is also pressure for barn conversions to residential use from the farming community who are having to diversify. Additionally there is a need to address light pollution, increasing traffic and noise pollution. The natural environment is therefore changing and there is a gradual decline of wildlife species due to changes in the farmed landscapes.
- 4.6.4 Torbay has 46 Urban Landscape Protection Areas and there is a recognised need to protect urban green spaces including public parks and amenity areas.
- 4.6.5 There are two areas of ancient woodland identified by English Nature in Rams Hill Copse and Clennon Hill in Paignton. Torbay's stock of trees is in decline due to a lack of new saplings being planted. This situation has been recognised in the Local Community Action Plan and 20 new tree wardens are proposed. There is however a lack of data on this trend or the condition of the existing trees.

Heritage

- 4.6.6 There are a total of 23 conservation areas in Torquay which have been designated due to their special architectural or historic character. It is recognised that buildings in some of these areas have been subject to inappropriate development for example extensions.
- 4.6.7 Torbay has 860 listed buildings of historic or architectural interest. 44 of the listed buildings are at risk of which one is category 1 and eight are category 1A (highest risk). The Council is currently identifying the needs of these sites. Village design statements are also being prepared for Torbay
- 4.6.8 The number of historic parks and gardens has increased from three in 1983 to seven in 2002. There is no information at present concerning the condition of these sites but English Nature will collect such data in the near future.

4.7 Population and Human Health

- 4.7.1 The population of Torbay is increasing in line with the South West generally. However it is estimated that Torbay's population would have increased by 23.1% by 2028, which is comparably high. This has serious implications for the future provision of services and the generation of development and traffic pressures. In addition Torbay experiences significant increases in population during the summer from an extra 80,000 visitors. The urban areas, constrained by natural topography have a high population density, averaging at 20 persons per hectare by in excess of 90 persons per hectare in some areas.
- 4.7.2 Torbay's population is skewed towards a high proportion of elderly residents with 23% of the population aged over 65, compared to 16% nationally. Torbay also has a smaller than average proportion in the working age group 20 to 45. The working population is expected to decrease from 48.5 to 45.1% of the total by 2021.
- 4.7.3 The high proportion of elderly residents places pressure on local health care systems. Nursing and residential home places and the provision of domiciliary care are difficult to obtain. The 2001 census noted that 14,000 people in Torbay provide unpaid care for family or friends, this is very high in comparison to other areas and looks set to continue. There have also been difficulties with the provision of dental care both nationally and locally in recent years and the future of dentist provision is still uncertain.
- 4.7.4 Mortality from killer diseases (over 75 years of age) has declined substantially, in line with English trends and, although there was a slight increase between 2001 and 2003, remains below the local PCT threshold. Deaths from cancer have also fallen between 1995 and 2001, after which figures have risen to just above PCT thresholds. The majority of cancer deaths are from lung cancer. Torbay has a smoking prevalence of 28% in line with national figures, and the trend is down slightly.
- 4.7.5 Obesity is a growing problem both locally and nationally (20% of the Torbay population are obese). There is a lack of current data concerning activity levels but in 1998 60% of men and 75% of women were not active at the desired level. The PCT has identified several barriers to increasing activity levels including cost of and distance to facilities, safety concerns, street lighting, quality of parks and open spaces, and the presence or absence of cycle paths and footpaths. Teenage conception rates, although erratic, remain largely above Torbay and England targets.
- 4.7.6 There has been little detailed work into noise levels in Torbay, but it is generally recognised that the main sources of ambient noise are from Traffic, particularly at rush hour times, and noise generated by Torbay's expanding evening economy. As both these factors are increasing noise may become a growing problem for the future. It has been highlighted that future transport plans should recognise the need to disperse people from town centres swiftly and safely.
- 4.7.7 Data relating to casualties caused by road accidents is erratic in nature, but indicates a definite downward trend in the number of serious and fatal casualties, which remain below the Department of Transport targets. The

number of pedestrians killed or injured is low and remains low. The number of children killed or injured has been decreasing since 1999. Both of these indicators are also below set targets.

4.7.8 The English Indices of Deprivation Rank for Health and Disability in Torbay (2004) highlights a number of areas where health deprivation is within the top 20% of the ranking of most deprived areas in the UK. Accessibility to health care is an issue in terms of physical access, which is especially problematic for the elderly and socially isolated. This is exacerbated by the topography and lack of local general practices (GPs) serving new developments. The result has been that access to GPs being largely dependent on private cars and taxis. There is also a recognised need to increase the capacity of the patient transport service and to improve accessibility to the hospital out of hours and weekends through the public transport system.

4.8 Social Inclusiveness

- 4.8.1 There is a lack of affordable housing in Torbay linked to high levels of deprivation. A survey from 2003 indicated a need to provide 1816 units of affordable housing per year over the next five years. This however is four times the completion rate for all dwellings for this period. The Local Plan target is to provide an additional 130 units of affordable housing per year and approximately 88 units per year are gained through the planning system. In Torbay the average house price is worth approximately six times the average salary. The 2003 survey indicated that 3.1% of households in Torbay are in housing need compared to the south West at 1.5%. Homelessness is an issue for Torbay with the number of households classified as homeless rising from 185 in 1999/00 to 339 in 2002/03.
- 4.8.2 Education achievement is generally at or above national levels and schools are improving in line with national progress. No school is considered to have a serious weakness requiring special measures according to Ofsted. However there remain small pockets of education deprivation. Torbay also has a continuing relatively high number of pupils not taught in mainstream school. Additionally Torbay is experiencing falling rolls in primary schools, numbers have continued falling since 2000, in line with national trends.
- 4.8.3 Torbay has been monitoring school travel plans since 2004. The results for 2005 are as yet unavailable and a trend is difficult to determine. Figures for 2004 show that 43% of school children arrived by car and 43% walked to school, although the figures vary between schools.
- 4.8.4 Access to community facilities can be a problem in Torbay. More than a third of Torbay residents live in an area ranked within the top 20% in the English Indices of Deprivation rankings for Living Environment Deprivation. Public transport provision has often not adapted quickly enough to new developments, although Torbay Council is trying to rectify this through co-operation with local bus companies.
- 4.8.5 Community facilities are generally well dispersed, although there are issues with the quality of the infrastructure. Surveys indicate that 30% of sporting facilities are in poor or very poor condition. A council survey in 1994 found a shortfall of playing pitch provision and serious dissatisfaction with the quality of facilities.

- 4.8.6 Patterns of employment combined with a significant commuter population create a number of issues in terms of accessibility to employment. There is a need to provide direct bus links from the most deprived areas of Torbay to employment areas in Paignton. Additionally 24 hour, 7 day per week services are required for shift workers.
- 4.8.7 There is no data collected on the number of public transport journeys undertaken by disabled users. However it is thought that general accessibility improvements to the transport system will facilitate disabled users. The Council is currently installing software to identify the need for accessibility improvements. The council also aims to introduce smart cards, CCTV, GPRS, audio positioning and information announcements on all buses. Large screen information will also be available on all trunk routes.
- 4.8.8 Although relatively low compared to national figures, crime rates have increased in Torbay over the last three years. Some of the increase, however, is due to new crime recording system. Data collected over the next few years will indicate how much of the trend is due to increasing crime or increased reporting of crime. Over 12,000 Torbay residents live in an area ranked in the top 20% in the English indices of Deprivation ranking of Crime and Disorder Deprivation. Although the levels of crime are relatively low, fear of crime is still a significant issue. A 2004 survey found that 75% of respondents considered crime to be a very or fairly large problem.

4.9 Soil

- 4.9.1 Much of the land area in Torbay is urban; the remainder is within the high to moderate categories of 'best and most versatile land'. Agricultural land is precious in Torbay; the best quality land is located at Cockington, Collaton St. Mary and Barton. There has been a significant increase in the proportion of development completions on brownfield land as opposed to greenfield land, but there is always development pressure on greenfield sites in Torbay. This due to its location next to the sea, the traditional high density of development within the existing urban areas and the high number of protected sites.

4.10 Waste

- 4.10.1 The amount of municipal waste produced in Torbay is increasing in the long term, (despite a reduction between 2002/03 and 2003/04) due to changes in lifestyle and an increasing population. The percentage of household waste recycled in increasing, is up from 20.5 % in 2001/02 to 26.7% in 2003/04. However the target for 2005/06 will be a challenge and major changes will be needed to meet more demanding government targets for the future.
- 4.10.2 Torbay complies with the proximity principle and the waste hierarchy but much recycled material is transported long distances for commercial reasons and this could be an area for future investigation.

4.11 Water

- 4.11.1 Flooding continues to be a problem for Torbay, especially along the sea front, which causes disruption to transport services and daily life. Galmpton Watercourse has been highly susceptible to flooding in the past but recent

remedial works by the Environment Agency have proved successful. The frequency of flooding is variable but predictions of rising sea levels, increased storminess and wetter winters may increase the frequency. There is also a history of flash flooding from urban surfaces, which has been growing due to increased areas of hard surfaces.

- 4.11.2 The quality of Torbay's marine waters has been consistently good and should improve with the recent completion of the new sewage processing plant at Churston.
- 4.11.3 The quality of Torbay's beaches is also generally good, with 7 of excellent quality and 7 of good quality (EA guidelines). 3 of these are blue flag beaches. However the number of beaches passing the Imperative bathing water standard is down slightly.

5 Proposed Objectives and Indicators for the Strategic Environmental Assessment of the Local Transport Plan

5.1 Introduction

- 5.1.1 While not specifically required by the Directive, SEA objectives are a recognised way of considering the environmental effects of a plan and of comparing the effects of alternatives⁸. They are Distinct in this case from the objectives of the Local Transport Plan, although they may have similarities.
- 5.1.2 In Chapter 5 the SEA objectives are presented in table form with their associated indicators and are proposed in this scoping report for consultation and discussion. Existing targets for these indicators are also included where identified.
- 5.1.3 It is also the purpose of a SEA to identify any gaps in information. In several cases the indicators reveal useful information that is at present not collected for Torbay but which could provide indicators for future SEA work.
- 5.1.4 The higher objectives have been obtained from ODPM guidance⁹ and also from the Local Community Plan where local issues were not covered by broader national objectives. The sub objectives were identified from the Baseline Survey (Appendix 1) and the PPP Review (Appendix 2).
- 5.1.5 Originally 76 sub – objectives were identified. These were then refined during stage B of the scoping process to ensure that they were relevant to the Torbay LTP (all 76 sub – objectives are present in Appendices 4 and 5). There are 28 SEA sub – objectives proposed for the appraisal framework, and to be carried through the remaining stages of the SEA process.
- 5.1.6 Higher Objectives have also been produced by the Regional Assembly for their Regional Spatial Strategy. These were developed, however, after work had begun on this Assessment and are more relevant to Sustainability Assessments for Local Development Framework Documents. The Regional Assembly Objectives are therefore not included in this Assessment.
- 5.1.7 The information has been sub divided under topic headings as described in the ODPM guidance¹⁰ and as used in the Baseline Survey and for comparison with the Local Transport Plan Objectives. Waste Objectives have not been included however as they were not considered relevant enough to the Local Transport Plan. The Topics covered therefore are :
- Air
 - Biodiversity
 - Climate

⁸ A Draft Practical Guide to the Strategic Environmental Assessment Directive ODPM (2004)

⁹ Sustainability Appraisal of Regional Spatial Strategies and Local Development frameworks (consultation paper) (2004)

¹⁰ A Draft Practical Guide to the Strategic Environmental Assessment Directive ODPM (2004)

Proposed SEA Objectives and Indicators

- Economic Factors
- Landuse and Heritage
- Population and human Health
- Social Inclusiveness
- Soil
- Water

5.1.8 The indicators are mostly developed from local BVPI indicators and the Draft Provisional Local Plan as well as national guidances such as Planning Policy Guidances. Some indicators such as 'Calcareous grassland area lost to scrub invasion' may seem unrelated to the Transport Plan but these have been included to help discover any cumulative, secondary or synergistic effects as described in Chapter 8.

Proposed SEA Objectives and Indicators

Table 3. Objectives / Indicators Identified:

Source of information			
Local Transport Plan Annual Progress Report (2004) [1] Updating and Screening Assessment (2003) [2] PPP Review [3] Draft Provisional Local Transport Plan 2006-2011 (2005) [4] Technical guidance on Local Transport Plan 2, Mandatory Indicators (December 2004) [5] Torbay Council Local Air Quality Management Detailed Assessment and Progress Report 2003 - 2004[6]			
Headline Objective	LTP Sub Objectives Does the Policy?	Detailed Indicator	Existing National, Regional and Local Targets
Sea Topic Air			
Control air pollution to a level which does not cause damage to natural systems and human health	Reduce congestion levels [3]	Vehicle Delay on Roads [5]	Not required in Torbay as population less than 100,000 in each urban centre
		Changes in peak period traffic flows to urban centres [5]	Not required in Torbay as population less than 100,000 in each urban centre
	Address road congestion where is it causing localised elevated levels of nitrogen dioxide or other pollutants [1]	Number of AQMAs [4]	No AQMAs by 2010
	Reduce the negative effects of the transportation network on air quality [3]	Number of Air Quality Objectives achieved (Air Quality Regulations 2000) [1], [2]	7 out of 7 objectives met
		Nitrogen Dioxide levels [6]	40ug/m3 (annual mean) by 2005 200ug/m3 not to be exceeded more than 18 times per year (1 hour mean) by 2005

Proposed SEA Objectives and Indicators

Table 3. Objectives / Indicators Identified:

Source of information			
Torbay Community Action plan 2004 – 2007 [1]			
Pending Torbay BAP/ RSPB [2]			
Devon Biodiversity Record Centre/ Devon Wildlife Trust Survey 1991 and 1998 [3]			
English Nature [4]			
Existing/ new aerial photography [5]			
DBRC/ Devon Wildlife Trust [6]			
South Devon AONB Action Plan 2004-2009 part 1[7]			
South Devon AONB Action Plan 2004 -2009 part 2 [8]			
Regional Planning Guidance 10, GOSW September 2001[9]			
Headline Objective	Sub Objectives Does the Policy?	Detailed Indicator	Existing National , Regional and Local Targets
Sea Topic			
Biodiversity, flora and fauna			
Restore and maintain level of characteristic habitats and species	Maintain and enhance Local / County Wildlife Sites. Prevent further loss [3]	Area/ condition of Local and County Wildlife Sites lost to transport infrastructure improvements	None identified. New Torbay BAP may contain targets
	Maintain and enhance management of protected sites and species [3]	SSSI area not in favourable condition (42%) [4] [7]	National Target 95% of SSSIs to be in favourable condition by 2010 [8]
		Calcareous grassland area lost to scrub invasion [5]	Maintain present areas [9]
		Populations figures for indicator species e.g. Cirl Bunting and Greater Horseshoe Bat [2]	Increase Cirl Bunting population by 10% by March 2007[1] New Torbay BAP may contain more targets
		Length of hedgerow/ Number of applications for removal of hedgerow due to transport projects	None identified. New proposed Landscape Survey may produce targets

Proposed SEA Objectives and Indicators

Table 3. Objectives / Indicators Identified:

Source of information			
LTP – Core Indicators (Annual Bus operator returns) [1] Strategic Transportation Team [2] Torbay Draft Provisional Local Transport Plan 2006 – 2011 (2005) [3] PPP Review [4] Regional Planning Guidance 10, GOSW September 2001[5] BVPI Transforming Torbay Making change happen June 2003 [6]			
Headline Objective	Sub Objective Does the Policy?	Detailed Indicator	Existing National, Regional and Local Targets
Sea Topic Climatic Factors			
Reduce vulnerability to the effects of climate change e.g. flooding, disruption to travel by extreme weather	Minimise the vulnerability of the transport infrastructure to climate change [4]	How many times stations flooded per annum	None identified
		Number of times train line down due to flooding	None identified
		Number of days buses diverted due to flooding per annum	No target identified but 16 days during 2004
		Frequency of flooding at Paignton bus Station	No target identified. Frequency currently once every 31 years
Reduce the need to travel by car	Reduce the contribution of transportation to greenhouse gas emissions [4]	CO2 emissions from transport in Torbay	Not measured. International target for all CO2 emissions, 20% reduction (from 1990) in CO2 levels by 2010 [5]
		Total Vehicle km per annum [2]	To be reduced to a 1% increase per annum [2]
	Improve integration of different modes of transport [4]	Quality of public transport interchanges [2]	Improve from index of 37 to 55 by 2011[2]
		Scheduled bus services on time [3]	95% by 2010/11[3]

Proposed SEA Objectives and Indicators

	Encourage modal shift and move towards using demand management [4]	% of users satisfied with local bus services [6]	40% by 2003/04 [6] 75% by 2011 [2]
		% of users satisfied with local public transport information [6]	44% by 2003/04 [6]

Table 3. Objectives / Indicators Identified:

Source of information			
Torbay Council Local Plan 1995-2011 [1]			
Torbay visitor survey 2003 (South West Tourism Research Department) [2]			
Torbay Tourism Strategy 1995 – 2005 [3]			
Draft Tourism Strategy 2005 – 2015 [4]			
PPP Review [5]			
Guidance on accessibility Planning in Local Transport Plans, Department for Transport (December 2004) [6]			
Headline Objective	Sub Objective Does the Policy?	Detailed Indicator	Existing National, Regional and Local Targets
Sea Topic			
Economic Factors			
Reduce disparities in economic performance	Ensure the transportation system supports the economy of Torbay [5]	% of a) people of working age b) people in receipt of jobseekers allowance within 20 and 40 minutes of work by public transport [6]	None identified
To encourage sustained economic growth	Reduce over reliance on tourism industry [1]	Percentage of working population employed in tourism (currently 32%) [4]	None identified
	Reduce decline of tourist industry [1], [3]	Number of Visitors to Torbay. Currently 1.45 million staying visitors and 3.8 million day visitors per annum [4] [2]	Improve contribution of tourist industry to Torbay economy by 10% by 2005 [3]

Table 3. Objectives / Indicators Identified:

Source of information			
South Devon area of outstanding natural beauty Management plan 2004-2009 part 1 [1] Torbay Community Action Plan 2004 – 2007 [2] BAR Register [3] PPP Review [4]			
Headline Objective	Sub Objectives Does the Policy?	Detailed Indicator	Existing National, Regional and Local Targets
Sea Topic Landscape and Heritage			
To maintain and enhance the quality of landscapes and townscapes	Relieve development pressures on boundaries of AONB that runs between Torbay and Plymouth [1]	Condition and Size of AONB (1.95% lies in Torbay administrative area) [1]	None identified but Policy L1 from local plan is to only allow development that will not damage the beauty of the area. [1]
		Area of AONB lost to Transport Infrastructure improvements	None identified
To conserve and enhance the historic environment	Preserve historic and/or listed Buildings at risk [3]	Number of historic buildings classified as at risk [2]	Reduce the number of historic buildings at risk by 10% [2]
To reduce the effect of traffic on the environment	Reduce the noise impact of the transport system [4]	Number of complaints related to transport noise	None identified
	Reduce intense traffic pressure, particularly in summer months in AONB [1]	Traffic volumes in AONB (trend to be confirmed) [1]	None identified but Policy P/TH1 is to extend the provision of public transport and alternatives to the car [1]

Table 3. Objectives / Indicators Identified:

Source of information			
Strategic Service Development Plan – Torbay PCT and Teignbridge PCT (2004) [1]			
PCT Response to inquiry 30 March 2005[2]			
Torbay Council (2004) ‘Annual Progress Report – Local Transport Plan 2001-2006’ [3]			
PPP Review [4]			
Torbay Provisional Local Transport Plan 2006 – 2011 (July 1995) [5]			
Guidance on Accessibility Planning in Local Transport Plans, Department for Transport (December 2004) [6]			
Strategic Transportation Team [7]			
Headline Objective	Sub Objective Does the Policy?	Detailed Indicator	Existing National, Regional and Local Targets
Sea Topic			
Population and human Health			
To inspire and enable the development of sustainable communities in Torbay	Improve transport accessibility for disadvantaged groups [4]	Population within 400m of a regular bus service [7]	DfT requirement for Torbay is 90% [7]
		% of households without access to a car within 15 and 30 minutes of a major centre by public transport [6]	None identified
		Accessibility [5]	The formulation of this indicator will be confirmed following completion of the accessibility analysis [5]
		Number of blue badge parking spaces [5]	30% increase by 2011[5]
To improve the health of the population overall	Improve physical access to health care for elderly and socially isolated [1]	% of households without access to a car within 30 and 60 minutes of a hospital by public transport [6]	None identified
		% of households without access to a car within 15 and 30 minutes of a GP by public transport [6]	None identified
		Number of community transport users [5]	4000 by 2010/11 [5]

Proposed SEA Objectives and Indicators

	Reduce obesity (trend data required) [2]	Number of patients considered obese [2]	Regional Project underway [2]
To protect and enhance human Health	Reduce the adverse effects of transport on safety [4]	Number of deaths and serious injuries through road traffic accidents [3]	Target set by National Government for 2005 and adapted to Torbay 25 [3]
		Number of children killed or slightly injured [3]	Target set by National Government for 2005 and adapted to Torbay 3 [3]

Table 3. Objectives / Indicators Identified:

Source of information			
Torbay Learning and Culture Services, 2005 [1]			
BVPI Transforming Torbay Making change happen June 2003 [2]			
Torbay Council Hands Up Survey 2005 [3]			
Draft Provisional Local Transport Plan 2006 – 2011 (2005) [4]			
Strategic Transportation Team 2005 Internal Enquiry[5]			
Safer Communities partnership Torbay 2005 [6]			
LTP – Core Indicators (Annual Bus operator returns) [7]			
PPP Review [8]			
Headline Objective	Sub Objective Does the Policy?	Detailed Indicator	Existing National, Regional and Local Targets
Sea Topic			
Social Inclusiveness			
To improve accessibility to essential services and facilities	Promote direct bus service from most deprived areas to employment areas in Paignton [4]	Number of public transport routes connecting employment areas with communities [4]	Torbay Council is addressing this through co-operation with local bus companies [5]
	Ensure accessibility to learning and education by alternatives to the car [8]	Travel to school patterns [3]	Currently 43% of children travel to school by private car [3] 35% by 2011 [5].
		Number of schools covered by travel plans [5]	School Travel plans to cover all schools and grant aid to help encourage other modes of transport [3]
	Facilitate sustainable access to all locations and facilities [4]	Number of bus passengers [7]	2010-2011 – 7,884,000 passengers per year [5]
		Number cycle trips at key locations [5]	Double number of cycles counted at key locations by 2010/11[4]
		Proportion of trips to work by car [4]	Reduce from 63% in 2004/5 to 60% by 2011 [4]
		Condition of footways – categories 1,1a,2 [2]	10% fail of national standard by 2011 [5]

Proposed SEA Objectives and Indicators

Reduce and prevent crime, reduce fear of crime	Reduce crime and fear of crime [6]	% of population who feel unsafe out on their own after dark in Torbay (currently 54.2%) [1]	None identified. Torbay Council aims to introduce CCTV on all bus routes by 2007 [5]
		Number of transport related crime incidents	None identified

Table 3. Objectives / Indicators Identified:

Source of information Torbay Housing Land Monitor (2004) [1] Torbay Local Plan (1995-2011) [2] Defra, Rural Development Services, Reading [3] Planning Policy Guidance 3 [4]			
Headline Objective	Sub Objectives Does the Policy?	Detailed Indicator	Existing National, Regional and Local Targets
Sea Topic			
Soil			
Maintain and Improve environmental quality and assets	Facilitate development on brownfield land in preference to greenfield. [1]	Increase proportion of brownfield sites development [1]	National Target 60% of new housing development to be brownfield development [4]
Preserve soil resources and quality	Preserve quality agricultural land [2]	Loss of grades 1.2 and 3a grade agricultural land due to transport projects [2] [3]	None identified but development on grades 1, 2 and 3a land will only be permitted where there is an overriding need for development which cannot be accommodated on lower grade land without statutory designation (Policy L7 Torbay Local Plan). [2]

Table 3. Objectives / Indicators Identified:

Source of information Review of Flooding Within Torbay' (January 2005).[1] High Level Target 12 data from [1] above [2] PPP Review [3]			
Headline Objective	Sub Objectives Does the Policy?	Detailed Indicator	Existing National, Regional and Local Targets
Sea Topic Water			
Minimise the impact of flooding on homes, businesses, infrastructure and biodiversity.	Reduce impact of transport infrastructure on flooding [3]	Highway flooding alleviation schemes outstanding (flooding on highway) [1]	11 outstanding in total 2004/05 with 2 planned for completion in 2004/05 [1]
		Number of planning applications for transport infrastructure permitted against Agency advice (i.e. where flood risk is considered significant) [2]	No data identified
Limit water Pollution to levels that do not damage natural systems	Minimise the impact of transport on the quality and quantity of water resources	Pollution incidents associated with highways runoff and spillages	No data identified

SCOPING REPORT

STAGE B

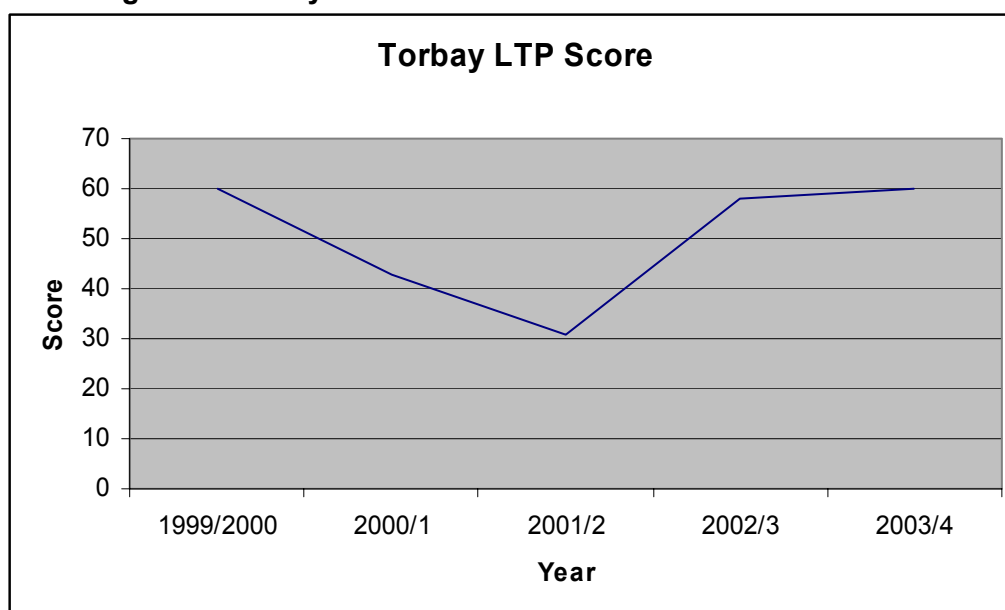
6 The Evolution of the Torbay Local Transport Plan

6.1 Evolution of Torbay LTP and Sustainability

6.1.1 Torbay's transport strategy has evolved since the Local Government Review in 1998. Initially the LTP was guided by national Government policy, particularly relating to the promotion of sustainable transport and environmental protection. This culminated in the publication of the Torbay Provisional LTP in 1999. Since this time the level of match up between Torbay's transport strategy and the need to promote sustainable transport has varied considerably.

6.1.2 A reasonable proxy to show this, is the way in which Torbay's transport performance has been scored by Government, against its policy objectives. This is shown in the graph below. For this graph a low score shows a lesser degree of match up between the LTP and Government policy. Before 2000/1 no formal scoring was undertaken, however, from an analysis of the Government response to the 1999 Provisional LTP an indication of the likely score has been identified. (This suggests that a score of 60 out of 100 would have been received, if a score had been given in 1999).

Figure 3. Torbay LTP Score



6.1.3 Although the Provisional LTP was well received, changed priorities during the change of administration in 2000, led to the LTP being re-written. This led to the lower score in 2000/1 as the new Torbay LTP, was less well matched to Government priorities. This was reflected during the early years of the LTP, when there was a greater emphasis on car based transport, as opposed to sustainable transport.

6.1.4 A further change of administration in 2003, led to a change of LTP policy, to a strategy which better met Government policy objectives. This new policy was much closer to that reflected in the Provisional LTP. Since this time the closer match between Torbay's transport strategy and sustainable transport priorities has been maintained.

7 An Initial comparison Between SEA and LTP Objectives

7.1 Introduction

7.1.1 Stage B of the Scoping Report is concerned with comparing LTP objectives against SEA objectives to determine the potential effects of the Local Transport Plan on the SEA objectives. Initially therefore both sets of objectives are listed.

7.1.2 The objectives are then compared in Table 4 below in terms ranging from strongly positive (++), positive (+), mixed effects (+/-), negative (-) and strongly negative (--). Some effects were also unknown (U), No effect (N/E) and Data required (D). Table 4 is a condensed version of Appendix 3.

7.1.3 The results of the comparison are then analysed and the analysis is summarised in Table 5. The results are presented this way so that the overall effect of the LTP on the SEA objectives can be viewed at a glance.

7.1.4 Stage B also includes an appraisal of strategic alternatives where the Local Transport Plan is compared to a 'Do nothing' option. Stage B finishes with a brief discussion of cumulative, secondary and synergistic effects.

7.2 LTP Policy Objectives

7.2.1 The following LTP objectives were taken from the Draft Provisional Torbay Local Transport Plan 2006 – 2011 and used for comparison against the SEA objectives. In the Comparison Tables the LTP objectives are given codes which are below next to the associated policy.

Accessibility

- **A1.** Ensure good access to all key services from all parts of Torbay;
- **A2.** Fully consider access when identifying new sites for key services;
- **A3.** Maximise the level of access by all modes through the imposition of stringent section 106 and 278 agreements;
- **A4.** Ensure that transport is not an impediment for disabled people;
- **A5.** Ensure good access to Torbay from outside and provide easily accessible information on travel options to and within Torbay

Air Quality

- **AQ1.** Improve air quality in Torbay through the expeditious resolution of declared Air Quality Management Areas and to reduce the declaration of future AQMA's.

Congestion

- **C1.** Encourage the use of non-car modes of transport through travel plans, restraints measures and improvements to these modes;
- **C2.** Relieve congestion at existing hot spots, improving conditions for all road users;
- **C3.** Minimise conflicts between modes of transport, having due regard to the hierarchy of modes, where appropriate.

Road Safety

- **RS1.**Ensure that Torbay Council continues to meet all of its casualty reduction targets;
- **RS2.**Ensure a high standard of management of Torbay's transport assets, by implementing a Transport Asset Management Strategy, the Network Management Duty, and a Highway Maintenance Strategy.

Other Quality of Life Issues

- **QL1** Assist in the achievement of the aims of the Torbay Community Plan and the delivery of its key initiatives;
- **QL2.**Support economic and social development initiatives in Torbay through the provision of good access by all modes;
- **QL3.**Minimise the environmental impact of transport in Torbay and support environmental improvements wherever possible;

7.2.2 A further objective to 'Support the Torbay Safer Communities Plan through scheme design, development of security schemes and road safety improvements', is also included in the Provisional Torbay Local Transport Plan. However the Safer Communities Plan no longer exists as such and is now incorporated into the Torbay Community Plan which is listed as objective QL1 above. QL1 will be subject to the SEA process.

7.2.3 It is therefore not necessary to carry out the SEA process on the additional LTP objective, although it remains in the Provisional Torbay Local Transport Plan. This is due to uncertainties over the Torbay Safer Communities Plan's continuing status at the time of printing the Provisional Torbay Local Transport Plan.

7.3 SEA Sub – Objectives

7.3.1 These SEA Sub – Objectives are listed in the SEA Objectives and Indicators Tables in Stage A and are presented here to help the reader understand the tables in Stage B. Each sub – Objective has a corresponding number which is used in the tables to represent the Sub – Objective.

- 7.3.2
1. Reduce Congestion Levels
 2. Address road congestion where it is localised elevated levels of nitrogen dioxide or other pollutants
 3. Reduce the negative effects of the transportation network on air quality
 4. Maintain and enhance Local/County Wildlife sites. Prevent Further Loss
 5. Maintain and enhance management of protected sites and species
 6. Minimise the vulnerability of the transport infrastructure to climate change
 7. Reduce the contribution of transportation to greenhouse gas emissions
 8. Improve integration of different transport modes
 9. Encourage Modal shift and move towards demand management
 10. Ensure the transportation system supports the economy of Torbay
 11. Reduce over reliance on the tourism industry
 12. Reduce decline of tourist industry
 13. Relieve development pressures on boundaries of AONB that runs between Torbay and Plymouth
 14. Preserve historic and/or Listed Buildings at risk
 15. Reduce the noise impact of the transport system

Initial Comparison between SEA and LTP Objectives

16. Reduce intense traffic pressure, particularly in summer months, in AONB
17. Improve transport accessibility for disadvantaged groups
18. Improve physical access to healthcare for elderly and socially isolated
19. Reduce obesity
20. Reduce the adverse effects of transport on safety
21. Promote direct bus service from most deprived areas to employment areas in Paignton
22. Ensure accessibility to learning and education by alternatives to the car
23. Facilitate sustainable access to all locations and facilities
24. Reduce crime and fear of crime
25. Facilitate development of brownfield land in preference to greenfield
26. Preserve quality agricultural land
27. Reduce impact of transport infrastructure on flooding
28. Minimise the impact of transport on the quality and quantity of the areas water resources

Initial Comparison between SEA and LTP Objectives

Table 4. Comparison of SEA Sub – objectives 1 to 28 (First Column) and LTP Objectives A1 to QL3														
SEA VS LTP	A1	A2	A3	A4	A5	AQ1	C1	C2	C3	RS1	RS2	QL1	QL2	QL3
1	+	+	++	+	+ / -	+	++	++	+	-	+	++	++	++
2	+	+	+	N/E ¹¹	U	++	+	++	+	-	+	++	+	++
3	+	+	+	N/E	-	++	+	++	+	-	+	++	+	++
4	N/E	+	+	N/E	-	+	N/E	--	N/E	N/E	N/E	N/E	-	+
5	-	N/E	N/E	N/E	-	+	N/E	-	N/E	N/E	N/E	N/E	-	++
6	N/E	+	+	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		++
7	++	++	+	+ / -	-	+	++	+ / -	+	-	+	++	+	++
8	++	+	+	+	++	N/E	+	++	++	+	+	++	++	+
9	+	++	++	+	+	++	++	++	++	+	+	++	++	+
10	++	+	+	+	++	+	+	+	+	N/E	+	+	++	+
11	++	N/E	N/E	U	+ / -	N/E	N/E	U	+	N/E	+	+	+	+ / -
12	+ / -	N/E	+	+	+	+ / -	N/E	+	+ / -	N/E	+	+	+	+ / -
13	-	+	N/E	N/E	U	-	N/E	--	-	N/E	N/E	-	--	+
14	N/E	N/E	N/E	+ / -	+ / -	N/E	-	N/E	N/E	N/E	N/E	D	N/E	N/E
15	- D	U	+	N/E	D	U	+	U	D	N/E	+	N/E	U	+
16	+ / -	+	N/E	N/E	--	N/E	N/E	+ / -	+ / -	N/E	N/E	- / +	--	+
17	++	++	+	++	+	-	+	+	++	+	+	+	++	N/E
18	++	++	+	++	+	-	+	+	++	+	+	+	++	N/E
19	+	N/E	+	N/E	N/E	+	++	N/E	+	N/E	N/E	+	+	+
20	+	+	+	+	-	+	+	- / +	++	++	++	+	+	+
21	++	N/E	++	+	N/E	N/E	N/E	N/E	N/E	N/E	N/E	+	++	N/E
22	++	++	+	+	+	+	++	+	+	+	N/E	+	++	N/E
23	++	+	++	+	+	+	+	N/E	++	+	+	+	+	+
24	+	U	+	+	N/E	N/E	+	N/E	+	+	+	+	+	+
25	+ / -	++	+	N/E	N/E	-	N/E	N/E	+ / -	N/E	N/E	-	+ / -	+
26	N/E	+	N/E	N/E	N/E	-	N/E	-	-	N/E	N/E	-	-	+
27	N/E	+	+	N/E	N/E	+	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E
28	+	U	N/E	N/E	-	+	+	-	+	N/E	+	N/E	-	+

¹¹ U= unknown. N/E = No Effect, D= data required, ++ strongly positive, + positive, + / - positive and negative effects, - negative, -- strongly negative

7.4 Selecting SEA Objectives

- 7.4.1 The initial comparison between SEA and LTP objectives contained 76 SEA sub - objectives and 14 LTP policy objectives (see Appendix 4). This was reduced to 28 SEA sub - objectives after the comparison had been completed, and which are listed in paragraph 7.3.2 above (See also Appendix 3). The main objectives discarded were ones on which the LTP had no effect and that were considered to be unrelated to the LTP. Many of these were from the Biodiversity, Flora and Fauna, Landscape and Heritage, and Waste SEA Topics.
- 7.4.2 Some objectives, although they appeared to be unrelated at first, were identified as having potential secondary, cumulative and synergistic effects and are discussed in Chapter 8. They include sub - objectives from the Biodiversity, Flora and Fauna, Landscape and Heritage and Population and Human Health SEA Topics.
- 7.4.3 Many SEA sub – objectives were rejected as they had very specific policies that could be included in a more general sub – objective which had an identical set of responses during the comparison. For example ‘Continue increase in bus patronage’ and ‘Increase promotion of cycling and availability of infrastructure for cyclists’ sub - objectives were rejected in favour of ‘Encourage modal Shift and move towards demand management.’
- 7.4.4 Other SEA sub – objectives have been removed as there is very little information with which to conduct an appraisal. These objectives include ‘Reduce light pollution’ and ‘Prevent Torbay’s stock of trees declining’. This does not mean that these issues are not important and this Scoping Report recommends further data collection for light pollution and tree stocks. At the same time objectives relating to noise and obesity, despite the lack of available data, were retained given their importance to the LTP.
- 7.4.5 Tables presenting information from the comparison with all 76 SEA sub – objectives against the LTP objectives with comments to explain the results can be located in Appendix 5.

7.5 Summary of the Comparison

- 7.5.1 LTP policy objectives have the most positive effect on SEA sub - objectives which aim to encourage modal shift, reduce social exclusion and improve accessibility. There are also positive effects identified for relieving congestion, improving air quality, supporting the economy of Torbay and improving road safety (see table 5 below).
- 7.5.2 Areas of concern include the effects of the LTP upon the AONB, protected sites and species and quality agricultural land (with the potential location of a Park and Ride on AONB land). Concern should also be expressed as there appears to be largely a ‘no effect’ response when LTP policies are compared against the SEA sub - objectives ‘Minimise vulnerability of the transport infrastructure to climate change’ and ‘Reduce impact of transport infrastructure on flooding’ in an area already prone to frequent floods. For this reason these objectives have been retained for the full appraisal in stage C. It must be observed however that where there are effects they are positive.

Initial comparison between SEA and LTP objectives

- 7.5.3 A more mixed set of responses was produced when the LTP objectives were compared against 'Minimise the impact of transport on the quality and quantity of the areas water resources'. This is due to the effects of transport infrastructure on urban runoff, although this can be avoided by mitigation through design.
- 7.5.4 The SEA sub – objective 'Maintain and enhance local/county wildlife sites, prevent further loss' produced a mixed set of results due to the potential improvements at congestion points within Torbay. 'Facilitate development on brownfield land in preference to greenfield' also produced a mixed response due to the concern that developing a park and Ride in the AONB may increase pressure on greenfield land whilst other LTP policies facilitated access to brownfield sites.

Initial Comparison Between SEA and LTP Objectives

Table 5. Initial comparison of SEA sub objectives and LTP objectives		
SEA Sub-Objectives Does the policy?	Effect	Notes
Air		
1. Reduce congestion levels	Mostly Positive	Key aim of LTP
2. Address road congestion where it is causing localised elevated levels of nitrogen dioxide or other pollutants	Mostly Positive	Key aim of LTP
3. Reduce the negative effects of the transportation network on air quality	Mostly Positive	Key aim of LTP
Biodiversity, Flora and Fauna		
4. Maintain and enhance Local / County Wildlife Sites. Prevent further loss	Mixed response	Potential improvements at congestion points
5. Maintain and enhance management of protected sites and species	Some negative responses	Possible location of Park and Ride on AONB land, improved access to AONB, calcareous grasslands and SSSIs
Climatic Factors		
6. Minimise the vulnerability of the transport infrastructure to climate change	Mostly no effect, some positive responses	
7. Reduce the contribution of transportation to greenhouse gas emissions	Mostly positive	Key aim of LTP
8. Improve integration of different modes of transport	Strongly positive	Key aim of LTP
9. Encourage modal shift and move towards using demand management	Strongly positive	Key aim of LTP
Economic Factors		
10. Ensure the transportation system supports the economy of Torbay	Positive	More efficient transport, more pleasant environment
11. Reduce over reliance on tourism industry	Mixed response, although many positive effects	
12. Reduce decline of tourist industry	Mostly positive	More efficient transport, more pleasant environment
Landscape and Heritage		
13. Relieve development pressures on boundaries of AONB that runs between Torbay and Plymouth	Some strongly negative effects	Potential impact of Park and Ride
14. Preserve historic and/or Listed Buildings at risk	Mostly no effect, some mixed effects	Increased tourism and accessibility
15. Reduce the noise impact of the transport system	Some positive effects, but mostly unknown	
16. Reduce intense traffic	Some mixed and	Possible location of Park and

Initial Comparison Between SEA and LTP Objectives

pressure, particularly in summer months in AONB	strongly negative effects	Ride on AONB land, improved access to AONB
Population and human Health		
17. Improve transport accessibility for disadvantaged groups	Mostly positive, some strongly positive	Key aim of LTP
18. Improve physical access to health care for elderly and socially isolated	Mostly positive, some strongly positive	Key aim of LTP
19. Reduce obesity (Trend data required)	Mostly positive	Improved access by walking and cycling
20. Reduce the adverse effects of transport on safety	Strongly positive	Key aim of LTP
Social Inclusiveness		
21. Promote direct bus service from most deprived areas to employment areas in Paignton	Some strongly positive	Specific policy addressed in LTP
22. Ensure accessibility to learning and education by alternatives to the car	Strongly positive	Key aim of LTP
23. Facilitate sustainable access to all locations and facilities	Strongly positive	Key aim of LTP
24. Reduce crime and fear of crime	Mostly positive	Key aim of LTP
Soil		
25. Facilitate development on brownfield land in preference to greenfield	Mixed response	Impact of Park and Ride on AONB, verses increased accessibility to brownfield development sites
26. Preserve quality agricultural land	Some negative responses	Impact of Park and Ride on quality land
Water		
27. Reduce impact of transport infrastructure on flooding	Mostly no effect	
28. Minimise the impact of transport on the quality and quantity of the areas water resources	Mixed response	Transport infrastructure can degrade runoff, but this can be mitigated against

8 Appraisal of Strategic Alternatives

8.1 Method

8.1.1 A key part of the process of determining the most appropriate strategic option is to compare the valid options identified against the SEA objectives. For the purposes of this LTP only one valid option has been identified. This is mainly due to the fact that the Torbay LTP strategy is largely determined by current Government guidance which limits options. In addition to this 'positive' option, SEA guidance requires an assessment of a Do Nothing option. The sections below therefore set out the appraisal of 2 options, a Do Nothing and the LTP Strategy. It should be noted that as the first LTP will come to an end in March 2006, a 'business as usual' option continuing existing programmes, is not available.

8.1.2 The appraisal undertaken assesses how well each of the options would meet the objectives set out in the SEA. This has been done against the 28 sub-objectives identified as being particularly relevant to the LTP. In general the appraisal is between:

- The Do Nothing where little or no investment is made in the transport system, beyond that planned for 2005/6; and
- The LTP Strategy, which would continue the ongoing investments in bus services, congestion relief, pedestrian infrastructure, road safety etc.

8.2 General Outcomes

8.2.1 In general the outcomes of these two options are considered to be:

- Do Nothing
 - increases in traffic would lead to significantly increased congestion, poor air quality, and reduced road safety;
 - access to key services would be reduced as unreliable bus services would suffer reduced patronage and service cut backs;
 - reduced levels of walking and cycling as the environment for these modes deteriorates; and
 - increasing levels of environmental degradation due to increased rat running, more congestion in town centres and increased effects from air pollution.
- LTP Strategy
 - increased levels of walking, cycling and bus use would reduce traffic levels, leading to reduced congestion and improved air quality;
 - improved bus services leading to improved access to key services for all residents;
 - further improvements to road safety and personal security, which encourage walking, cycling and bus use;
 - an improved environment due to reducing levels of traffic in residential areas, less traffic in town centres and reduced pollution levels.

8.3 Overall Results of the Appraisal

8.3.1 The Do Nothing option performs particularly poorly against many of the SEA objectives. In particular:

- the effects of increasing traffic levels will be increased congestion, worsening air quality, increasing levels of global pollution. There would be little opportunity to improve integration or management of transport demand;
- biodiversity would suffer because of damage due to air pollution;
- the worsening environment is also likely to lead to poor economic performance with a continued decline in tourism;
- there would be a generally negative effect on the landscape and heritage resources; and
- due to falling standards of public transport, access to key services will worsen, heightening social exclusion.

8.3.2 In contrast, the LTP Strategy performs well against many of the SEA objectives. In particular:

- reducing traffic levels would lead to reduced congestion levels and improved air quality. There would be significant improvements in integration and a move towards the management of transport demand;
- the improved environment would attract increasing numbers of visitors and new investors, improving the economic performance of Torbay;
- reduced traffic levels would support conservation of heritage resources; and
- improved levels of access to key services for all residents would reduce social exclusion.

8.3.3 It should be noted however, that the Adopted Strategy may have some negative effects, particularly related to the location of schemes in the AONB and close to wildlife protection sites.

8.4 Conclusion

8.4.1 It can be seen from this analysis that the LTP Strategy offers a substantially better option than the Do Nothing option, in terms of meeting the objectives set out in the SEA.

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Appraisal of Strategic Alternatives – Stage B

Table 6. Strategic Alternative – Do Nothing

SEA Headline Objective	SEA Sub-Objectives Does the policy?	Assessment of the Effect of the Alternative	Major Points
SEA Topic	Air		
Control air pollution to a level which does not cause damage to natural systems and human health	Reduce congestion levels	--	Car traffic would continue to grow causing added congestion
	Address road congestion where it is causing localised elevated levels of nitrogen dioxide or other pollutants	--	Increased congestion = reduced air quality Increased health problems would result Rat-running would spread air quality problems
	Reduce the negative effects of the transportation network on air quality	--	Continuing increases in car traffic would increase air pollution leading to further environmental degradation
SEA Topic	Biodiversity, Flora and Fauna		
Restore and maintain level of characteristic habitats and species	Maintain and enhance Local / County Wildlife Sites. Prevent further loss	+/-	Increased pollution may lead to some degradation Poor access would reduce numbers of visitors
	Maintain and enhance management of protected sites and species	-	Air pollution would increase May cause reduced air quality in vulnerable areas
SEA Topic	Climatic Factors		
Reduce vulnerability to the effects of climate change	Minimise the vulnerability of the transport infrastructure to climate	-	Access for emergency services would be poor The opportunity to reduce severance would not be

Appraisal of Strategic Alternatives

SEA Headline Objective	SEA Sub-Objectives Does the policy?	Assessment of the Effect of the Alternative	Major Points
	change		there.
Reduce the need to travel by car	Reduce the contribution of transportation to greenhouse gas emissions	--	Increased congestion = increased air pollution No shift to sustainable modes = increased congestion Global warming would affect Torbay due to sea level rise
	Improve integration of different modes of transport	-	Increasing bus service unreliability would lead to reduced patronage which in turn would reduce the number of bus services and hence reduce integration with other modes
	Encourage modal shift and move towards using demand management	--	There would be no encouragement to use sustainable modes
SEA Topic	Economic factors		
Reduce disparities in economic performance	Ensure the transportation system supports the economy of Torbay	--	Increased congestion limits opportunity for growth Lack of access to employment for the deprived Congestion effects on freight transport would reduce business viability
To encourage sustained economic growth	Reduce over reliance on tourism industry	--	Would be difficult to attract new industries due to congestion Public transport availability outside the peak would be poor
	Reduce decline of tourist industry	--	No investment would lead to generally worsening conditions and poor street environment Competitive position against other areas with modern transport systems would be poor
SEA Topic	Landscape and Heritage		
To maintain and enhance the quality of landscapes and	Relieve development pressures on boundaries of AONB that runs	+	Poor transport links would mean nobody would want to develop these areas

Appraisal of Strategic Alternatives

SEA Headline Objective	SEA Sub-Objectives Does the policy?	Assessment of the Effect of the Alternative	Major Points
townscapes	between Torbay and Plymouth		
To conserve and enhance the historic environment	Preserve historic and/or Listed Buildings at risk	-	Increased traffic in conservation areas would hamper preservation No opportunity to improve streetscape
To reduce the effect of traffic on the environment	Reduce the noise impact of the transport system	-	Increased traffic in all areas would increase levels of noise pollution
	Reduce intense traffic pressure, particularly in summer months in AONB	--	No shift to sustainable modes would lead to increased traffic pressure throughout Torbay during summer peak months
SEA Topic	Population and human Health		
To inspire and enable the development of sustainable communities in Torbay	Improve transport accessibility for disadvantaged groups	-	Would be unable to meet Disability Discrimination ACT (1995) requirements Social exclusion would be worsened
To improve the health of the population overall	Improve physical access to health care for elderly and socially isolated	-	Social exclusion would be exacerbated Congestion would reduce access Gaps in transport services would still exist Disability Discrimination Act (1995) compliance would be difficult
	Reduce obesity (Trend data required)	-	Worsening conditions for pedestrians and cyclists would reduce amount of walking and cycling and may lead to greater levels of obesity
To protect and enhance human Health	Reduce the adverse effects of transport on safety	-	There would be minimal funding for road safety improvements Rat-running would worsen road safety in residential areas
SEA Topic	Social Inclusiveness		
To improve accessibility to essential services and facilities	Promote direct bus service from most deprived areas to employment areas	-	Little investment capital would be available from Government which would limit the opportunity to provide these services

Appraisal of Strategic Alternatives

SEA Headline Objective	SEA Sub-Objectives Does the policy?	Assessment of the Effect of the Alternative	Major Points
	Ensure accessibility to learning and education by alternatives to the car	--	Worsening conditions for pedestrians and cyclists would be a deterrent to the use of these modes
	Facilitate sustainable access to all locations and facilities	--	Worsening conditions for pedestrians and cyclists would be a deterrent to the use of these modes Reduced reliability due to congestion would reduce attractiveness of bus services
Reduce and prevent crime, reduce fear of crime	Reduce crime and fear of crime	-	Fewer people walking would make streets seem less safe Investments in personal security would not be implemented
SEA Topic	Soil		
Maintain and Improve environmental quality and assets	Facilitate development on brownfield land in preference to greenfield	No effect	
Preserve soil resources and quality	Preserve quality agricultural land	+	No investment in transport would mean no landtake
SEA Topic	Water		
Minimise the impact of flooding on homes, businesses, infrastructure and biodiversity	Reduce impact of transport infrastructure on flooding	No effect	
Limit water pollution to levels that do not damage natural systems	Minimise the impact of transport on the quality and quantity of the areas water resources	-	Particulate pollutants in runoff would increase

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Table 7. Strategic Alternative – LTP Strategy

SEA Headline Objective	SEA Sub-Objectives Does the policy?	Assessment of the Effect of the Alternative	Major Points
SEA Topic	Air		
Control air pollution to a level which does not cause damage to natural systems and human health	Reduce congestion levels	++	Increases in walking, cycling and bus use would reduce traffic levels, particularly in the peak, thus reducing congestion
	Address road congestion where it is causing localised elevated levels of nitrogen dioxide or other pollutants	++	Specific measures in the LTP would reduce pollution levels in AQMA's Reduced congestion would reduce emissions Where development opportunities arise contributions to transport infrastructure would be sought
	Reduce the negative effects of the transportation network on air quality	+	Reductions in car traffic would reduce overall levels of emissions
SEA Topic	Biodiversity, Flora and Fauna		
Restore and maintain level of characteristic habitats and species	Maintain and enhance Local / County Wildlife Sites. Prevent further loss	+/-	Better access would lead to more visitors Could control modes of access to these areas
	Maintain and enhance management of protected sites and species	No effect / -	Better access could increase pressure on these areas and species
SEA Topic	Climatic Factors		
Reduce vulnerability to the effects of climate change	Minimise the vulnerability of the transport infrastructure to climate change	No effect	Some positive measures related to congestion and air quality

Appraisal of Strategic Alternatives

SEA Headline Objective	SEA Sub-Objectives Does the policy?	Assessment of the Effect of the Alternative	Major Points
Reduce the need to travel by car	Reduce the contribution of transportation to greenhouse gas emissions	+	Reduced car use would reduce emissions Reduced congestion would reduce emissions
	Improve integration of different modes of transport	++	Better planning of services, improved infrastructure and increased service coverage would lead to improved integration
	Encourage modal shift and move towards using demand management	++	Improvements in pedestrian and cycling infrastructure would encourage use of these modes Better, more reliable bus services would increase bus service patronage
SEA Topic	Economic factors		
Reduce disparities in economic performance	Ensure the transportation system supports the economy of Torbay	++	Reduced congestion and improved environment would make Torbay more attractive to visitors and investors Reduced congestion would lead to more efficient freight movement Better services would give better access to development sites
To encourage sustained economic growth	Reduce over reliance on tourism industry	+	Improved access to development sites would attract new employers Better transport would improve environmental quality Modern transport network would attract modern investors
	Reduce decline of tourist industry	+	Better transport would attract more visitors Improved environment and reduced congestion would make Torbay more attractive to tourists
SEA Topic	Landscape and Heritage		
To maintain and enhance the quality of landscapes and	Relieve development pressures on boundaries of AONB that runs	-	Better access to these areas would make them easier to develop

Appraisal of Strategic Alternatives

SEA Headline Objective	SEA Sub-Objectives Does the policy?	Assessment of the Effect of the Alternative	Major Points
townscapes	between Torbay and Plymouth		Potential impact of park and ride
To conserve and enhance the historic environment	Preserve historic and/or Listed Buildings at risk	+/-	Reduced traffic in conservation areas would assist preservation and allow improvements in streetscape Opportunity to control modes of travel Better access may increase visitor numbers and also wear and tear on buildings
To reduce the effect of traffic on the environment	Reduce the noise impact of the transport system	+/-	Reduced levels of traffic should reduce noise impacts on busiest corridors There may be some noise impacts from increased numbers of buses
	Reduce intense traffic pressure, particularly in summer months in AONB	+/-	Potential impacts of park and ride
SEA Topic	Population and human Health		
To inspire and enable the development of sustainable communities in Torbay	Improve transport accessibility for disadvantaged groups	++	Improved access to jobs for all Opportunities for DDA improvements could be realized Improved bus services would make access easier
To improve the health of the population overall	Improve physical access to health care for elderly and socially isolated	++	Improvements to bus services would improve access Integration of services would be improved Reduced congestion would improve access
	Reduce obesity (Trend data required)	+	Some positive effects from encouraging more walking and cycling
To protect and enhance human Health	Reduce the adverse effects of transport on safety	++	Road Safety Strategy would deliver significant reductions in casualties
SEA Topic	Social Inclusiveness		
To improve accessibility to essential services and facilities	Promote direct bus service from most deprived areas to employment areas	++	Key element of LTP

Appraisal of Strategic Alternatives

SEA Headline Objective	SEA Sub-Objectives Does the policy?	Assessment of the Effect of the Alternative	Major Points
	Ensure accessibility to learning and education by alternatives to the car	++	School travel plans would encourage use of sustainable modes of transport More flexibility for bus services would improve access options
	Facilitate sustainable access to all locations and facilities	+	Efficient transport would improve access to services Encouragement of sustainable modes of transport would improve access by walking and cycling
Reduce and prevent crime, reduce fear of crime	Reduce crime and fear of crime	+	There are specific measures relating to personal security in the LTP
SEA Topic	Soil		
Maintain and Improve environmental quality and assets	Facilitate development on brownfield land in preference to greenfield	+/-	There may be increased access to brownfield sites Potential impact of park and ride
Preserve soil resources and quality	Preserve quality agricultural land	-	Possible negative effect due to possible locations of certain schemes
SEA Topic	Water		
Minimise the impact of flooding on homes, businesses, infrastructure and biodiversity	Reduce impact of transport infrastructure on flooding	No change	New infrastructure would lead to increased hard surfaces but this can be mitigated against No new roads planned
Limit water pollution to levels that do not damage natural systems	Minimise the impact of transport on the quality and quantity of the areas water resources	+/-	Transport can degrade runoff but this can be mitigated against

9. Cumulative, Secondary and Synergistic Effects.

9.1 Introduction

- 9.1.1 It is a requirement of Annex 1 of the SEA Directive that cumulative, synergistic and secondary effects are identified and addressed in the assessment.¹² It is one of the advantages of carrying out a strategic assessment that the combined effects of different measures can be more effectively identified. These effects are explained below:
- 9.1.2 **Cumulative effects** occur when individual developments that each has an insignificant effect combine to produce a detrimental environmental impact.
- 9.1.3 **Secondary effects** are indirect effects which occur away from the original effect or through a complex pathway and not as an obvious result of the Transport Plan.
- 9.1.4 **Synergistic effects** arise when a combined effect is greater than the sum of the individual effects.
- 9.1.5 The ODPM guidance¹³ recommends various methods for the appraisal of the cumulative, secondary and synergistic effects. These include:

Table 8. Methods for assessing Cumulative, Secondary and Synergistic effects

Method	Advantages	Disadvantages
Questionnaires interviews and Panels	Flexible and able to deal with subjective information	Difficult to quantify effects and compare results
Checklists	Systematic and concise	Inflexible and do not address interactions
Matrices	Good visual summary. Can identify and evaluate effects	Can be complex and do not address cause effect relationships
Overlay GIS mapping	Flexible and easy to update. Can consider multiple projects and past, present and future options. Allows visual presentation	Can be expensive, time consuming and difficult to quantify effects
Expert Opinion	Particularly useful where other methods are not available but effects are considered likely	Reliance on opinion may affect transparency and acceptance of assessment
Carrying capacity and threshold analysis	Can address accumulation of effects against thresholds and trends in the environment	Not always possible to establish threshold or capacity of a resource or receptor

¹² A Draft practical guide to the Strategic Environmental assessment Directive, ODPM (July 2004)

¹³ Ibid.

9.2 Potential Receptors

- 9.2.1 For the purposes of this scoping report potential receptors to these effects will be identified for the consultation process. Potential receptors include:
- 9.2.2 Fragile habitats: there could be potential effects on fragile habitats such as calcareous grasslands from increased public access to such areas. The relationship is complex but if the LTP supports accessibility to all areas and improves tourism and the general economy, then fragile habitats may be under increased pressure from greater numbers of visitors. This may be a more subtle effect than the direct pressure from development that many protected sites have experienced.
- 9.2.3 Protected Species: If the habitats are under increased pressure then protected species such as the Cirl Bunting and Horseshoe Bat may also become further endangered.
- 9.2.4 Historic buildings: there may be positive and negative effects for Historic buildings. An improvement in the economy and tourism may increase visitor numbers and therefore improve revenue for these buildings. However this may also necessitate adaptations for accessibility and facilities. Visitors can also cause damage to the buildings due to vibration from vehicles and wear and tear.
- 9.2.5 Increased vulnerability to climate change: predicted increases in sea level rise, storm frequency and flooding are not addresses in this LTP. This means that any new transport developments using the existing road infrastructure may be vulnerable to climate change effects as new routes are directed through flood prone areas.
- 9.2.6 A direct detrimental environmental effect of proposed new Park and Ride facilities may be the loss of AONB land if the facilities are located there. Other less direct effects associated with such development may include increased traffic volumes on the AONB, noise pollution, light pollution, increased runoff and a detrimental affect on higher grade quality soils. It is the potential damage from these effects combined that will need to be considered in the Environmental Assessment.

Glossary

- **AGLV – Area of Great Landscape Value:** range of regional areas identified as being of scenic importance. Designated by Local Authorities and protected in Structure and Local Plans.
- **AONB – Area of Outstanding Natural Beauty:** The primary purpose of AONB designation is to conserve and enhance the natural beauty of the area, which means that the area is protected for future generations to enjoy. The 41 AONBs in England and Wales share equal status with National Parks in terms of scenic beauty and landscape protection.
- **AQMA - Air Quality Management Area** as designated under the Environment Act 1995, where, as a result of an air quality review, it appears that any air quality standards or objectives are not being achieved, the local authority shall by order designate as an air quality management area
- **Blue Badge-** a europe-wide system of parking permits for people with disabilities/walking difficulties.
- **BVPI - Best Value Performance Indicators**
- **CCTV – Closed Circuit Television**
- **DEFRA- Department for Environment, Food and Rural Affairs.**
- **Demand management-** is a general term for strategies that result in more efficient use of transportation resources.
- **Devon Foodlink-** A programme which provides a focus for communicating messages aimed at helping everyone understand and carry out the basic precautions which they can take to reduce the risk of suffering from food poisoning.
- **Devon Structure Plan-** The '*Devon Structure Plan 2001 to 2016 Explanatory Memorandum and Written Statement (adopted October 2004)*' sets out strategic planning policies for development and other land uses in respect of: housing; employment; conservation; minerals; waste; transportation; shopping; tourism; leisure; and recreation, over a 15 year period. It provides a framework for detailed decisions by local authorities, other organisations and individuals in the preparation of their forward Plans (e.g. Local Plans, Local Development Frameworks and Community Strategies).
- **DfT - Department for Transport.**
- **Diffusion Tube-** a tool for measuring the amount of Nitrogen Dioxide in the atmosphere.
- **EIA – Environmental Impact Assessment-** EIA is a procedure that must be followed for certain types of development before they are granted development consent. The requirement for EIA comes from a European Directive (85/33/EEC as amended by 97/11/EC). The procedure requires the developer to compile an Environmental Statement (ES) describing the likely significant effects of the development on the environment and proposed mitigation measures. The ES must be circulated to statutory consultation bodies and made available to the public for comment. Its contents, together with any comments, must be taken into account by the competent authority (e.g. local planning authority) before it may grant consent..
- **GIS- Geographical Information System –** computerised mapping detailing information about various built and topographical features.
- **GOSW – Government Office for the South West.**
- **GPRS – General Packet Radio Service:** service that allows information to be sent and received across a mobile telephone network.

- **Greenhouse Gases** – primarily Carbon Dioxide, Nitrous Oxide, Fluorocarbons and methane, which naturally blanket the earth, but which increased by human activity.
- **Hele Traffic Management Zone-** Traffic Management Zones will be implemented in the areas shown on the Proposals Map (Local Plan), in the interests of safety and amenity. Within these zones measures will be introduced to reduce the speed of traffic, reduce unnecessary use of local roads and achieve safer routes to schools, shops and other local services. New development within or adjacent to these zones will be required to make appropriate contributions to these works
- **Highway Maintenance Strategy** – planned maintenance for highways, according to their usage and condition
- **Indices of Deprivation-** The Index of Multiple Deprivation 2004 (IMD 2004) is a measure of multiple deprivation at the small area level. The domains are: Income; Employment; Health and Disability; Education, Skills and Training; Barriers to Housing and Services; Crime; Living Environment.
- **LPG – Liquefied Petroleum Gas**
- **LTP - Local Transport Plan** – five year plan required from local authorities by central government, detailing expenditure on transport, and providing evidence for government grant.
- **Modal split-** how people choose to make their journeys – normally walking, cycling, motorcycle, bus, train, heavy goods vehicle, aeroplane, ship etc – for a particular route.
- **Network Management Duty-** under the Traffic Management Act 2004 new measures to tackle congestion caused by incidents on motorways and badly managed work by utility companies and local authorities were created.
- **ONS - Office for National Statistics.**
- **OS – Ordnance Survey** – Britain’s national mapping service.
- **PCT – Primary Care Trust:** Torbay Primary Care Trust was established on 14 August 2000 and covers the same geographical area as Torbay Council. The PCT manages: Paignton Hospital; Brixham Hospital; Occupational Therapy Services; Podiatry Services. It has close working relationships with the 22 GP practices, 25 dental practices, 35 pharmacy establishments and 28 optician’s premises in Torbay. They host the Peninsular Cancer Network and the National Primary Care Development Team (NPDT).
- **PM10-** fine particles or particulates: fraction of airborne particulate matter that is less than 10 microns in size.
- **Pollutants** – usually measured are: Fine Particles (PM10); Oxides of Nitrogen (NOx); Ozone (O3); Sulphur Dioxide (SO2); Carbon Monoxide (CO)
- **PPG 13 - Planning Policy Guidance 13** – Transport
- **PPG6 – Planning Policy Guidance 6** – Town Centres and Retail Development
- **RPG10 – Regional Planning Guidance 10:** provides a regional spatial strategy within which local authority development plans and Local Transport Plans (LTPs) in the South West should be prepared; sets out a broad development strategy for the period to 2016 and beyond; provides the spatial framework for other strategies and programmes.
- **RSS - Regional Spatial Strategy:** The South West Regional Assembly’s strategy on the most appropriate way for development to happen in the South West over the next 20 years
- **RTI - Real Time Information System:** the provision of electronic information displays at bus stops, which give the customer an estimate of the waiting time for the next bus. These systems, commonly referred to as Real Time

- Passenger Information (RTPI) systems, use a variety of technologies e.g. Global Positioning System, to track the location of buses in real time and use this information to generate predictions of the bus arrivals at stops along the route.
- **RTS - Regional Transport Strategy:** The Regional Assembly, or Regional Planning Body in each region in England, has to produce a Regional Transport Strategy as part of its Regional Spatial Strategy. The Regional Transport Strategy is informed by the delivery programmes of the Highways Agency and the Strategic Rail Authority and informs Local Transport Plans. A Regional Transport Strategy is a statutory requirement of the planning system, as set out in the Planning and Compulsory Purchase Act of 2004.
 - **SEA - Strategic Environmental Assessment:** an Environmental Report on the likely significant effects of the draft plan or programme; carrying out consultation on the draft plan or programme and the accompanying Environmental Report; taking into account the Environmental Report and the results of consultation in decision making; and providing information when the plan or programme is adopted and showing how the results of the environmental assessment have been taken into account.
 - **Section 106 Agreement-** A form of obligation or agreement made under Section 106 of the [Town and Country Planning Act](#) between the Council and the Developer. It may be used to address concerns that may affect the wider community as a result of the development, for example to secure on site affordable housing provision that can then be provided to house local people or to enable a benefit of the development to be transferred to the council e.g. a riverside walkway or a sum of money for education purposes generated by the development proposed.
 - **Section 278 Agreement** -covers proposed highway works within the existing highway (modification of highways not general excavation for different reasons). This would generally encompass works such as new traffic islands, roundabouts, junction improvements, carriageway alignment etc. and is often accompanied by a Section 38 Agreement for works outside the highway. The basic difference between this agreement and a S.38 agreement is that the developer is effectively working as a contractor to the Highway Authority and is carrying out the works on their behalf. Similar to the S.38 agreement the developer must put up a bond to cover the cost of the works (as the proposed works are solely to the benefit or consequence of his development) and will be required to pay supervision fees.
 - **SDHT - South Devon Healthcare Trust**
 - **Shopmobility-** provides, for hire, mobility aids for people with disabilities
 - **Smartcard-** A plastic card containing a small chip that includes a microprocessor and memory. The same size as a credit card, it has gold contacts that allow other devices to communicate with the card. It can contain more data than a magnetic strip and can be programmed to reveal only the relevant information. For example, it could tell a device in a store that there is sufficient balance in an account to pay for a transaction without revealing the balance amount. Encryption techniques secure the data, and the processor allows it to be programmed for different applications.
 - **SMS – Short Message System** (mobile phones)
 - **South Devon College** – the area’s primary higher education establishment, moving to a new site in western Paignton in September 2005, supported by various new public transport links.
 - **STP - School Travel Plan:** plan which aims to raise awareness among pupils and parents of the harmful effects of increasing car use on children's health, safety and independence

- **Sure Start Torbay-** Sure Start is the Government's programme to deliver the best start in life for every child by bringing together: early education, childcare, health and family support. Sure Start centres are community-based projects, which ensure; a better start in life for all young people in the SureStart area; improved quality and level of support for parents; better opportunities in life for both children and parents.
- **The Ten Year Plan for Transport (2000)** – the governments strategy for integrated transport.
- **Torbay Community Plan-** has eight themes: Making Torbay a safer place; Improving health and social care in Torbay; Improving access to good-quality affordable homes; Improving Torbay's economy - towards a prosperous Torbay; Valuing our environment; Placing learning at the heart of our community; Developing Torbay's culture; Creating 'sustainable' communities.
- **Torbay Local Plan-** The Torbay Local Plan is an important influence on shaping Torbay's future, taking into account Government and other strategic guidance. The plan was adopted with modifications on 5th April 2004. It is the legal basis for determining planning applications.
- **Torbay Safer Communities Plan-** The Safer Communities Torbay Team was established as a result of the Crime and Disorder Reduction Act 1998, whereupon it was deemed that nationally the police and local authority were both jointly responsible for reducing crime and disorder in local areas.
- **Torbay Tourism Strategy** - strategy which identifies the issues facing the tourism industry in Torbay and sets a clear agenda to ensure Torbay and the English Riviera brand is recognised as a leading resort, with a sustainable future.
- **Viewpoint:** Torbay Council's resident opinion panel and survey.

LIST OF APPENDICES

APPENDIX 1. BASELINE SURVEY

APPENDIX 2. PLANS, POLICIES AND PROGRAMMES REVIEW

APPENDIX 3. COMPARISON TABLES OF 28 SELECTED SEA OBJECTIVES AND LTP OBJECTIVES

APPENDIX 4. COMPARISON TABLES OF ALL SEA OBJECTIVES AND LTP OBJECTIVES

APPENDIX 5. COMPARRISSON TABLE OF ALL SEA AND LTP OBJECITVES WITH COMMENTS TO EXPLAIN RESULTS

Copies of the Appendices can be accessed via the internet:

<http://www.torbay.gov.uk/transportplan.htm>

Copies are also available on request. Please contact Strategic Environmental Policy on 01803 207744

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