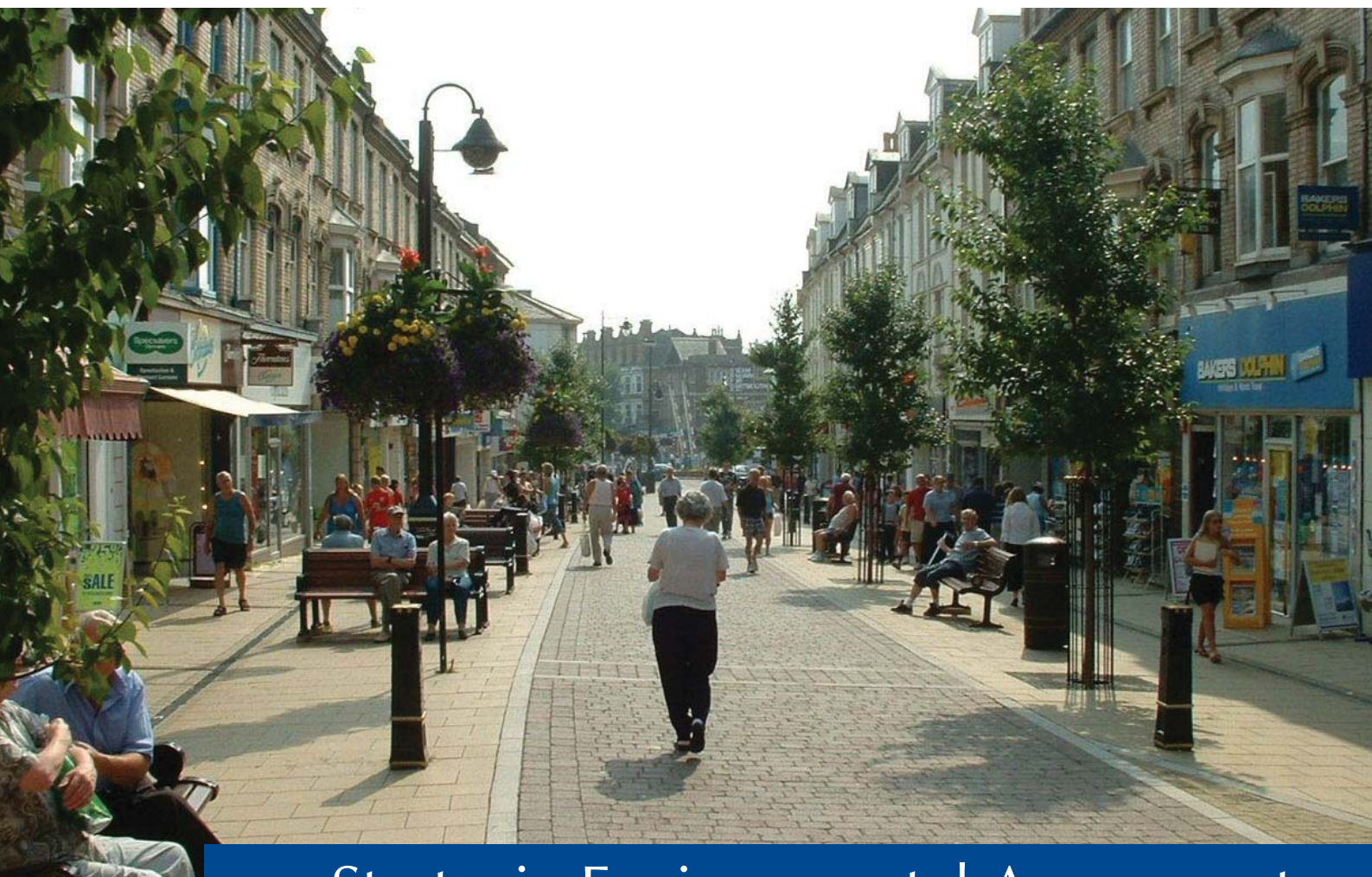


LOCAL TRANSPORT PLAN 2006-2011



Strategic Environmental Assessment **Environmental Report 2006**

Appendix 6: Appendix 6: Strategic Alternative LTP / 'Do Nothing' Option



Community Services

Torbay Local Transport Plan 2006 – 2011
Strategic Environmental Assessment Environmental Report
Appendix 6: Strategic Alternative LTP / 'Do Nothing' Option
Torbay Council 2006

This document is available for consultation from 3 March 2006 to 31 March 2006. Comments are most welcome.

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This report can also be accessed via the Internet:

<http://www.torbay.gov.uk/index/living/transport/transportpolicy/transportplan.htm>

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1 Appraisal of Strategic Alternatives 'Local Transport Plan/Do-nothing option'

1.1 Method

- 1.1.1 A key part of the process of determining the most appropriate strategic option is to compare the valid options identified against the SEA objectives. During the Scoping Process only one valid option had been identified.
- 1.1.2 In addition to the LTP a 'Do nothing option' was proposed. The sections below set out the appraisal of the 2 options, a 'Do Nothing' and the 'LTP Strategy'. It should be noted that the first LTP comes to an end in March 2006, so that a 'business as usual' option continuing existing programmes, was not available.
- 1.1.3 After consultation, through the Scoping Report, and further progression of the LTP the 'do nothing option' was considered extreme and is not used in the final appraisal. Other strategic alternatives were identified which are presented in appendices 3,4,and 5. However the 'do nothing option' appraisal is included below for information purposes.
- 1.1.4 The appraisal undertaken assessed how well each of the options would meet the 28 objectives set out in the SEA Scoping report, which have since been refined through consultation to 18 objectives.
- 1.1.5 The appraisal below is between:
- The Do Nothing option 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.

1.2 General Outcomes

- 1.2.1 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.

1.3 Overall Results of the Appraisal

- 1.3.1 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;
 - the worsening environment is 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.
- 1.3.2 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.
- 1.3.3 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.

1.4 Conclusion

- 1.4.1 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.

1.5 Appraisal of Strategic Alternatives –

1.5.1 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 change	-	Access for emergency services would be poor The opportunity to reduce severance would not be there.
Reduce the need to travel by car	Reduce the contribution of transportation to greenhouse gas	--	Increased congestion = increased air pollution No shift to sustainable modes = increased

SEA Headline Objective	SEA Sub-Objectives Does the policy?	Assessment of the Effect of the Alternative	Major Points
	emissions		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 townscapes	Relieve development pressures on boundaries of AONB that runs between Torbay and Plymouth	+	Poor transport links would mean nobody would want to develop these areas
To conserve and enhance the historic environment	Preserve historic and/or Listed Buildings at risk	-	Increased traffic in conservation areas would hamper preservation

SEA Headline Objective	SEA Sub-Objectives Does the policy?	Assessment of the Effect of the Alternative	Major Points
			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
	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

SEA Headline Objective	SEA Sub-Objectives Does the policy?	Assessment of the Effect of the Alternative	Major Points
	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

1.5.2 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
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

SEA Headline Objective	SEA Sub-Objectives Does the policy?	Assessment of the Effect of the Alternative	Major Points
	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 townscapes	Relieve development pressures on boundaries of AONB that runs between Torbay and Plymouth	-	Better access to these areas would make them easier to develop 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

SEA Headline Objective	SEA Sub-Objectives Does the policy?	Assessment of the Effect of the Alternative	Major Points
			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
	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

SEA Headline Objective	SEA Sub-Objectives Does the policy?	Assessment of the Effect of the Alternative	Major Points
			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