



**Cheshire West and Chester Local  
Transport Plan 3 - Draft Strategic  
Environmental Assessment Report  
Non Technical Summary**

October 2010



---

# QM

Issue/revision	Issue 1	Revision 1	Revision 2	Revision 3
Remarks	Draft			
Date	October 2010			
Prepared by	Russell Buckley Sean Nicholson Roy Desouza			
Signature				
Checked by	Russell Buckley			
Signature				
Authorised by	Sean Nicholson			
Signature				
Project number	12261943			
File reference				

WSP Environmental UK  
One Queens Drive  
Birmingham  
B5 4PJ  
West Midlands  
United Kingdom

<http://www.wspgroup.com>

---



---

# Contents

**Purpose of this Document**

**Next Steps**

**Purpose and Objectives of LTP3**

**Key Findings from the SEA**





---

# Non Technical Summary

## **PURPOSE OF THIS DOCUMENT**

This document sets out the results of a Strategic Environmental Assessment (SEA) of the Draft Local Transport Plan for Cheshire West and Chester (LTP3). It presents the key findings of the SEA and gives a short summary of the SEA process. The purpose of the SEA was to assess the environmental impacts of the Draft LTP3 with a view to promoting sustainable development. How sustainable development was defined and understood for the purposes of this assessment is set out below.

The overall aim of the SEA was to minimise the negative impacts associated with the Draft LTP3 whilst putting forward ways of enhancing the benefits it could achieve. The consultation process is to ensure that the SEA is comprehensive and robust and has been undertaken in a clear and transparent way by seeking the views of stakeholders.

## **NEXT STEPS**

Please send comments to:

Jamie Matthews,  
Cheshire West and Chester Council,  
Local Transport Plan Team,  
Backford Hall,  
Chester,  
CH1 6EA.

Tel 01244 973595

The comments on the draft Environmental Report will then be reviewed and, if necessary, elements of the report will be amended and incorporated in the Final Report.

## **PURPOSE AND OBJECTIVES OF LTP3**

LTP3 is a statutory document bringing together all aspects of transport planning and policy in the Borough. Because transport issues are relevant to many aspects of community life on a daily basis, the LTP is a major policy reference setting out the Council's standpoint and forward view in working with the community on service delivery. LTP3 is integrated with the approach of the Council's Corporate Plan, Sustainable Community Strategy (SCS) and the emerging Local Development Framework (LDF).

The final LTP3 document will consist of two elements, the Integrated Transport Strategy (hereafter referred to as the Strategy) and the Implementation Plan:

- The Strategy will set out the long-term objectives and priorities for transport in Cheshire West & Chester for the period 2011 - 2026. This both derives from and supports the vision and objectives of West Cheshire's Sustainable Community Strategy (SCS) and the emerging Local Development Framework (LDF); and
- The Implementation Plan sets out the programme of initiatives and proposed expenditure needed to implement the strategy during the next 3 years.

LTP3 sets out a summary of the Council's objectives, policies and proposals for taking forward transport priorities between 2011 and 2026. It is nested within the Sustainable Community Strategy and links with the Local Development Framework, which provides the spatial planning framework for the area.

The priorities of the LTP3 are:

- To support sustainable economic competitiveness and growth in West Cheshire and the surrounding sub-region by delivering reliable and efficient transport networks;
  - To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
-

- 
- 
- To manage to manage a well maintained and efficient transport network;
  - To contribute to better safety, security and health and longer life expectancy in West Cheshire reducing the risk of death, injury or illness arising from transport, and by promoting types of transport that are beneficial to health;
  - To promote greater equality of opportunity by improving accessibility to jobs and key services, with the desired outcome of achieving a fairer society; and
  - To improve quality of life for transport users and non-transport users and to promote a healthy natural environment.

The Strategy also includes indicators for monitoring progress and will be accompanied by a Delivery Plan.

### **KEY FINDINGS FROM THE SEA**

The content of the draft LTP3 is broadly welcomed. The strategy recognises the linkages between transport and wider environmental, social and economic considerations and puts forward policies that are intended to help achieve more sustainable outcomes. The structure of the document, based on a number of cross cutting priorities, is also welcomed. Structuring the Strategy around priorities, rather than a more traditional approach based on modes of transport, allows cross cutting issues like climate change to be addressed in one place.

The Strategy makes appropriate linkages between transport and a range of topics that are relevant to this assessment, i.e. biodiversity, landscape, culture and heritage, population; water, material assets, climatic factors etc.

The key priorities have been identified through extensive consultation and also reflect key national priorities, including climate change adaptation and mitigation.

The SEA has identified the following opportunities to further strengthen LTP3:

- Specific targets relating to modal shift should be included. As an example, Northamptonshire County Council is proposing to adopt a target of achieving 20% shift from single occupancy car trips for new developments and a 5% modal shift in existing areas. These targets will be incorporated in its LTP3. The differential rates recognise the difficulties associated with achieving modal shift in existing areas (although higher rates have been achieved in other areas). Such targets have a role in helping to drive the rate of change in an area and are important in Cheshire West and Chester given the anticipated growth in traffic over the plan period. The Local Development Framework (or whatever emerges after the Coalition Government's Localism Bill) will be key to achieving modal shift in new developments and appropriate policies for inclusion in the appropriate LDF documents will also be needed. These targets go beyond targets relating to monitoring, they will help drive the pace of change;
  - It is not possible to say at this stage if the policies in the LTP3 will be sufficient to help meet longer term targets relating to carbon dioxide emissions. The Climate Change Act 2008 set out a target of an 80% reduction in carbon dioxide emissions from 1990 levels by 2050. LTP3 has a 15 year timescale but has a role in helping to put transport on the right trajectory for helping to achieve this target. LTP3 should commit to understanding and monitoring the carbon footprint of the transport sector;
  - A carbon budgeting approach across key sectors in the Council's area is required. This should recognise that the carbon footprint of the transport sector is likely to grow as traffic is forecast to increase. Emissions from other sectors will need to be reduced to reflect this if the area is to move towards making its contribution to national targets on the reduction of emissions. The LTP3 could acknowledge the need for a carbon budgeting approach but it will be for other documents, for example the Climate Change Strategy, to implement this approach;
  - The draft Strategy recognises the need for the transport network to be resilient to future climate change that may occur over the life of the network. This is welcomed, however the Strategy could also recognise the role that the network could help play in helping the built and natural environment cope with climate change, for example the soft estate could have a role in the attenuation of water;
  - The section on tackling climate change makes reference to the use of biofuels – it is essential that these are sourced sustainably and we recommend use of the term 'sustainable biofuels' throughout;
  - Travel centres could be promoted in larger developments to help encourage modal shift;, for example by managing initiatives like car clubs, personal travel planning and site wide travel plans;
  - The Strategy will lead to a number of transport related developments (the details of many are not known yet). While these projects will be subjected to Environmental Impact Assessment where appropriate, they may not lead
-

---

to optimum outcomes. The Strategy should therefore include the following principles that will guide future developments:

- There should be a net gain in biodiversity value;
  - Scheme specific Biodiversity Action Plans should be developed – with contractors made responsible for developing and implementing these; and
  - LTP3 could make a commitment that schemes should be designed and built using The Civil Engineering Environmental Quality Assessment and Award Scheme (CEEQUAL). This is an assessment and awards scheme for improving sustainability in civil engineering and public realm projects.
- LTP3 should contain a statement to the effect that any proposals that would significantly harm a European site would not be supported by the Strategy. This will help ensure LTP3 is compliant with the Habitats Directive;
  - The need for Air Quality Management Areas to be declared near European sites should also be kept under review;
  - LTP3 could require all new development to be ‘air quality neutral.’ Air quality neutral development is a concept being promoted in London through the Mayor’s Air Quality Strategy;
  - Given the likely impacts of the spending review on all aspects of local authority services the Strategy could make the connection with other potential funding sources, for example the European Regional Development Fund;
  - The Quality of Life section could make reference to the use of Construction and Environmental Management Plans for significant projects, e.g. those requiring Environmental Impact Assessment, with the responsibility for producing and adhering to CEMPs placed on contractors;
  - The Quality of Life section should recognise the impacts associated with lighting and the need for guidance associated with new schemes;
  - The Quality of Life section should recognise the impacts that transport infrastructure can have on water quality and the need to protect and improve this;
  - Contractors should be required to adopt ‘Considerate Construction’ schemes or similar; and
  - The later stages of the SEA need to ensure that LTP3 covers requirements relating to monitoring for significant environmental effects.
-