

2. SEA OBJECTIVES

The purpose of scoping is to determine the likely extent (spatial, temporal and thematic) of the SEA, the level of detail that will be needed for the assessment and to identify what information will be included in the SEA and environmental report.

A number of different processes are involved in scoping, including:

- Setting the environmental context and establishing the relevant baseline information.
- Identifying environmental problems and protection objectives.
- Proposing SEA objectives.
- Identifying reasonable plan alternatives.
- Consultation with the environmental authorities on the proposed scope of the SEA.

Scoping should also identify which areas do not require further detailed investigation in the SEA and environmental report.

2.1 Other relevant plans, programmes, policies and statutory requirements

The Local Transport Plan will be affected by, and will itself affect, a wide range of other relevant plans, programmes and statutory regulations both within West Yorkshire and in neighbouring regions, on a national level or even an international level. It is therefore important at this stage to determine what other plans, programmes, etc. are likely to impact on the LTP2 and on the wider environment of West Yorkshire, and to integrate any relevant policies or objectives within them into the SEA objectives. This will help to ensure compatibility between the aims of the SEA and those of other plans, policies or regulatory requirements. The consideration of other relevant plans and programmes are also necessary to assess any cumulative, synergistic and secondary effects of the LTP on the environment.

Appendix 1 lists a wide range of other plans, programmes and regulations that have been reviewed as part of this exercise, and highlights their relevance to the strategic environmental assessment of the local transport plan.

2.2 SEA objectives

The objectives listed in table 2.1 have been devised by the SEA working group for use in assessing the LTP2. The objectives cover the requirements of both NATA and the SEA Directive, as shown in table 2.2, and an additional objective relating to use/reuse of materials and waste minimisation was included. Although this topic is not required by NATA or SEA, the SEA working group considered this to be a potentially significant area in relation to road construction and maintenance activities that would be worthy of assessment.

In addition, objectives and other policies from the plans, programmes and statutory requirements reviewed in section 2.1 of this report have also been taken into consideration and incorporated where appropriate in this list of objectives. The Regional Spatial Strategy (RSS) for Yorkshire and Humber is also subject to a Sustainability Appraisal process, which incorporates the requirements of the SEA Regulations. Due to the close links between the LTP2 and the RSS (in particular its inclusion of the Regional Transport Strategy), care has been taken to ensure compatibility between the objectives used for the RSS Sustainability Appraisal and for the LTP2 SEA. The final column of the table in appendix 1 indicates which of the SEA objectives takes into account the main considerations of the other plans, programmes and policies.

A compatibility test of each of the SEA objectives against each other was undertaken to ensure that no conflicts will arise during the assessment. As can be seen from figure 2.1 the only

potential conflicts identified between objectives were that those supporting employment, economic competitiveness, the revival of priority regeneration areas and sustainable tourism may involve activities which could result in deterioration of air quality and increased greenhouse gas emissions through increased levels of private car use.

Table 2.1: Strategic Environmental Assessment Objectives

<ol style="list-style-type: none">1. To reduce transport-related impacts on local/regional noise climate.2. Improve local/regional air quality and mitigate transport-related AQMAs.3. Reduce transport-related emissions of greenhouse gases.4. Improve the ability of transport systems to adapt to climate change.5. To protect and enhance landscape and townscape diversity.6. Avoid loss or damage to historic buildings, land, structures, Conservation Areas and historical areas or their setting.7. To help protect and enhance habitats and species of local, European or international importance.8. Reduce the detrimental impact of transport on water quality.9. To secure improvements to health.10. Reduce the number of vehicular, pedestrian, and other transport-user casualties.11. Reduce the risk and fear of crime for pedestrians, cyclists and public transport users.12. Reduce community severance and fragmentation to aid community cohesion.13. Improve access to education, jobs, leisure (including sustainable tourism), community services and the countryside.14. To support employment, economic competitiveness and the revival of priority regeneration areas.15. To protect and retain soil quality.16. Maximise the efficient and effective use of materials and minimise the amount of waste generated.
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Table 2.2: How the NATA and SEA subjects are covered by the SEA objectives.

SEA OBJECTIVES	NATA SUB-OBJECTIVES													SEA TOPICS													
	Noise	Local air quality	Greenhouse gases	Landscape	Townscape	Heritage	Biodiversity	Water environment	Physical fitness	Accidents	Security	Community severance	Access to the transport system	Public accounts	Biodiversity	Population	Human health	Fauna	Flora	Soil	Water	Air	Climatic factors	Material assets	Cultural heritage	Landscape	
1. Reduce transport related impacts on local/regional noise climate.	●															●	●										
2. Improve local/regional air quality and mitigate transport related AQMAs.		●														●	●					●					
3. Reduce transport-related emissions of greenhouse gases.			●																				●				
4. Improve the ability of transport systems to adapt to climate change.			●																				●				
5. To protect and enhance landscape and townscape diversity.				●	●																					●	
6. Avoid loss or damage to historic buildings, land, structures, Conservation Areas and archaeological areas or their setting.						●																		●	●		
7. To help protect and enhance habitats and species of local, European or international importance.							●								●		●	●	●								
8. Reduce the detrimental impact of transport on water quality.								●													●						
9. To secure improvements to health.									●							●	●										
10. Reduce the number of vehicular, pedestrian, and other transport-user casualties.										●						●	●										
11. Reduce the risk and fear of crime for pedestrians, cyclists and public transport users.											●					●											
12. Reduce community severance and fragmentation to aid community cohesion.												●				●											
13. Improve access to education, jobs, leisure (including sustainable tourism), community services and the countryside.								●				●				●								●	●		
14. To support employment, economic competitiveness and the revival of priority regeneration areas.													●			●								●			
15. To protect and retain soil quality.																			●								
16. Maximise the efficient and effective use of materials and minimise the amount of waste generated.	This objective is not a direct requirement of either NATA or SEA, but was considered to be of relevance to an environmental assessment of the LTP.																										

