



Strategic Environmental Assessment of the Hampshire LTP3

**Environmental Report Addendum:
Assessment of the Implementation Plan proposals for delivery**

February 2011





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Abbreviations

BAP	Biodiversity Action Plan
DfT	Department for Transport
LTP3	Hampshire Local Transport Plan 2011-2031
SEA	Strategic Environmental Assessment
SINC	Site of Importance for Nature Conservation

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1 Introduction

1.1 Purpose of this report

1.1.1 This report has been prepared for Hampshire County Council as part of the strategic environmental assessment (SEA) of the Hampshire Local Transport Plan 3 (LTP3). It represents an assessment of the initial version of the Implementation Plan for the LTP3.

1.1.2 The report is an addendum to the Environmental Report prepared by UE Associates in Summer 2010 to accompany the *Draft Hampshire LTP3 Strategy* consultation document. Presenting the final stage of SEA iteration for the LTP3, it appraises the proposals for delivery put forward for the Implementation Plan.

1.2 Stages of the SEA carried out to date

1.2.1 This addendum is the outcome of the latest stage of the SEA undertaken alongside the LTP3. It follows the four iterative stages already undertaken for the SEA process: scoping; the assessment of options; the assessment of the draft LTP3 Strategy and the assessment of the Post Consultation LTP3 Strategy.

1.2.2 The stages of the SEA carried out to date, and their relationship with the development of the LTP3 are presented in **Table 1.1**.

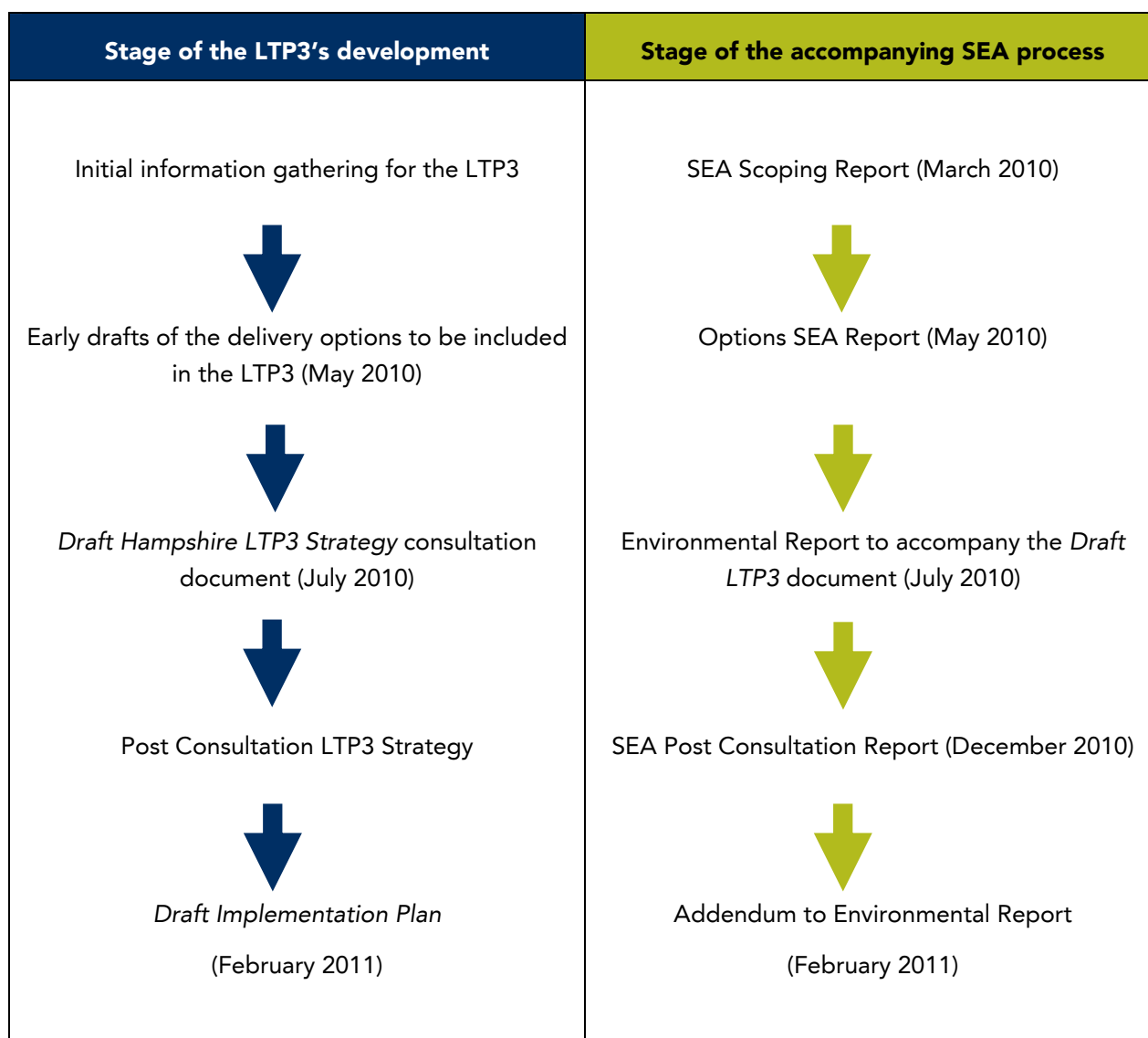
1.3 The Implementation Plan

1.3.1 The Implementation Plan accompanies the strategy element of the LTP3. In this context the Implementation Plan forms part of the LTP3 document and contains the proposals for delivery for the policies and priorities within the LTP3 Strategy during the first three years of the plan, 2011/12 to 2013/14. It demonstrates how both capital and revenue funding, available to the authority from central Government, council tax and developer contributions is to be used to deliver Hampshire's transport priorities.

1.3.2 An initial three-year programme has been developed, to be consistent with Hampshire County Council's overall capital and revenue programmes. It draws on a variety of different sources that have been considered in developing the twenty year LTP3 Strategy, including the SEA process (**Section 1.2**). However the level of Government grant for 2013/14 is only indicative, and is subject to change, and new developer contributions are received on a regular basis which then need to be programmed. Therefore the Implementation Plan will need to be updated regularly thereafter, as the levels of funding available to deliver the plan are established.

1.3.3 The proposals for delivery put forward for the proposed draft Implementation Plan are largely derived from the delivery options that were assessed as part of the Hampshire LTP3 Strategy, and have been assessed as part of this latest stage of the SEA process. Hampshire County Council is not planning a formal public consultation on the Implementation Plan, as in essence the Implementation Plan identifies those elements of the Strategy, which the County Council intends to deliver during the first three years of the LTP3 and extensive consultation, including with nature conservation stakeholders, was carried out for the Strategy element of the LTP3 between July and September 2010.

Figure 1.1: Stages of development for the Hampshire LTP3 and accompanying SEA process carried out to date



1.4 How to use this document

1.4.1 This addendum should be read alongside the latest version of the Implementation Plan for the LTP3 to provide environmental context. It should be noted that this report is not the equivalent of an Environmental Report in line with the SEA Directive; this was published earlier

in the process in July 2010 (**Section 1.2**). This report instead serves as an addendum to the Environmental Report.

1.4.2 Whilst not being a recommended part of the DfT Guidance (DfT, April 2009), the report follows the intentions of the SEA Directive through providing an iterative input into the latest stage of the LTP3's development process.

1.4.3 This addendum is structured as follows:

Chapter 2 discusses the Implementation Plan's proposals for delivery and the methodology for the assessment.

Chapter 3 and **Appendices A** and **B** present an assessment of the proposals for delivery to be taken forward through the Integrated Transport Capital Programme and potentially to be taken forward through the Regional Growth Fund.

Chapter 4 and **Appendix A** set out an assessment of the proposals for delivery to be taken forward through the Strategic Transport Revenue and Public Transport Revenue Expenditure funding streams.

Chapter 5 and **Appendix A** present an assessment of the proposals for delivery to be taken forward through the Traffic Management Capital and Revenue Expenditure funding stream.

Chapter 6 and **Appendix A** set out an assessment of the proposals for delivery to be taken forward through the Maintenance and Street Lighting Capital and Revenue Expenditure funding streams.

The final chapter of the report (**Chapter 6**) presents a number of recommendations to be considered in taking forward the Implementation Plan, and sets out the next steps for the SEA process.

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2 The Implementation Plan Proposals for Delivery and Methodology for Assessment

2.1 Proposals for delivery

2.1.1 As highlighted in **Section 1.3**, the draft Implementation Plan for the LTP3 presents a series of proposals for delivery, which are designed to implement the strategy element of the LTP3 for the period 2011/12 to 2013/14. These are grouped under a series of potential funding streams.

2.1.2 The proposals for delivery, and funding streams, are presented in **Table 2.1**.

Table 2.1: Proposals for delivery put forward by the draft LTP Implementation Plan

Proposals for delivery included in the draft Hampshire LTP3 Implementation Plan	
Integrated Transport Capital Programme 2011/12 – 2013/14	
	Safety Schemes
	Minor Improvements
	Newgate Lane Online Widening, Fareham
	A326 Junction Improvements
	Alencon Pedestrian Link, Basingstoke
	A30/A340 Winchester Road Roundabout Signalisation, Basingstoke
	Andover Bus Station Improvements
	Town Access Plan priorities
	Town Centre Schemes
	Sustainable and healthy access routes
	Accessibility
	Junction Improvements
	Passenger Transport Improvements
	Other priorities
Regional Growth Fund schemes	
	M27 Junction 5
	Access to Dunsbury Hill Farm strategic employment site
Strategic Transport Revenue Expenditure 2011/12 – 2013/14	
	Transport studies, feasibility and scheme development
	Contribution to Transport for South Hampshire
Public Transport Revenue Expenditure 2011/12 – 2013/14	
	Support local bus services
	Community transport services
	Bus stop infrastructure & publicity

Proposals for delivery included in the draft Hampshire LTP3 Implementation Plan	
	Concessionary Travel
	Home to School Transport
	Social Care transport
Traffic Management Capital & Revenue Expenditure 2011/12 – 2013/14	
	School Crossing Patrol service
	Safety Engineering casualty reduction programmes
	Road Safety education and training programmes
	Safer Roads Partnership
	Low cost traffic management interventions
	Traffic signal maintenance and operations
	Traffic and Travel Information
	Traffic Manager interventions
Maintenance Capital & Revenue Expenditure 2011/12 – 2013/14	
	Carriageway: Structural Repairs
	Carriageway: Reactive Repairs
	Drainage: Structural Repairs
	Drainage: Reactive Repairs
	Structures: Structural Repairs
	Structures: Non-Structural Routine
	Traffic control systems and information systems: Upgrades and replacements
	Aids to movement: Routine and reactive
	Environmental (trees, shrubs, grass & weeds): Routine and reactive
	Weather emergencies
	Miscellaneous (IT systems, condition surveys, depots)
	Management of highway and miscellaneous assets (fencing, cattle grids, hazards etc) by difference
Street Lighting Capital & Revenue Expenditure 2011/12 – 2013/14	
	Street Lighting expenditure (inclusive of maintenance and replacement works)
	Energy and carbon costs

In addition to the proposals for delivery set out above, the Implementation Plan presents a number of projects potentially to be delivered through the Local Sustainable Transport Fund bid. As these projects have already been appraised for the strategy element of the LTP3 (see **Environmental Report**), these projects have not been assessed by the SEA process for the Implementation Plan.

2.2 Methodology for the assessment of the proposals for delivery

2.2.1 The assessment of the proposals for delivery has utilised a similar approach as undertaken for the assessment of the draft Strategy proposals presented in the Environmental Report (UE Associates, July 2010).

2.2.2 In this context the proposals for delivery have been assessed against the SEA Framework of objectives and indicators developed through the scoping stage of the SEA. The SEA Objectives are presented in **Table 2.2** below.

2.2.3 The full SEA Framework can be accessed in **Appendix C** of the **Environmental Report**.

Table 2.2: SEA Objectives for the Hampshire LTP3

SEA Objective	
1	Reduce air pollution and ensure continued improvements to air quality.
2	Maintain and improve the water quality of Hampshire's rivers, coasts and groundwater, and achieve sustainable water resources management.
3	Protect and enhance Hampshire's soils resource.
4	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.
5	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.
6	Protect, enhance and manage biodiversity and geodiversity.
7	Minimise Hampshire's contribution to climate change.
8	Plan for the anticipated levels of climate change.
9	Reduce poverty and social exclusion and close the gap between the most deprived areas in Hampshire and the rest of the county.
10	Safeguard and improve community health, safety and well being.

High level assessment

2.2.4 The first stage of the appraisal process has engaged a high level assessment approach. This has used the SEA Framework to assess each proposal for delivery. Findings are presented in matrix format with an accompanying commentary.

2.2.5 The high level assessment matrix is not a conclusive tool or model. Its main function is to identify whether or not the draft Implementation Plan's proposals for delivery are likely to bring positive, negative or uncertain effects in relation to the SEA Objectives. A benefit of this approach is that a range of proposals may be assessed, which can then be scrutinised in further detail if a significant number of uncertainties or potential negative effects arise.

2.2.6 A summary of the findings of the high level assessment of the proposals for delivery is presented in **Appendix A**.

Detailed assessment

- 2.2.7 The second step of the appraisal process utilises detailed assessment matrices to scrutinize potential adverse or uncertain effects which have been identified by the high level assessment.
- 2.2.8 The detailed assessment matrices assess the proposals for delivery where potential adverse or uncertain effects have arisen (as established through the high level assessment process) by considering the effects of their associated proposals on each of the SEA Objectives in terms of, and by setting out:
- ▶ A description of the predicted effect;
 - ▶ The duration of the effect: whether the effect is long, medium or short term;
 - ▶ The frequency of the effect: will it be ongoing?;
 - ▶ Whether the effect is temporary or permanent;
 - ▶ The geographic significance: whether the effect is of localised, regional, national or international significance;
 - ▶ The magnitude of effect;
 - ▶ The severity of significance;
 - ▶ Whether mitigation is required/possible to reduce the effect; and
 - ▶ Suggestions for mitigating the effect, or potential improvements to the proposals.
- 2.2.9 The detailed assessment matrices also include a summary of the assessment of the relevant proposals for delivery and, where appropriate, potential mitigation measures to limit potential adverse effects where they arise.
- 2.2.10 The methodology for the high level and detailed assessment process is described in more detail in **Section 5.4** of the **Environmental Report**.

3 Assessment Findings: Integrated Transport Capital Programme and Regional Growth Fund bid

3.1 Introduction

3.1.1 This chapter summarises the findings of the appraisal of the proposals for delivery put forward by the draft Implementation Plan under the Integrated Transport Capital Programme and the two proposed Regional Growth Fund bid schemes located within the Hampshire Country Council area. This has been undertaken through the high level assessment and detailed assessment approach outlined in **Section 0**, and discussed in more depth in **Chapter 3** of the **Environmental Report**.

3.2 High level assessment of the Integrated Transport Capital Programme and Regional Growth Fund schemes

3.2.1 **Tables 3.1 to 3.14** present the high level assessment matrices for the 14 proposals for delivery included in the draft LTP3 Implementation Plan under the Integrated Transport Capital Programme. These are accompanied by a commentary relevant to the assessment of each proposal for delivery. **Appendix A** presents a summary matrix for these findings.

Tables 3.1 to 3.14: High level assessment matrix for the Integrated Transport Capital Programme proposals for delivery

Integrated Transport Capital Programme proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Safety Schemes	+	0	0	+	+	0	+	0	++	++
Casualty reduction programmes at accident hotspots on the road network will support the quality of life and health and wellbeing of residents through improving road safety, promoting healthier modes of travel (including walking and cycling) and improving the quality of neighbourhoods. The proposal for delivery is also likely to promote a degree of modal shift through improving the safety of pedestrians and cyclists at accident hotspots.										

Integrated Transport Capital Programme proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Minor Improvements	+	0	0	+	+	0	+	0	++	++
<p>The minor improvements proposed will include schemes that are less than £50,000 in value, and are likely to include dropped kerbs, short sections of new footways and other similar measures. This will support cycling and walking through improving routes. The proposal for delivery will also include the ongoing Safer Routes to School programme. The continuation of safer routes to school initiatives will help implement a range of measures which will encourage walking and cycling to schools. This will help reduce congestion at peak times, enhance health and wellbeing, and support community cohesion and social inclusion.</p>										

Integrated Transport Capital Programme proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Newgate Lane Online Widening, Fareham	+/-	0	-	0	+/-	-	+/-	0	+	+
<p>The widening of Newgate Lane, Fareham has the potential to lead to a number of uncertain or significant adverse effects in relation to the SEA Objectives. For this reason a detailed assessment has been carried out on this proposal for delivery. The detailed assessment of this measure is presented in Section 3.3.3 and Appendix B.</p>										

Integrated Transport Capital Programme proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Totton Western Bypass Junction Improvements	+	0	0	0	0	0	0	0	+	+
<p>The measures seek to address peak hour traffic congestion at two of the worst problem junctions in terms of delays on the route through roundabout modifications. This will support enhancements to the efficiency of the junctions, supporting an improvement in congestion, air quality and accessibility.</p>										

Integrated Transport Capital Programme proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Alencon Pedestrian Link, Basingstoke	+	0	0	0	+	0	+	0	++	++
<p>The construction of a new pedestrian link to new development areas to the west of Basingstoke station will support walking and cycling, accessibility and social inclusion. It will also support improvements to the quality of the public realm and the built environment, and help improve perceptions of security for walkers and cyclists.</p>										

Integrated Transport Capital Programme proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
A30/A340 Winchester Road Roundabout Signalisation, Basingstoke	+	0	0	0	+	0	+	0	0	0
<p>The signalisation of the A30/A340 Winchester Road roundabout will help improve congestion through supporting the efficiency of the junction. There is also potential for the measure to support the reliability of local bus routes, depending on the design of the scheme.</p>										

Integrated Transport Capital Programme proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Andover Bus Station Improvements	+	0	0	0	++	0	+	0	++	++
<p>Improvements to Andover Bus Station will support accessibility and social inclusion by improving the usability of public transport. This will support a measure of modal shift, with potential benefits for air quality and climate change mitigation. The measure will also support the quality of the public realm and perceptions of security in the vicinity of the bus station.</p>										

Integrated Transport Capital Programme proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Town Access Plan priorities	+	0	0	+	++	0	++	0	++	++
<p>The delivery of Town Access Plan priorities will encourage sustainable transport use, support accessibility to facilities and services, and promote social inclusion. Through supporting improvements to the public realm, the measure will enhance the quality of the built environment and townscapes, improve the satisfaction of residents of their neighbourhoods as a place to live, and help improve the setting of cultural heritage assets.</p>										

Integrated Transport Capital Programme proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Town Centre Schemes	0	0	0	+	+	0	0	0	+	0
<p>The minor streetscape enhancement schemes at three urban centre locations put forward through this proposal for delivery will help improve the quality of the public realm and built environment. This will support the quality of local neighbourhoods at these locations.</p>										

Integrated Transport Capital Programme proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Sustainable and Healthy Access Routes	++	0	0	++	++	+	++	0	++	++
<p>The delivery of numerous low-cost pedestrian and cycle improvements within urban areas across Hampshire will promote accessibility, healthier modes of travel and lifestyles and modal shift. This will support improvements to the built and historic environment, climate change mitigation and air quality improvements.</p>										

Integrated Transport Capital Programme proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Accessibility	+	0	0	+	+	+	+	0	++	++
Improvements within urban areas which seek to tackle severance effects (taking into account the needs of mobility impaired people), such as improved crossing facilities on roads with large flows of traffic, or footbridges in the vicinity of busy level crossings will help support accessibility to facilities and services support improvements to the built environment, support climate change mitigation and air quality improvements.										

Integrated Transport Capital Programme proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Junction Improvements	+	0	0	0	+	0	+	0	+	0
The proposal for delivery seeks to facilitate improvements to existing traffic signalised junctions and /or minor works to roundabout layouts to reduce congestion at a small number of locations. This will support air quality, climate change mitigation and accessibility at these locations.										

Integrated Transport Capital Programme proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Public Transport Improvements	++	0	0	+	+	+	++	0	++	+
Improved bus/rail interchanges at Basingstoke and Andover will support the use of alternative modes of transport to the car for part of, or for the whole of journeys. This will promote modal shift, improve accessibility and social inclusion, and help limit traffic flows. Improved ferry interchange facilities will support accessibility for local ferry users in the south of the county.										

Integrated Transport Capital Programme proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Other priorities	+	0	0	+	+	0	+	+	+	+
The proposal for delivery encompasses other areas of expenditure, such as new winter highway infrastructure, quality of place enhancements, the provision of supplementary funding for schemes funded by developer contributions, and preparation of bids to funding streams such as the Regional Growth Fund, Local Sustainable Transport Fund and any future or successor funding streams. This will help support improvements to the built environment, support climate change mitigation and air quality improvements and promote accessibility, healthier modes of travel and lifestyles and modal shift.										

3.2.2 **Tables 3.15 and 3.16** present the high level assessment matrices for the two Regional Growth Fund bid proposals for delivery located within the Hampshire Country Council area. These are accompanied by a commentary relevant to the assessment of each proposal for delivery. **Appendix A** presents a summary matrix for these findings.

Tables 3.15 and 3.16: High level assessment matrix for the proposals for delivery put forward for funding from the Regional Growth Fund

Regional Growth Fund proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
M27 Junction 5	+	0	0	0	+	0	0	0	+	0
The full signalisation of the existing grade separated interchange and the provision of dedicated left slip lanes on all arms of the junction will help address peak hour congestion in terms of delays on the route. This will support enhancements to the efficiency of the junction, supporting an improvement in congestion, air quality and accessibility.										

Regional Growth Fund proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Access to Dunsbury Hill Farm strategic employment site	+/-	+/-	0	+/-	-	-	-	0	++	0
The new access site road has the potential to lead to a number of uncertain or significant adverse effects in relation to the SEA Objectives. For this reason a detailed assessment has been carried out on this proposal for delivery. The detailed assessment of this measure is presented in Section 3.3.3 and Appendix B.										

3.3 Detailed assessment

3.3.1 As suggested by the high level assessment process, two proposals for delivery have the potential to lead to a number of uncertain or potentially adverse effects in relation to the SEA Objectives. These are:

- ▶ Online widening of Newgate Lane; and
- ▶ Access to Dunsbury Hill Farm strategic employment site.

3.3.2 For this reason a detailed assessment of the two proposals for delivery has been carried out. A summary of the detailed assessment of these two schemes is presented below. These summaries should be read alongside the detailed assessment matrices included in **Appendix B**, which discuss these issues in more detail.

Detailed assessment of online widening of Newgate Lane

3.3.3 The on-line widening of the southern section of Newgate Lane from Speedfield Retail Park roundabout south to the Peel Common roundabout will involve the widening of the existing carriageway to 6.0m and the provision of a three metre wide cycle track on the eastern side. As the detailed assessment matrix suggests, the provision of a new cycle route will support accessibility by walking and cycling to local employment sites and retail areas, promoting healthier modes of travel and health and wellbeing. This will also help facilitate modal shift, with benefits for climate change mitigation and local air quality.

3.3.4 The scheme however is likely to lead to the loss of small areas of the best and most versatile agricultural land through leading to landtake on areas of Grade 2 agricultural land. There are also likely to be some effects on local biodiversity assets from habitat loss and, depending on the design and layout of the scheme, (largely insignificant) effects on the quality of the public realm.

3.3.5 **Appendix B** discusses these potential effects in more detail.

Detailed assessment of access to Dunsbury Hill Farm strategic employment site

3.3.6 The development of a new access road from Hulbert Road to the new strategic employment area at Dunsbury Hill Farm will support accessibility to the new development/regeneration site by car and public transport. Through forming a link from Junction 3 of the A3(M), the new access road will open up a significant area of development potential in this area. In this respect the access road is likely to encourage increased traffic flows in the area. This will have implications of noise and air quality in the area, stimulate greenhouse gas emissions and have effects on the quality of the public realm. The development of the new access road also has the potential to lead to impacts on biodiversity in the local area as route options may lead to the loss of BAP habitats, including deciduous woodland and lowland meadow, and affect locally present SINC's. In association with the proposed development of the strategic employment site at Dunsbury Park Farm, landscape quality in the area will also be affected by the access road.

3.3.7 **Appendix B** discusses these potential effects in more detail.

4 Assessment Findings: Strategic Transport Revenue Expenditure and Public Transport Revenue Expenditure

4.1 Introduction

4.1.1 This chapter summarises the findings of the appraisal of the proposals for delivery put forward by the draft Implementation Plan under the Strategic Transport Revenue Expenditure and Public Transport Revenue Expenditure funding streams. This has been undertaken through the high level assessment and detailed assessment approach outlined in **Section 0**, and discussed in more depth in **Chapter 3** of the **Environmental Report**.

4.2 Strategic Transport Revenue Expenditure

4.2.1 Two proposals for delivery have been put forward by the LTP3 Implementation Plan for the Strategic Transport Revenue Expenditure funding stream. These are as follows:

- ▶ Transport studies, feasibility and scheme development; and
- ▶ Contribution to Transport for South Hampshire.

4.2.2 The proposals seek to deliver transport feasibility and background studies, and funding for Transport for South Hampshire. In this respect, rather than explicitly implementing specific schemes, the proposals for delivery will support forward planning of transport infrastructure in the county. For this reason there are unlikely to be specific environmental or sustainability implications in taking forward these two proposals for delivery.

4.3 Assessment of the Public Transport Revenue Expenditure funding stream

4.3.1 **Tables 4.1** to **4.6** present the high level assessment matrices for the six proposals for delivery included in the draft LTP3 Implementation Plan under the Public Transport Revenue Expenditure revenue stream. These are accompanied by a commentary relevant to the assessment of each proposal for delivery. **Appendix A** presents a summary matrix for these findings.

Tables 4.1 to 4.6: High level assessment matrix for the Public Transport Revenue Expenditure proposals for delivery

Public Transport Revenue Expenditure proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Support local bus services	+	0	0	+	+	0	+	0	++	+
Supporting local bus services will promote accessibility and social inclusion, and encourage modal shift. This will support a range of SEA objectives.										

Public Transport Revenue Expenditure proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Community transport services	0	0	0	0	0	0	0	0	++	++
Improvements to community transport networks will support accessibility for those with limited or no access to a car, and who have poor accessibility to services and facilities. The measure will particularly benefit people living in rural areas, where the coverage and frequency of public transport services can be limited. Through promoting mobility and choice for older people, younger people and people without access to a car, the measure will support social inclusion and community cohesion.										

Public Transport Revenue Expenditure proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Bus stop infrastructure & publicity	+	0	0	0	0	0	+	0	+	+
Improved bus stop infrastructure and publicity will improve the ease of use of bus services, supporting accessibility and social inclusion. When combined with other measures to improve bus services, the proposal will support a degree of modal shift, with benefits for air quality and climate change mitigation.										

Public Transport Revenue Expenditure proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Concessionary Travel	0	0	0	0	0	0	0	0	++	++
Continuing provision of concessionary travel in Hampshire will support accessibility, health and wellbeing for those most dependent on public transport services. This scheme seeks to support older people and those with disabilities, helping them to access retail, healthcare and other services and opportunities.										

Public Transport Revenue Expenditure proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Home to School Transport	+	0	0	0	0	0	+	0	++	+
The provision of home to school transport for pupils will support accessibility to school for those who are eligible. This will promote social inclusion, safety and help limit 'school run' congestion.										

Public Transport Revenue Expenditure proposal for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Social Care Transport	0	0	0	0	0	0	0	0	++	++
<p>The ongoing provision of social care transport will have significant benefits for users, including those from residential homes, day centres and those utilising home care services. In this context the proposal for delivery will support social inclusion by helping to promote access, independence and mobility.</p>										

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5 Assessment Findings: Traffic Management Capital & Revenue Expenditure

5.1 Introduction

5.1.1 This chapter summarises the findings of the assessment of the proposals for delivery put forward by the draft Implementation Plan under the Traffic Management Capital and Revenue Expenditure funding stream. This has been undertaken through the high level assessment and detailed assessment approach outlined in **Section 0**, and discussed in more depth in **Chapter 3** of the **Environmental Report**.

5.2 Assessment findings

5.2.1 **Tables 5.1 to 5.8** presents the high level assessment matrices for the eight proposals for delivery included in the draft LTP3 Implementation Plan under the Traffic Management Capital & Revenue Expenditure funding stream. These are accompanied by a commentary relevant to the assessment of each proposal for delivery. **Appendix A** presents a summary matrix for these findings.

Tables 5.1 to 5.8: High level assessment matrix for the Traffic Management Capital & Revenue Expenditure proposals for delivery

Traffic Management Capital & Revenue Expenditure	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
School Crossing Patrol service	0	0	0	0	0	0	0	0	++	++
The continued provision of school crossing patrol services will support the safety of school children and help encourage walking as a viable mode of transport. This will promote accessibility and the health and wellbeing of schoolchildren.										

Traffic Management Capital & Revenue Expenditure	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Safety Engineering casualty reduction programmes	+	0	0	+	+	0	+	0	++	++
Casualty reduction programmes through safety engineering on the road network will support the quality of life and health and wellbeing of residents through improving road safety, promoting healthier modes of travel (including walking and cycling) and improving the quality of neighbourhoods. The proposal for delivery is also likely to promote a degree of modal shift through improving the safety of pedestrians and cyclists.										

Traffic Management Capital & Revenue Expenditure	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Road Safety education and training programmes	0	0	0	0	0	0	0	0	+	+
Road safety education and training programmes will help limit accidents and support walking and cycling. This will promote the use of healthier modes for travel through supporting the safety of vulnerable road users.										

Traffic Management Capital & Revenue Expenditure	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Safer Roads Partnership	0	0	0	0	0	0	0	0	+	+
The Safer Roads partnership will support road safety for all users. This will encourage the use of healthier modes of travel and promote accessibility and social inclusion.										

Traffic Management Capital & Revenue Expenditure	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Low cost traffic management interventions	+	0	0	+	+	0	+	0	+	+
The proposal for delivery seeks to facilitate the delivery of small scale traffic management interventions, including measures such as footway & lighting improvements, and new pedestrian crossing points (such as refuge islands & dropped kerbs) to help reduce severance effects. This will promote accessibility, social inclusion, healthier modes of travel and modal shift, which in turn will support improvements to the built and historic environment, climate change mitigation and air quality improvements.										

Traffic Management Capital & Revenue Expenditure	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Traffic signal maintenance and operations	0	0	0	0	0	0	0	0	0	0
The proposal for delivery is unlikely to have significant effects in relation to the SEA Objectives as it focuses on ongoing traffic signal maintenance and operations.										

Traffic Management Capital & Revenue Expenditure	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Traffic and Travel Information	+	0	0	0	0	0	0	0	+	+
The provision of traffic and travel information will support accessibility by all modes of transport, with benefits for accessibility and social inclusion. Promoting enhanced travel planning may also support a limitation of congestion at peak times.										

Traffic Management Capital & Revenue Expenditure	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Traffic Manager interventions	+	0	0	+	+	0	+	0	+	+
Through supporting the effective management and co-ordination of streetworks by utilities firms to help ensure that work to replace water pipes, gas mains and other infrastructure is co-ordinated with maintenance programmes, the proposal for delivery will help minimise congestion and disruption. This will support the quality of the public realm and the built environment, help limit noise and air pollution and reduce potential effects on neighbourhoods from works.										

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6 Assessment Findings: Maintenance Capital & Revenue Expenditure and Street Lighting Capital & Revenue Expenditure

6.1 Introduction

6.1.1 This chapter summarises the outcomes of the appraisal of the proposals for delivery put forward by the draft Implementation Plan under the Maintenance Capital & Revenue Expenditure and Street Lighting Capital & Revenue Expenditure funding streams. This has been undertaken through the high level assessment and detailed assessment approach outlined in **Section 0**, and discussed in more depth in **Chapter 3** of the **Environmental Report**.

6.2 Assessment findings

6.2.1 **Tables 6.1 to 6.10** present the high level assessment matrices for the ten proposals for delivery included in the draft LTP3 Implementation Plan under the Maintenance Capital & Revenue and Street Lighting Expenditure funding streams. These are accompanied by a commentary relevant to the assessment of each proposal for delivery. **Appendix A** presents a summary matrix for these findings.

Tables 6.1 to 6.10: High level assessment matrix for the Public Transport Revenue Expenditure proposals for delivery

Maintenance Capital & Revenue Expenditure	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Carriageway: Structural and Reactive Repairs	+	0	0	+	+	0	0	0	+	+
Ongoing structural and reactive repairs to the carriageway will help limit noise and air pollution. This will promote the quality of the public realm and built environment, support enhancements to the setting of the historic environment and help improve the quality of local neighbourhoods. It will also support the health and wellbeing of residents and help improve road safety.										

Maintenance Capital & Revenue Expenditure	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Drainage: Structural and Reactive Repairs	0	+	+	0	0	0	0	+	0	0
Ongoing structural and reactive repairs to drainage infrastructure will support a reduction of flood risk from surface water and fluvial flooding. Likewise, the proposal will support water quality through helping to reduce diffuse and point source water pollution originating from the road network. The proposal for delivery will also support longer term adaptation to climate change.										

Maintenance Capital & Revenue Expenditure	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Structures: Structural and Non-Structural Routine Repairs	0	0	0	0	0	0	0	0	0	0
The proposal for delivery is unlikely to have significant effects as it seeks to maintain existing structures on the network. Any potential effects on local environmental assets from repairs are likely to be limited by existing maintenance management regimes.										

Maintenance Capital & Revenue Expenditure	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Traffic control systems and information systems: Upgrades and replacements	+	0	0	+	+	0	0	0	+	+
Upgrades and replacements to traffic control systems will support the more effective management of traffic. As well as supporting a limitation of congestion, this has the potential to support road safety, promote improvements to the public realm and built environment, and facilitate the effective operation of public transport networks.										

Maintenance Capital & Revenue Expenditure	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Aids to movement: Routine and reactive	+	0	0	+	+	0	0	0	+	+
Aids to movement on the road network will also support the more effective management of traffic. As well as supporting a limitation of congestion, this has the potential to support road safety, promote improvements to the public realm and built environment, and facilitate the effective operation of public transport networks.										

Maintenance Capital & Revenue Expenditure	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Environmental (trees, shrubs, grass & weeds): Routine and reactive	+	0	0	0	+	++	+	+	+	0
The proposal for delivery will support biodiversity in the county through enabling effective management regimes to be implemented. This will support local habitats and species and promote sub-regional and regional biodiversity networks. The proposal may also support air quality, climate change mitigation and adaptation and the quality of the public realm.										

Maintenance Capital & Revenue Expenditure	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Weather emergencies	0	+	+	0	0	0	0	++	+	++
Effective planning for weather emergencies in Hampshire will support climate change adaptation, help limit the potential effects of extreme weather on water and soil quality and support the safety of residents when events occur.										

Maintenance Capital & Revenue Expenditure	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Miscellaneous (IT systems, condition surveys, depots)	0	0	0	0	0	0	0	0	0	0
Management of highway and misc assets (fencing, cattle grids, hazards etc)	0	0	0	0	0	0	0	0	0	0

The two proposals for delivery presented above are unlikely to have direct significant effects in relation to the SEA Objectives if appropriate management regimes are in place to ensure that impacts on environmental assets are avoided.

Street Lighting Capital & Revenue Expenditure	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Street Lighting expenditure (inclusive of maintenance and replacement works)	0	0	0	+	+	0	0	0	+	+

Street lighting expenditure will promote improvements to the quality of the built environment, help enhance perceptions of security and support a high quality public realm. Lighting maintenance and replacement should however seek to limit light pollution and 'night blight' in Hampshire through the effective design and layout of lighting provision.

Street Lighting Capital & Revenue Expenditure	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
Energy and carbon costs	0	0	0	0	0	0	++	0	0	0

Through ensuring that energy and carbon costs are incorporated within street lighting planning, the proposal for delivery will support energy efficiency in lighting, promote climate change mitigation through limiting greenhouse gas emissions, and will support a more effective use of lighting in the county.

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7 Recommendations and Next Steps

7.1 Recommendations

- 7.1.1 A key advantage of SEA is that it enables plan-makers to contemplate a large amount of information when making decisions on whether and how to provide for an identified need. In this respect, the assessment indicates that certain recommendations should be made on how to improve the environmental and sustainability performance of the existing Implementation Plan proposals for delivery.
- 7.1.2 Whilst the proposals for delivery as they stand are likely to bring a wide range of beneficial environmental and sustainability effects for Hampshire, a few of the proposals have the potential to bring adverse or uncertain effects in relation to the SEA Objectives. Alongside, there are areas where the proposals for delivery could be further improved when implemented. A number of recommendations have therefore been proposed below to help further improve the sustainability performance of taking forward the Implementation Plan.
- 7.1.3 These recommendations support those included in the commentary presented in **Chapters 3 to 6** and the more detailed mitigation measures proposed in the detailed assessment matrix for the online widening of Newgate Lane presented in **Appendix B**.
- 7.1.4 The recommendations presented below should also be considered alongside and in addition to the recommendations presented in **Chapter 9** of the **Environmental Report**.
- ▶ Street lighting expenditure in Hampshire should seek to minimise light pollution and “night blight” through the appropriate location, design and layout of lighting in the county.
 - ▶ The design and layout of the online widening of Newgate Lane in Fareham should seek to support local biodiversity networks through appropriate planting and the use of other measures to support flora and fauna locally. The design and layout of the scheme should also seek to support enhancements to the public realm along the route and seek to minimise land take on areas of the best and most versatile agricultural land.
 - ▶ The proposed new link to the strategic employment area at Dunsbury Hill Farm should seek to improve access by non car modes and 'lock in' the benefits of the new route through incorporating new pedestrian and cycle links within the scheme, promoting public transport accessibility and the delivery of employment area-wide workplace travel planning initiatives. It should also seek to mitigate potential significant effects on biodiversity and landscape quality through the implementation of a comprehensive package of mitigation measures and the appropriate design and layout of the access road. In this context the project level Environmental Impact

Assessment for the scheme will identify and examine potential effects on environmental receptors and seek to mitigate effects.

- ▶ The LTP3 should ensure that the benefits of junction improvements on Hampshire's road network are 'locked in' through relevant localised and sub-regional measures to help restrain traffic growth, including through interventions to promote the use of non-car modes of transport.
- ▶ The maintenance programme for Hampshire's road network should seek to limit effects on biodiversity, air quality, noise pollution, the historic environment and landscape quality through the implementation of robust management regimes and the introduction of appropriate policies, standards and targets.

7.1.5 These recommendations should be considered through the final stages of development for the LTP3 and the implementation of the plan.

7.2 Next steps

7.2.1 This document is designed to inform and influence the ongoing development of the Implementation Plan, with the aim of maximising the environmental and sustainability value of the LTP3. Any subsequent updates to the Implementation Plan will be assessed by the SEA team.

7.2.2 SEA Regulations 16.3c(iii) and 16.4 require that a 'statement' be made available to accompany the plan, as soon as possible after the adoption of the plan or programme. The purpose of the SEA Statement is to outline how the SEA process has influenced and informed the LTP3 development process and demonstrate how consultation on the SEA has been taken into account.

7.2.3 As the regulations outline, the statement should contain the following information:

- ▶ The reasons for choosing the preferred strategy for the LTP3 as adopted in the light of other reasonable alternatives dealt with;
- ▶ How environmental considerations have been integrated into the LTP3;
- ▶ How consultation responses have been taken into account; and
- ▶ Measures that are to be taken to monitor the significant environmental effects of the LTP3.

7.2.4 To meet these requirements, following adoption of the LTP3, a SEA Statement will be published with the final version of the LTP3.

References

Department for Transport (2009): TAG Unit 2.11, Strategic Environmental Assessment for Transport Plans and Programmes ('In draft' Guidance), April 2009

UE Associates (2010), Hampshire LTP3 SEA Scoping Report, March 2010

UE Associates (2010), Hampshire LTP3 Options SEA Report, May 2010

UE Associates (2010), Hampshire LTP3 Environmental Report, July 2010

UE Associates (2011), Hampshire LTP3 SEA Post Consultation Report, January 2011

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Appendix A: Summary of the high level assessment of the proposals for delivery

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SEA Objectives (Hampshire)	
1.	Reduce air pollution and ensure continued improvements to air quality.
2.	Maintain and improve the water quality of Hampshire's rivers, coasts and groundwater, and achieve sustainable water resources management.
3.	Protect and enhance Hampshire's soils resource.
4.	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.
5.	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.
6.	Protect, enhance and manage biodiversity and geodiversity.
7.	Minimise Hampshire's contribution to climate change.
8.	Plan for the anticipated effects of climate change.
9.	Reduce poverty and social exclusion and close the gap between the most deprived areas in Hampshire and the rest of the county.
10.	Safeguard and improve community health, safety and well being.

Key	
++	Likely strong positive effect
+	Likely positive effect
0	Neutral/no effect
-	Likely adverse effect
--	Likely strong adverse effect
+/-	Uncertain effect

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Hampshire Implementation Plan: Proposals for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
	Air	Water	Soil	Historic env	Land-scape	Bio-diversity	Climate change mitigation	Climate change adaptation	Quality of life	Health
Integrated Transport Capital Programme 2011/12 – 2013/14										
Safety Schemes	+	0	0	+	+	0	+	0	++	++
Minor Improvements	+	0	0	+	+	0	+	0	++	++
Newgate Lane Online Widening, Fareham	+/-	0	-	0	+/-	-	+/-	0	+	+
Totton Western Bypass Junction Improvements	+	0	0	0	0	0	0	0	+	+
Alencon Pedestrian Link, Basingstoke	+	0	0	0	+	0	+	0	++	++
A30/A340 Winchester Road Roundabout Signalisation, Basingstoke	+	0	0	0	+	0	+	0	0	0
Andover Bus Station Improvements	+	0	0	0	++	0	+	0	++	++
Town Access Plan priorities	+	0	0	+	++	0	++	0	++	++
Town Centre Schemes	0	0	0	+	+	0	0	0	+	0
Sustainable and healthy access routes	++	0	0	++	++	+	++	0	++	++
Accessibility	+	0	0	+	+	+	+	0	++	++
Junction Improvements	+	0	0	0	+	0	+	0	+	0
Public Transport Improvements	++	0	0	+	+	+	++	0	++	+
Other priorities	+	0	0	+	+	0	+	+	+	+

Hampshire Implementation Plan: Proposals for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
	Air	Water	Soil	Historic env	Land-scape	Bio-diversity	Climate change mitigation	Climate change adaptation	Quality of life	Health
Regional Growth Fund schemes										
M27 Junction 5 improvement scheme	+	0	0	0	+	0	0	0	+	0
Access to Dunsbury Hill Farm strategic employment site	+/-	+/-	0	+/-	-	-	-	0	++	0
Strategic Transport Revenue Expenditure 2011/12 – 2013/14										
Transport studies, feasibility and scheme development	0	0	0	0	0	0	0	0	0	0
Contribution to Transport for South Hampshire	0	0	0	0	0	0	0	0	0	0
Public Transport Revenue Expenditure 2011/12 – 2013/14										
Support local bus services	+	0	0	+	+	0	+	0	++	+
Community transport services	0	0	0	0	0	0	0	0	++	++
Bus stop infrastructure & publicity	+	0	0	0	0	0	+	0	+	+
Concessionary Travel	0	0	0	0	0	0	0	0	++	++
Home to School Transport	+	0	0	0	0	0	+	0	++	+
Social Care transport	0	0	0	0	0	0	0	0	++	++
Traffic Management Capital & Revenue Expenditure 2011/12 – 2013/14										
School Crossing Patrol service	0	0	0	0	0	0	0	0	++	++
Safety Engineering casualty reduction programmes	+	0	0	+	+	0	+	0	++	++
Road Safety education and training programmes	0	0	0	0	0	0	0	0	+	+

Hampshire Implementation Plan: Proposals for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
	Air	Water	Soil	Historic env	Land-scape	Bio-diversity	Climate change mitigation	Climate change adaptation	Quality of life	Health
Safer Roads Partnership	0	0	0	0	0	0	0	0	+	+
Low cost traffic management interventions	+	0	0	+	+	0	+	0	+	+
Traffic signal maintenance and operations	0	0	0	0	0	0	0	0	0	0
Traffic and Travel Information	+	0	0	0	0	0	0	0	+	+
Traffic Manager interventions	+	0	0	+	+	0	+	0	+	+
Maintenance Capital & Revenue Expenditure 2011/12 – 2013/14										
Carriageway: Structural Repairs	+	0	0	+	+	0	0	0	+	+
Carriageway: Reactive Repairs	+	0	0	+	+	0	0	0	+	+
Drainage: Structural Repairs	0	+	+	0	0	0	0	+	0	0
Drainage: Reactive Repairs	0	+	+	0	0	0	0	+	0	0
Structures: Structural Repairs	0	0	0	0	0	0	0	0	0	0
Structures: Non-Structural Routine	0	0	0	0	0	0	0	0	0	0
Traffic control systems and information systems: Upgrades and replacements	+	0	0	+	+	0	0	0	+	+
Aids to movement: Routine and reactive	+	0	0	+	+	0	0	0	+	+
Environmental (trees, shrubs, grass & weeds): Routine and reactive	+	0	0	0	+	++	+	+	+	0
Weather emergencies	0	+	+	0	0	0	0	++	+	++
Miscellaneous (IT systems, condition surveys, depots)	0	0	0	0	0	0	0	0	0	0

Hampshire Implementation Plan: Proposals for delivery	SEA Objectives									
	SEA1	SEA2	SEA3	SEA4	SEA5	SEA6	SEA7	SEA8	SEA9	SEA10
	Air	Water	Soil	Historic env	Land-scape	Bio-diversity	Climate change mitigation	Climate change adapt-ation	Quality of life	Health
Management of highway and misc assets (fencing, cattle grids, hazards etc) by difference	0	0	0	0	0	0	0	0	0	0
Street Lighting Capital & Revenue Expenditure 2011/12 – 2013/14										
Street Lighting expenditure (inclusive of maintenance and replacement works)	0	0	0	+	+	0	0	0	+	+
Energy and carbon costs	0	0	0	0	0	0	++	0	0	0

Appendix B: Detailed Assessment Matrices

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DETAILED ASSESSMENT MATRIX

Newgate Lane Online Widening, Fareham

No.	SEA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Reduce air pollution and ensure continued improvements to air quality.	Whilst upgrading the section of Newgate Lane between the Peel Common roundabout and the Speedfields Park roundabout may encourage some limited degree of traffic growth, the scheme will include a new and improved pedestrian and cycle route. This will support modal shift, limiting effects on local air quality.	+	+/-	+/-	Ongoing	Permanent	Local	Low	Medium	Negligible	Positive and negative	No	No existing air quality issues exist in this area. The improvement of the route is unlikely to lead to significant traffic growth along the route.
2	Maintain and improve the water quality of Hampshire's rivers, coasts and groundwater, and achieve sustainable water resources management.	No significant effects at this level of detail.									Neutral			
3	Protect and enhance Hampshire's soils resource.	The on-line widening of the southern section of Newgate Lane will lead to the loss of a small area of the best and most versatile agricultural land.	-	-	-	Ongoing	Permanent	Local	Medium	Low	Minor	Negative	Yes	According to the agricultural land classification which has been carried out for the area, the widening of the route will lead to landtake on a small area of Grade 2 agricultural land.
4	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	No cultural heritage assets are likely to be significantly affected by the on-line widening of the southern section of Newgate Lane.									Neutral			No significant effects at this level of detail. Potential effects on the historic environment will be further examined at the the project level environmental impact assessment (EIA).
5	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	The on-line widening of the southern section of Newgate Lane (from Speedfield Retail Park roundabout south to the Peel Common roundabout) will involve the widening of the existing carriageway to 6.0m and the provision of a 3 metre wide cycle track on the eastern side.	-	-	-	Ongoing	Permanent	Local	Low	Negligible	Negligible	Negative	Yes	This has the potential to lead to some insignificant effects on local landscape quality. The design and layout of the scheme should seek to support enhancements to the quality of the public realm along the route.
6	Protect, enhance and manage biodiversity and geodiversity.	The on-line widening of the southern section of Newgate Lane (from Speedfield Retail Park roundabout south to the Peel Common roundabout) has the potential to lead to some habitat loss along the route.	-	-	0	Ongoing	Permanent	Local	Low	Low	Negligible	Negative	Yes	Leading to some effects on flora and fauna in the vicinity of the route. The upgraded route should seek to promote local biodiversity linkages and networks, including through the appropriate design and layout of the scheme and the use of appropriate planting. Potential effects on the local biodiversity will be further examined at the the project level environmental impact assessment (EIA).

DETAILED ASSESSMENT MATRIX

Newgate Lane Online Widening, Fareham

No.	SEA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
7	Minimise Hampshire's contribution to climate change.	Construction of a shared use cycle and pedestrian path on Newgate Lane between the Peel Common roundabout and the Speedfields Park roundabout will support modal shift.	+	+	+	Ongoing	Permanent	International	Negligible	Medium	Moderate	Positive	No	The scheme will help extend the local car free cycle network, including from Lee-on-the-Solent and Stubbington northwards. This will support a limitation of greenhouse gas emissions from transport.
8	Plan for the anticipated effects of climate change.	Unlikely to be a significant effect at this level of detail.									Neutral			The widening of the road is unlikely to have significant effects on flood risk, the urban heat island effect or other aspects relevant to transport infrastructure's contribution to adapting to climate change.
9	Reduce poverty and social exclusion and close the gap between the most deprived areas in Hampshire and the rest of the county.	The provision of an improved pedestrian and cycle route along Newgate Lane will support accessibility by walking and cycling in the area, including from residential areas to and from local employment sites and retail areas.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The scheme will help extend the local car free cycle network, including from Lee-on-the-Solent and Stubbington northwards.
10	Safeguard and improve community health, safety and well being.	Through promoting walking and cycling, the provision of an improved pedestrian and cycle route along Newgate Lane will support the use of healthier modes of travel. This will have benefits for health and wellbeing.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The scheme will help extend the local car free cycle network, including from Lee-on-the-Solent and Stubbington northwards.
Overall Effect	<p>The on-line widening of the southern section of Newgate Lane from Speedfield Retail Park roundabout south to the Peel Common roundabout will involve the widening of the existing carriageway to 6.0m and the provision of a 3 metre wide cycle track on the eastern side. In this context the provision of a new cycle route will support accessibility by walking and cycling to local employment sites and retail areas, promoting healthier modes of travel and health and wellbeing. This will also help facilitate modal shift, with benefits for climate change mitigation and local air quality.</p> <p>The scheme is likely to lead to the loss of small areas of the best and most versatile agricultural land through leading to landtake on areas of Grade 2 agricultural land. There are also likely to be some effects on local biodiversity assets from habitat loss and, depending on the design and layout of the scheme, insignificant effects on the quality of the public realm.</p>													
Proposed Mitigation	The design and layout of the scheme should seek to support local biodiversity networks through appropriate planting and the use of other measures to support flora and fauna locally. The design and layout of the scheme should also seek to support enhancements to the public realm along the route.													

Key		Adverse		Beneficial	
The 'Duration' column is noted as:	Major negative effect	--	Severe		Superior
	Negative effect	-	Major		Major
	Positive effect	+	Moderate		Moderate
	Major positive effect	++	Minor		Minor
	Neutral environmental effect		Negligible		Negligible

DETAILED ASSESSMENT MATRIX

Access to Dunsbury Hill Farm strategic employment site

No.	SEA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Reduce air pollution and ensure continued improvements to air quality.	The new link from Hulbert Road will facilitate access to the strategic employment site from the A3(M). This has the potential to lead to an increase in air pollution in the area.	+/-	-	-	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	Yes	<p>In conjunction with the proposed employment site, the new route is likely to stimulate traffic growth in the area.</p> <p>The new access route may however also help limit congestion in the area resulting from the new employment site, limiting effects on local air quality.</p> <p>The delivery of strategic employment area-wide workplace travel planning initiatives should be a key feature for the development site.</p>
2	Maintain and improve the water quality of Hampshire's rivers, coasts and groundwater, and achieve sustainable water resources management.	<p>The new access road has the potential to increase point source and diffuse source pollutants in surface run off.</p> <p>Pollutants in surface water run off originating from road traffic includes from the corrosion of vehicle components, tyre and brake pad wear, fuel leakage, and windscreen cleaning agents. This is in addition to other pollutants, including from road treatments and from the erosion of the road surface.</p>	-	-	-	Ongoing	Permanent	Local	Negligible	Medium	Negligible	Negative	Yes	<p>The new access road should incorporate sustainable drainage systems which seek to minimise the release of pollutants into local water bodies. This should include the treatment of surface water collected from the highway before entering watercourses by filters and oil interceptors, and the prevention of suspended solids or any other deleterious matter reaching watercourses</p> <p>Whilst it is likely that the extension of the road will meet current standards for drainage, including through measures to reduce the effect of surface water run off. In this context the project level Environmental Impact Assessment will identify and examine potential effects on water quality and seek to mitigate effects.</p>
3	Protect and enhance Hampshire's soils resource.	The proposed route is not located within areas of the best and most versatile agricultural land.									Neutral			According to the agricultural land classification which has been carried out for the area, the proposed route of the access road goes through land classified as Grade 4 agricultural land. The proposed employment site includes some areas classified as Grade 3b agricultural land, which is not classified as the best and most versatile land.
4	Protect, enhance and manage sites, features and areas of archaeological, historical and cultural heritage importance.	<p>The route of the access road does not pass through or near other features or areas of established historic environment significance, including features listed on Hampshire's Archaeology and Historic Buildings Record.</p> <p>However, an increase in traffic flows stimulated by the link road has the potential to have impacts on historic environment assets over a wider area.</p>	-	-	-	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	Yes	<p>Full archaeological surveys should take place alongside the development of the access road to establish if further features of historic environment significance are present in the area.</p> <p>The project level Environmental Impact Assessment will identify and examine potential effects on the historic environment and seek to mitigate effects.</p>

DETAILED ASSESSMENT MATRIX

Access to Dunsbury Hill Farm strategic employment site

No.	SEA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
5	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	Due to its edge of urban area location, and association with the proposed development of the strategic employment site at Dunsbury Park Farm, there is the potential for significant effects on landscape quality in the area.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	Yes	An increase in traffic flows stimulated by the new road also has the potential to have impacts on landscape and townscape over a wider area. The route is located in an area of 'irregular fields with straight boundaries' as characterised by the Historic Landscape Characterisation carried out for the area. The project level Environmental Impact Assessment will identify and examine potential effects on the landscape of the area and seek to mitigate effects.
6	Protect, enhance and manage biodiversity and geodiversity.	Potential effects on biodiversity from the new access road include habitat loss and fragmentation, disturbance, air quality issues and road kills. The Habitats Regulations Assessment undertaken on the LTP3 highlights that the new road is unlikely to have effects on the integrity of internationally designated sites.	-	-	-	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	Yes	Three of Sites of Importance for Nature Conservation exist in the area, including Dunsbury Hill, Meadow by Bell's Copse and Dunsbury Hill Wood SINCS. The proposed route does not pass through any Biodiversity Opportunity Areas. The extension of the road has the potential to affect areas of lowland meadow and lowland mixed deciduous woodland, both of which are Biodiversity Action Plan habitats. The project level Environmental Impact Assessment will identify and examine potential effects on biodiversity assets in the area and seek to mitigate effects.
7	Minimise Hampshire's contribution to climate change.	A new access road to serve the strategic employment area has the potential lead to a stimulation of traffic growth in the wider area. This will have implications for greenhouse gas emissions.	+/-	-	--	Ongoing	Permanent	International	Low	Low	Major	Negative	No	Increased traffic flows promoted by the link road have the potential to undermine efforts to meet the UK Government target of a 34% reduction in greenhouse gas emissions by 2020 and an 80% reduction by 2050 on 1990 levels. The access road should seek to promote walking and cycling and sustainable transport use through the incorporation of new pedestrian and cycle linkages and other measures. The delivery of strategic employment area-wide workplace travel planning initiatives should be a key feature for the development site.
8	Plan for the anticipated effects of climate change.	A new access road may increase the volume of runoff that reaches adjacent watercourses and the time it takes to reach there. This may affect channel stability, and the risk of flooding. Increased surface water run off may also encourage flash flooding in the area. The effect of the road depends on the incorporation of adequate drainage systems within the scheme.	-	-	-	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	Yes	It is likely that the extension of the road will meet current standards for drainage, including through the incorporation of sustainable drainage systems and other measures to reduce the effect of surface water run off on local flood risk. The area is drained by the Hermitage Stream which is subject to flooding downstream from the proposed new employment site. The relevant project level Environmental Impact Assessments will identify and examine potential effects on climate change adaptation.

DETAILED ASSESSMENT MATRIX

Access to Dunsbury Hill Farm strategic employment site

No.	SEA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
9	Reduce poverty and social exclusion and close the gap between the most deprived areas in Hampshire and the rest of the county.	The access road has the potential to improve access to the strategic employment site for car users. It also has the potential to support accessibility by public transport to and from the new development area.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The link road should seek to promote walking and cycling and sustainable transport use through the incorporation of new pedestrian and cycle linkages and other measures. The delivery of strategic employment area-wide workplace travel planning initiatives should be a key feature for the development site.
10	Safeguard and improve community health, safety and well being.	In the longer term, the access road may promote an increase in traffic flows over a wider area. This has the potential to lead to air and noise quality issues, and road safety issues.	-	-	-	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	Yes	The link road should seek to promote walking and cycling and sustainable transport use through the incorporation of new pedestrian and cycle linkages and other measures. The delivery of strategic employment area-wide workplace travel planning initiatives should be a key feature for the development site.
Overall Effect	The development of a new access road from Hulbert Road to the new strategic employment area at Dunsbury Hill Farm will support accessibility to the new development/regeneration site by car and public transport. Through forming a link from Junction 3 of the A3(M), the new access road will open up a significant area of development potential in this area. In this respect the access road is likely to encourage increased traffic flows in the area. This will have implications of noise and air quality in the area, stimulate greenhouse gas emissions and have effects on the quality of the public realm. The development of the new access road also has the potential to lead to impacts on biodiversity in the local area as route options may lead to the loss of BAP habitats, including deciduous woodland and lowland meadow, and affect locally present SINCs. In association with the proposed development of the strategic employment site at Dunsbury Park Farm, landscape quality in the area will also be affected by the access road.													
Proposed Mitigation	The new link to the proposed strategic employment area should seek to improve access by non car modes and 'lock in' the benefits of the new route through incorporating new pedestrian and cycle links within the scheme and promoting public transport accessibility. It should also seek to mitigate potential significant effects on biodiversity and landscape quality through the implementation of a comprehensive package of mitigation measures and the appropriate design and layout of the access road. To accompany the development of the site, strategic employment area-wide workplace travel planning initiatives should be a key approach. The project level Environmental Impact Assessment for the scheme will identify and examine potential effects on environmental receptors and seek to mitigate effects.													

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The 'Duration' column is noted as:	<table border="0"> <tr> <td>Major negative effect</td> <td style="text-align: center;">--</td> <td rowspan="5" style="vertical-align: middle; padding-left: 20px;"> Magnitude of significance is illustrated as: </td> <td style="vertical-align: top;"> <table border="0"> <tr> <td>Adverse</td> <td>Severe</td> <td style="background-color: #8B4513; width: 20px; height: 15px;"></td> <td style="background-color: #006400; width: 20px; height: 15px;"></td> <td>Superior</td> <td rowspan="5" style="vertical-align: middle; padding-left: 20px;">Beneficial</td> </tr> <tr> <td></td> <td>Major</td> <td style="background-color: #FF0000; width: 20px; height: 15px;"></td> <td style="background-color: #008000; width: 20px; height: 15px;"></td> <td>Major</td> </tr> <tr> <td></td> <td>Moderate</td> <td style="background-color: #FF8C00; width: 20px; height: 15px;"></td> <td style="background-color: #9ACD32; width: 20px; height: 15px;"></td> <td>Moderate</td> </tr> <tr> <td></td> <td>Minor</td> <td style="background-color: #FFD700; width: 20px; height: 15px;"></td> <td style="background-color: #00FF00; width: 20px; height: 15px;"></td> <td>Minor</td> </tr> <tr> <td></td> <td>Negligible</td> <td style="background-color: #FFD700; width: 20px; height: 15px;"></td> <td style="background-color: #90EE90; width: 20px; height: 15px;"></td> <td>Negligible</td> </tr> </table> </td> </tr> <tr> <td>Negative effect</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Positive effect</td> <td style="text-align: center;">+</td> </tr> <tr> <td>Major positive effect</td> <td style="text-align: center;">++</td> </tr> <tr> <td>Neutral environmental effect</td> <td style="background-color: #FFFF00;"></td> </tr> </table>	Major negative effect	--	Magnitude of significance is illustrated as:	<table border="0"> <tr> <td>Adverse</td> <td>Severe</td> <td style="background-color: #8B4513; width: 20px; height: 15px;"></td> <td style="background-color: #006400; width: 20px; height: 15px;"></td> <td>Superior</td> <td rowspan="5" style="vertical-align: middle; padding-left: 20px;">Beneficial</td> </tr> <tr> <td></td> <td>Major</td> <td style="background-color: #FF0000; width: 20px; height: 15px;"></td> <td style="background-color: #008000; width: 20px; height: 15px;"></td> <td>Major</td> </tr> <tr> <td></td> <td>Moderate</td> <td style="background-color: #FF8C00; width: 20px; height: 15px;"></td> <td style="background-color: #9ACD32; width: 20px; height: 15px;"></td> <td>Moderate</td> </tr> <tr> <td></td> <td>Minor</td> <td style="background-color: #FFD700; width: 20px; height: 15px;"></td> <td style="background-color: #00FF00; width: 20px; height: 15px;"></td> <td>Minor</td> </tr> <tr> <td></td> <td>Negligible</td> <td style="background-color: #FFD700; width: 20px; height: 15px;"></td> <td style="background-color: #90EE90; width: 20px; height: 15px;"></td> <td>Negligible</td> </tr> </table>	Adverse	Severe			Superior	Beneficial		Major			Major		Moderate			Moderate		Minor			Minor		Negligible			Negligible	Negative effect	-	Positive effect	+	Major positive effect	++	Neutral environmental effect	
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