



Herefordshire Council

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# **Local Transport Plan 5**

Strategic Environmental Assessment -  
Environmental Report – Non Technical Summary

Herefordshire Council

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## Strategic Environmental Assessment - Environmental Report – Non Technical Summary

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# 1 Introduction

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## 1.1 Overview of this Report

- 1.1.1. This Non-Technical Summary provides an overview of the Strategic Environmental Assessment (SEA) for the draft Local Transport Plan 5 (hereafter referred to as the 'LTP5') produced by Herefordshire Council. This Non-Technical Summary includes:
- The purpose and scope of the draft LTP5 and the approach to identifying alternatives that have been considered and assessed as part of the SEA;
  - The SEA process and how it has been applied to the draft LTP5, including the SEA objectives and guide questions used in the assessment;
  - A summary of the findings of the SEA of the draft LTP5 (and reasonable alternatives); and
  - Next steps in the SEA process.
- 1.1.2. The Environmental Report and this Non-Technical Summary have been completed by WSP on behalf of Herefordshire Council.

## 1.2 The LTP5

- 1.2.1. The LTP5 is the strategic document that sets out the priorities for transport across Herefordshire.
- 1.2.2. The vision and objectives for transport set out in LTP4 have been reviewed and refreshed as part of the development of LTP5.
- 1.2.3. The objectives for LTP5 capture current council policy and the future ambition for Herefordshire, with a focus on people, place, growth and transformation.
- 1.2.4. The LTP5 supports the Council Plan for Herefordshire, five strategic objectives have been set out; these are:
- Supporting a thriving and prosperous economy:
    - By creating a sustainable, reliable and integrated transport network that includes investing in new infrastructure, improving access to new housing, employment land, facilities and services, education and training.
  - Enabling healthy behaviours and improving wellbeing:

- By providing the right facilities and environment for a wide range of travel modes (including walking, wheeling, cycling, bus, community transport and rail) to increase readily available transport choices for everyone.
- Tackling climate change and protecting and enhancing the natural and built environment:
  - By creating a transport system offering viable low emission options for most journeys, by influencing the way in which we travel the way we make decisions and deliver transport options.
- Improving accessibility and inclusivity:
  - By ensuring the transport system is accessible and understandable to everyone and making the most of improved digital connectivity.
- Improving transport safety and security:
  - By reducing the negative impacts of transport on people, ensuring communities are safe, perceived as safe and more pleasant places to live.

## 2 SEA Scope and Methodology

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- 2.1.1. A series of SEA objectives and guide questions have been established against which the LTP5 and reasonable alternative have been assessed. The SEA objectives and guide questions used in the appraisal of the LTP5 reflect the topics contained in Schedule 2 of the SEA Regulations and have been informed by:
- A review of plans and programmes and the associated environmental protection; objectives identified (see **Chapter 3** and **Appendix A** of the main Environmental Report);
  - Baseline information (see **Chapter 3** and **Appendix A** of the main Environmental Report);
  - Key issues and opportunities (see **Chapter 3** and **Appendix A** of the main Environmental Report);
  - A broad understanding of the likely generic effects arising from the construction and operation of transport infrastructure; and
  - Responses received to consultation on the SEA Scoping Report (see **Chapter 3** and **Appendix C** of the main Environmental Report).
- 2.1.2. Broadly, the SEA objectives present the preferred environmental, social, and economic outcomes, which typically involve minimising detrimental effects and enhancing positive effects. Associated guide questions have been developed for each SEA objective to provide a detailed framework against which the LTP5 can be assessed.
- 2.1.3. The SEA objectives used throughout the assessment are:
- **SA1 (Population and Equalities):** To increase the capacity, connectivity and efficiency of the transportation network to support demographic changes, including improving access for all groups inclusively;
  - **SA2 (Economy and Employment):** To provide greater connectivity across Herefordshire to support key sectors, attract inward investment and support economic success
  - **SA3 (Health and Wellbeing):** To protect and enhance both physical and mental health and wellbeing;
  - **SA4 (Community Safety):** To promote safe transport through reducing collisions, improving safety and reducing crime across the transport network;

- **SA5 (Biodiversity):** To protect and enhance protected habitats, species, valuable ecological networks and ecosystem functionality in the county, contributing to biodiversity net gain;
- **SA6 (Landscape and Townscape):** To protect and enhance townscapes and landscapes of visual importance, including the rural environment and town centres;
- **SA7 (Historic Environment):** To protect and enhance the historic environment, including heritage assets (designated and non-designated) and their settings;
- **SA8 (Water Quality):** To protect water quality and manage and reduce the risk of pollution from the transport network;
- **SA9 (Flood Risk):** To reduce the risk and vulnerability to flooding;
- **SA10 (Air Quality):** To improve air quality by reducing transport related emissions;
- **SA11 (Climate Change and Greenhouse Gases):** To reduce greenhouse gas emissions, support national and local decarbonisation initiatives and incorporate climate change adaptation to help maximise resilience;
- **SA12 (Noise and Vibration):** To reduce exposure to transport related noise and vibration, including noise pollution and annoyance;
- **SA13 (Sustainable use of Resources):** To ensure the efficient use of land, promote sustainable use of resources and seek opportunities to promote a circular economy; and
- **SA14 (Protection of land):** To protect Herefordshire's geological and agriculturally important land.



### 3 Assessment of the LTP5

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- 3.1.1. As set out above, the LTP5 aims to meet the five objectives of:
- Supporting a thriving and prosperous economy;
  - Enabling healthy behaviours and improving wellbeing;
  - Tackling climate change and protecting and enhancing the natural and built environment;
  - Improving accessibility and inclusivity; and
  - Improving transport safety and security.
- 3.1.2. Herefordshire Council's proposed LTP5 is a long-term strategy, comprised of eight policies and accompanied by strategies and action plans for the following:
- The Transport Network,
  - Rural Herefordshire and its Market Towns, and
  - Hereford City.
- 3.1.3. Each strategy and action plan has used the five objectives as guiding principles. The policies, strategies, and action plans are summarised in section 2.3 of the main Environmental Report.
- 3.1.4. **Table 3-2** presents a summary of the assessed effects of the LTP5 against the SEA objectives.
- 3.1.5. **Table 3-1** presents a key to the meaning of the symbols in the assessment summary table.

**Table 3-1 - SEA key and guide for the assessment of significance**

Symbol	Effect Significance	Description
++	Significant positive effect	The proposed measure/ action plan/ plan contributes significantly to the achievement of the objective.
+	Minor positive effect	The proposed measure/ action plan/ plan contributes to the achievement of the objective but not significantly.
-	Minor negative effect	The proposed measure/ action plan/ plan detracts from the achievement of the objective but not significantly.
--	Significant negative effect	The proposed measure/ action plan/ plan detracts significantly from the achievement of the objective.
?	Uncertain effect	The proposed measure/ action plan/ plan has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an appraisal to be made.
+/-	Minor positive and negative effect	The proposed measure/ action plan/ plan has the potential for both a minor positive and negative effect.
0	Neutral effect	The proposed measure/ action plan/ plan does not have any effect on the achievement of the objective

3.1.6. For each effect identified, a score has been given using the SEA objectives and the framework set out in **Table 3-1**. This has been undertaken using expert judgement after a review of the evidence available. All evidence/ assumptions that have been used to make these judgements have been documented (see **Appendix B**).

**Table 3-2 - LTP5 Assessment Summary**

<b>SEA Objective</b>	<b>Residual significance</b>
<b>Population and Equalities</b>	<b>++</b>
<b>Health and Wellbeing</b>	<b>++</b>
<b>Economy and Employment</b>	<b>++</b>
<b>Community Safety</b>	<b>++</b>
<b>Biodiversity and Natural Capital</b>	<b>+/-/?</b>
<b>Landscape and Townscape</b>	<b>+/-</b>
<b>Historic Environment</b>	<b>+/-/?</b>
<b>Water Environment</b>	<b>+/-/?</b>
<b>Air Quality</b>	<b>++</b>
<b>Climate Change and Greenhouse Gases</b>	<b>+/-</b>
<b>Noise and Vibration</b>	<b>+/-</b>
<b>Material Assets</b>	<b>+/-/?</b>

- 3.1.7. Significant positive effects were identified against the Population and Equalities, Health and Wellbeing, Community Safety, Economy and Employment, and Air Quality SEA Objectives.
- 3.1.8. Minor positive effects were identified for all the other SEA Objectives, this is largely due to the LTP5 policies, strategies and action plans focusing on improving the transport network for the community, improving the local economy and reducing negative environmental impacts from the transport network. In the long-term, measures seek to improve access to sustainable transport modes, including active travel, along with a range of other measures that will have long-term minor positive (direct and indirect) effects on SEA objectives.

- 3.1.9. No significant negative effects were identified against any of the SEA Objectives.
- 3.1.10. Minor negative effects were identified for most of the SEA Objectives. These mostly derive from potential disruption caused during the construction stage of new or improved infrastructure development. In line with national and local planning policies it has been assumed that individual proposals would seek to reduce negative effects from construction and any site-specific protection and prevention measures would be implemented. As a result, it is considered unlikely that any proposed new or improved infrastructure development would result in a residual significant negative effect during construction or operation. Despite this, the potential for a minor negative effect has been identified against most of the SEA objectives. The nature and significance of effects will ultimately be determined by the precise location and design of infrastructure, including the implementation of mitigation measures.
- 3.1.11. Uncertainty has been identified for Biodiversity, Landscape and Townscape, Historic Environment, Water Environment, and Material Assets SEA Objectives. This has been identified where there is potential for effects to arise, however the location, timescale, or scale of all interventions is currently unknown. Therefore, the effects of these cannot be determined at this stage. However, it is expected that project level assessments will be undertaken to ensure no significant negative effects occur.

## 3.2 Assessment of Alternatives

- 3.2.1. Five reasonable alternatives to the preferred approach have been assessed, in line with the requirements of the SEA Regulations. These are a 'Do Nothing', 'Mix of modal investment', 'Stable Investment Levels', 'Increasing investment in public, shared and active transport' and 'Increased investment focused on one sustainable travel mode'. The full assessment of these reasonable alternatives and the reasoning behind choosing the preferred approach is detailed in **Chapter 6** of the main Environmental Report.
- 3.2.2. **Table 3-3** presents a summary of the alternative options.

**Table 3-3 - Summary of Alternative Options**

	Option	Description
<b>A</b>	Do Nothing	No investment in sustainable travel modes.
<b>B</b>	Mix of modal investment, albeit reduction in the level of investment in sustainable transport	A mix of measures in the LTP, but the bulk of spend would be on highway schemes. This would partly be achieved by a reduction in the proportion of investment secured and spent on sustainable travel projects.
<b>C</b>	Stable Investment Levels	A mix of highway, cycle and public transport projects, consistent with the spend of previous years.
<b>D</b>	Increasing investment in public, shared and active transport	Increased focus on active travel and public transport.  Accelerated delivery of LCWIP routes, and bus network.
<b>E</b>	Increased investment focused on one sustainable travel mode (i.e. only public transport or active travel)	LTP investment focused on a single mode choice. For example, investment predominantly focused on active travel or new major public transport system.

3.2.3. **Table 3-4** presents a summary of the assessment findings and for each effect identified, a score has been given using the SEA Objectives and the framework set out in **Table 3-1**.

**Table 3-4 - Summary of the Assessment of Alternative Options**

<b>SEA Topic</b>	<b>Option A</b>	<b>Option B</b>	<b>Option C</b>	<b>Option D</b>	<b>Option E</b>
<b>Population &amp; Equalities</b>	<b>+/-</b>	<b>+/-</b>	<b>++/-</b>	<b>++/-</b>	<b>+/-</b>
<b>Health &amp; Wellbeing</b>	<b>+/-</b>	<b>+/-</b>	<b>++/-</b>	<b>++/-</b>	<b>+/-</b>
<b>Economy &amp; Employment</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>
<b>Community Safety</b>	<b>0</b>	<b>+</b>	<b>+</b>	<b>++</b>	<b>+</b>
<b>Biodiversity &amp; Natural Capital</b>	<b>+/-/?</b>	<b>+/-/?</b>	<b>+/-/?</b>	<b>+/-/?</b>	<b>+/-/?</b>
<b>Landscape &amp; Townscape</b>	<b>0</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>
<b>Historic Environment</b>	<b>0</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>
<b>Water Environment</b>	<b>-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>
<b>Air Quality</b>	<b>-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>
<b>Climate Change &amp; Greenhouse Gases</b>	<b>-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>
<b>Noise &amp; Vibration</b>	<b>-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>
<b>Material Assets</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>	<b>+/-</b>

### 3.3 Cumulative Effects

- 3.3.1. The SEA Regulations require that the cumulative effects of the LTP5 are considered when identifying likely significant effects. This includes the cumulative effects of the policies and interventions comprising the plan (intra-plan), and the effects of the plan in conjunction with other plans and programmes (inter-plan).
- 3.3.2. The consideration of how policies and interventions within the LTP5 may interact with each other (intra-plan) is presented in **Chapter 4** and **Appendix B** of the main Environmental Report.
- 3.3.3. **Chapter 5** of the main Environmental Report presents the consideration of how the policies and interventions within the LTP5 may interact with proposals in other plans, programmes and projects (inter-plan effects).
- 3.3.4. The assessment of inter-plan effects found that mixed negative and positive cumulative effects are likely against the majority of SEA objectives. In the short-term, the delivery of proposals set out in the LTP5 and other plans, programmes, and projects could interact and have negative cumulative effects if construction periods overlap and they are in close proximity.
- 3.3.5. In the long-term there is also the potential for positive cumulative effects through the delivery of a more reliable and sustainable transport network and increased active transport. Significant positive cumulative effects were predicted for SEA objectives relating to Population and Equalities, Health and Wellbeing, Economy and Employment, and Community Safety.

## 4 Monitoring

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- 4.1.1. The SEA Regulations require that monitoring is undertaken on a plan so that the significant effects of applying the plan can be identified, and remedial action imposed.
- 4.1.2. The purpose of the monitoring is to provide a measure of the sustainability outcomes of the final plan, and to measure the performance of the plan against sustainability objectives and targets. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage sustainability information.
- 4.1.3. The aim of monitoring is to check whether the plan is having the significant effects that were predicted in the SEA, and to deal with any unforeseen problems.
- 4.1.4. The proposed monitoring measures are presented in **Chapter 7** of the main Environmental Report.



## 5 Next Steps

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- 5.1.1. This Environmental Report will be presented for public consultation alongside the Draft LTP5. The representations received will be documented and considered in reviewing the proposals for the LTP5.
- 5.1.2. Following this, a Post Adoption Statement will be produced that summarises how the SEA and the consultation responses have been taken into account and how social, economic and environmental considerations have been integrated into the final decisions regarding the LTP5 and will be issued as soon as is reasonably practicable after adoption.



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