Herefordshire Council

Local Transport Plan 5

Strategic Environmental Assessment - Environmental Report

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Type of document (version) Official

Project no. 70102976

Date: April 2025

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Quality control

Issue/revision	First issue	Revision 1	Revision 2
Remarks	Draft for Client Review	Draft for Client Review	Draft for Consultation
Date	March 2025	April 2025	April 2025
Prepared by	EP	EP	EP
Checked by	CT	CT	CT
Authorised by	AP	AP	AP
Project number	70102976	70102976	70102976

Contents

1 Introduction

1.1 Overview

1.1.1. WSP has been commissioned to undertake an independent Strategic Environmental Assessment (SEA) in support of the LTP5. The requirement for SEA arises through the Environmental Assessment of Plans and Programmes Regulations 2004[1] (hereafter referred to as the 'SEA Regulations'). SEA is a systematic process carried out to ensure that environmental issues are fully integrated and addressed through the development of a plan.

1.2 Local Transport Plans

1.2.1. The Government's 1998 White Paper on transport, 'A New Deal for Transport: Better for Everyone'[2], introduced the concept of Local Transport Plans (LTPs) to steer the development of national transport policies at the local level. The Transport Act 2000[3] (now amended by the Local Transport Act 2008[4]) then made it a statutory requirement for local transport authorities outside of London to produce LTPs having regard to Government guidance and policies on the environment.

1.2.2. The more recent Local Transport Act 2008[4] gave local authorities the freedom to decide for themselves how many years future LTPs should cover, including the option to set different time spans for the strategy and implementation plan elements of the LTP.

1.2.3. The Local Transport Act 2008[4] makes particular reference to climate change mitigation and adaptation, but states that authorities should consider how their strategies and implementation plans relate to all relevant environmental issues, including air quality, noise, landscape and biodiversity.

1.3 SEA process

1.3.1. The SEA process is carried out during the preparation of certain plans and strategies including local transport plans, local plans, and spatial development strategies. Its role is to promote sustainable development by assessing the extent to which emerging plans will help to achieve relevant environmental, economic and social objectives.

[1] SI 2004 No. 1633, The Environmental Assessment of Plans and Programmes Regulations, 2004. Available online at: http://www.legislation.gov.uk/uksi/2004/1633/pdfs/uksi_20041633_en.pdf
[2] Department for Transport, A new deal for transport: better for everyone - White Paper, 1998. Available online at:https://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/about/strategy/whitepapers/previous/anewdealfortransportbetterfo5695
[3] Transport Act, 2000. Available online at: https://www.legislation.gov.uk/ukpga/2000/38/introduction
[4] Local Transport Act, 2008. Available online at: https://www.legislation.gov.uk/ukpga/2008/26/contents

1.3.2. SEA is used to describe the application of environmental assessment to plans and programmes in accordance with the 'Environmental Assessment of Plans and Programmes Regulations' (SI 2004/1633, known as the SEA Regulations)[5]. Throughout the course of the development of the plan, policy or programme, the aim of SEA is to promote sustainable development by identifying the potential impact of options proposed in the plan, in terms of their environmental, economic, and social effects. If any adverse effects are identified, these options can then be avoided, or proposals modified to manage or mitigate adverse effects.

1.3.3. SEA is mandatory for plans and programmes prepared for agriculture, forestry, fisheries, energy, industry, transport, waste or water management, telecommunications, tourism, town and country planning or land use, that set the framework for future development consent of projects listed in the Town and Country Planning (Environmental Impact Assessment) Regulations[6].

1.4 Purpose of this Report

1.4.1. This Environmental Report presents the findings of the SEA for the LTP5 and will be presented alongside the LTP5 for public consultation. The purposes of the SEA and this Environmental Report are:

- To ensure that the likely significant environmental and socio-economic effects of the LTP5 and any reasonable alternatives are identified, described, and evaluated;
- To help identify appropriate measures to avoid, reduce or mitigate adverse effects and to enhance beneficial effects associated with the implementation of the LTP5 wherever possible;
- To provide a framework for monitoring the potential significant effects arising from the implementation of the LTP5;
- To inform decisions on the LTP5; and
- To demonstrate that the LTP5 has been developed in a manner consistent with the requirements of the SEA Regulations.

1.5 Environmental Report Structure

1.5.1. This Environmental Report is structured as follows:

- **Non-Technical Summary** - Provides a summary of the Environmental Report, including information on both the LTP5 and the key findings of the assessment.
- **Chapter 1: Introduction** - Provides an overview of the LTP5, SEA process and the purpose of this report.

[5] SI 2004 No. 1633, The Environmental Assessment of Plans and Programmes Regulations, 2004. Available online at: http://www.legislation.gov.uk/uksi/2004/1633/pdfs/uksi_20041633_en.pdf
[6] UK Government, The Town and Country Planning (Environmental Impact Assessment) Regulations, 2017. Available online at: The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (legislation.gov.uk)

- **Chapter 2: The Local Transport Plan 5** - Describes the purpose and scope of the LTP5 and provides an overview of its structure and contents.
- **Chapter 3: SEA Scope and Methodology** - Provides on overview of the scope of the SEA and outlines the approach to the appraisal of the LTP5 and reasonable alternatives including the appraisal framework (which comprises SEA objectives and guide questions).
- **Chapter 4: Assessment of the Plan** - Summarises the likely significant effects of the LTP5.
- **Chapter 5: Cumulative Effects** - Presents the findings of the cumulative effects assessment for the LTP5 as a whole, as well as with other plans, programmes and projects.
- **Chapter 6: Assessment of Alternatives** - Sets out the reasonable alternatives and presents the assessment findings.
- **Chapter 7: Monitoring and Next Steps** - Sets out proposed monitoring measures and the next steps for the SEA process.

2 The Local Transport Plan 5

2.1 Introduction

2.1.1. The LTP5 is the strategic document that sets out the priorities for transport across Herefordshire between 2025 to 2041.

2.1.2. Significant progress has been made in delivering a range of transport projects identified in the previous LTPs (LTP4 2016-2031). A lot has also changed in society. Technology has improved and there has been a continuing shift to online services. The population of Herefordshire has grown, and new housing targets from central government set in 2024.

2.1.3. The impacts of climate change are also better understood and instances of higher rainfall and flooding are becoming more prevalent.

2.1.4. A new LTP will capture and reflect these societal, environmental and economic changes to ensure future transport investment best meets the needs of Herefordshire.

2.2 Vision and objectives

2.2.1. The vision and objectives for transport set out in LTP4 have been reviewed and refreshed as part of the development of LTP5.

2.2.2. The objectives for LTP5 capture current council policy and the future ambition for Herefordshire, with a focus on people, place, growth and transformation.

2.2.3. 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 cycling, walking, wheeling, 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.

2.3 Structure and content

2.3.1. Herefordshire Council's proposed LTP5 is a long-term strategy, comprised of seven policies and accompanied by Strategies and Action Plans for the following:

- The Transport Network
- Rural Herefordshire and its Market Towns
- Hereford City

2.3.2. Each Strategy and Action Plan has used the five objectives as guiding principles. The policies are summarised below:

- Policy TN1: Maintaining the Highway Network
- Policy TN2: Freight and Sustainable Movement of Goods
- Policy TN3: Transport in New Developments
- Policy TN4: Travel Planning in Strategic Allocations
- Policy TN5: Design Standards
- Policy TN6: Considering Carbon
- Policy TN7: Road Safety

2.3.3. The following section sets out the proposed schemes for each of the areas from the LTP Action Plans.

Transport Network Strategy

- Prosperous Economy
  - Continue to prioritise maintenance of A and B classified routes.
  - Co-ordinate works being undertaken on the highway network.
  - Evolve and adapt maintenance programmes to reflect changing climate.
  - Use Locality Stewards and online tools to identify and react to local issues.
  - Support improved facilities for freight and sustainable delivery methods.
  - Update signage of key routes and tourism destinations.
  - Identify and support delivery of infrastructure to unlock sustainable growth.
  - Undertake area-wide travel planning for strategic developments.
- Health and Wellbeing
  - Use of healthy streets principles and best practice active travel design guidance in new projects.
  - Removal of barriers on Rights of Way and shared use networks.
  - Deliver secure parking for arrange of different cycles.
- Tackling climate change and protecting the natural and built environment

- Improve digital access and online services.
- Support the delivery of Electric Vehicle charging and alternative fuel stations.
- Work with businesses to support the switch to Electric Vehicles.
- Periodic update of Electric Vehicle Charging Strategy.
- Support the transition to zero-emission buses and low carbon railways.
- Increase weight given to carbon in highway maintenance and new projects.
- Continuing update of streetlighting network and traffic signals.

- Improving Accessibility and Inclusivity
  - Enhance bus journey times and stop facilities.
  - Work with business and public transport operators to promote leisure travel.
  - Work with transport bus operators to enhance ticketing.
  - Lobby for enhanced rail services.
  - Support improved digital connectivity on public transport services.
- Improve Transport Safety and Security
  - Continued programme of road user training.
  - Improve safety for vulnerable road users.
  - 'School Streets' to make cycling and walking options for school children.
  - Targeted improvements at locations with a history of collisions.
  - 20mph speed limit in settlements where locally supported.

Strategy for Rural Herefordshire and its Market Towns

- Supporting a thriving and prosperous economy
  - Improving Market Towns and Villages including;
    - Improve town centre car and cycle parking and pedestrian facilities
    - Reduce dominance of vehicles in town centres to enable enhanced provision for pedestrians and/or space for cafes/businesses.
    - Supporting the hosting of community and seasonal events.
  - Unlock Strategic Development through
    - Southern Link Road and active travel facilities in Leominster.
    - New access road and improved bus services to Ross-on-Wye.
    - Improvements to public transport services and attractive walking and cycling access from new developments to town centres, employment and schools.
- Enabling healthy behaviours and improving wellbeing
  - Improve cycling, walking and wheeling facilities and signage across all Market Towns, to local centres and public transport hubs.
  - Develop a network of attractive walking and cycling routes in Leominster.
  - Trial low traffic lanes for safer cycling, walking, wheeling and horse riding.

- Implement measures in the Rights of Way Improvement Plan, including removing barriers and restrictive infrastructure on the Public Rights of Way network.

- Tackling climate change and protecting the natural and built environment
  - Support delivery of on-street Electric Vehicle charge points and in council car parks.
  - Promote and encourage Peer-to-Peer charging.
  - Increase the availability of online council services and work with public sector partners to increase their online service availability.
  - Continue to improve rural broadband and digital connectivity.
- Improving accessibility and inclusivity
  - Improve access to rail stations, including Leominster station redevelopment.
  - Focus on improvements to bus services on core interurban routes.
  - Integrate bus times with the opening hours of leisure and social facilities.
  - Support community transport operators to increase provision.
  - Produce a Rural Mobility Strategy.
- Improving transport safety and security
  - Deliver improvements to safety in rural areas, including engineering, educational and speed limit changes at identified collision locations.
  - Introduce 20mph limits in settlements where locally supported.
  - Improve the safety of pedestrian facilities.

Strategy for Hereford City

- Supporting a thriving and prosperous economy
  - Deliver the infrastructure to unlock and support sustainable new development.
  - New vehicle route to the west of the city.
  - Improved sustainable transport links to major development areas.
  - Reduce the dominance of vehicles in the city centre.
  - Improve the city centre urban realm to support the local and visitor economy.
  - Review of car parking provision in the city centre.
- Enabling healthy behaviours and improving wellbeing
  - Delivery of comprehensive walking and cycling network across the city.
  - Ensure active travel facilities provided within and connecting from new development.
  - Extend the riverside active travel network.
  - Connect neighbouring rural settlements to the city centre.
  - Expand the on-street bike hire scheme in the city.
- Tackling climate change and protecting and enhancing the natural and built environment
  - Expansion of electric vehicle infrastructure around the city.
  - Roll out of zero emission buses.

- Transition of freight to sustainable modes.

- Improving accessibility and inclusivity
  - Delivery of the Transport Hub at Hereford Railway Station.
  - Investigate and deliver bus priority on key corridors.
  - Provide bus services at early stages of new developments.
  - Half hour frequency buses between Hereford city and Market Towns.
  - Roll out of shared cars across the city.
  - Work towards single integrated ticketing for sustainable transport modes.
- Improving transport safety and security
  - Segregated facilities for pedestrians and cycles and improved crossing facilities.
  - Safer city centre and residential streets.
  - Increase of areas of 20mph speed limit.

3 SEA Scope and Methodology

3.1 Introduction

3.1.1. Preparation of the SEA Scoping Report is the first stage in the SEA process, identifying issues, objectives and a framework for assessment of the likely effects of the LTP5.

3.1.2. The Scoping Report was available for review and comment by statutory consultees (the Environment Agency, Historic England and Natural England) from August to September 2024. Two responses were received (from Historic England and Natural England). The comments from Historic England were taken into account and amendments made to the scoping information where necessary. Natural England had no specific comments; therefore, no amendments were required.

3.1.3. Historic England's representation and how it has been taken into account is presented in **Appendix C**. A final SEA Scoping Report was produced to reflect the comments received and this is presented in **Appendix A**.

3.2 SEA Framework

3.2.1. The baseline information and review of plans and programmes informed the identification of a number of key issues (see **Appendix A**). These were then used to develop an SEA Framework of Objectives, which are presented in **Table 3-1** below.

Table 3-1 – SEA Framework

Topic	Key Sustainability Issues and Opportunities Identified	Sustainability Objective	Appraisal Question
Population and Equalities	▪ Transport issues affect different population groups to varying extents, There is evidence to show that the barriers to accessing and using transport can be exacerbated by age, ethnicity and gender; ▪ The rural nature of large parts of the county could pose significant challenges in providing good access to services for all residents.; ▪ Changing work habits such as remote, internet-based jobs and working from home are likely to reduce transport demand, particularly after COVID-19, but may also increase social isolation, which could increase reliance on alternative social interaction; ▪ There are opportunities to improve access to rural areas through transport services, digital services and by bringing services to people; and ▪ Increasing and improving access to rural areas will enable more disabled people to access work, which will enable people to reach their potential and to achieve economic independence.	**SA1:** To increase the capacity, connectivity and efficiency of the transportation network to support demographic changes, including improving access for all groups inclusively	Will the policy or proposal: ▪ Help to reduce inequalities, particularly for those people and communities most vulnerable? ▪ Improve access to services, facilities and transport for all inclusively (including disabilities, hidden disabilities, dementia, and autism)? ▪ Proportionately support both rural and urban communities ▪ Support diversity? ▪ Support population growth?
Health and Wellbeing	▪ Herefordshire's population is ageing, therefore there will be a greater need for adequate access to public transport facilities; ▪ Transport availability, particularly public transport, affects wellbeing because it facilitates social connectedness. A lack of access to transport or a withdrawal of public transport services has been found to reduce social networks and social relationships; ▪ Levels of obesity in adults is higher than the national average; ▪ There are disparities in health across the county; and ▪ The prevalence of COPD in the Herefordshire is higher than the national and regional averages and is on the rise.	**SA3:** To protect and enhance both physical and mental health and wellbeing	Will the policy or proposal: ▪ Provide better access to healthcare, community and social care facilities? ▪ Promote healthier active lifestyles? ▪ Increase walking and cycling? ▪ Promote health enhancing environments, behaviours and activities for local communities? ▪ Help prevent risks to human health, which arise from noise and air pollution? ▪ Help prevent social isolation in both the rural and urban setting? ▪ Improve access to parks, natural and historic places to improve mental wellbeing?
Economy and Employment	▪ If working-age populations continue to decline economic issues are likely to become more prominent in terms of supply of labour and reduced local economic activity levels; ▪ An ageing population is exerting pressure on the labour market; ▪ If employment remains more concentrated in urban centres, this could put increased pressure on transport systems as commuting distances increase; ▪ There is a lack of access to local economy in rural areas; and ▪ There are opportunities to build Herefordshire's tourism economy.	**SA2:** To provide greater connectivity across Herefordshire to support key sectors, attract inward investment and support economic success	Will the policy or proposal result in: ▪ Support economic growth? ▪ Support access to jobs and training opportunities? ▪ Improve access to employment centres? ▪ Support regeneration of town and district centres? ▪ Support the tourism industry?
Community Safety	▪ Rates of antisocial behaviour, violence and sexual offences and public order continue to increase; ▪ Vulnerable road uses such as cyclists and pedestrians are more likely to be casualties; ▪ Young drivers and car passengers are more likely to be injured in a road accident than older car drivers and passengers;	**SA4:** To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network	Will the policy or proposal: ▪ Improve overall safety across the transport network? ▪ Ensure that residents feel safe, particularly after dark? ▪ Support designing out crime principles?

Topic	Key Sustainability Issues and Opportunities Identified	Sustainability Objective	Appraisal Question
	▪ Crime on public transport in the UK is on the rise, particularly with regards to sexual assault, violent crimes and disruption; ▪ As the population within Herefordshire increases there are expected to be a greater number of vehicles on the county's roads, which may result in an increase in the number of collisions and those KSI on roads; ▪ There are areas across the county which have high levels of crime deprivation; and ▪ Children in the most deprived neighbourhoods are nearly three times more likely to be KSI as a pedestrian compared to non-deprived neighbourhoods[7].		▪ Help reduce levels of crime deprivation? ▪ Improve road safety and reduce the number of people KSI on the roads, particularly children from deprived backgrounds?
Biodiversity and Natural Capital	▪ There are a wide range of statutory local, national and international sites designated for nature conservation in Herefordshire, which may be affected by increased transport infrastructure development. Habitats and wildlife corridors outside of these protected areas are especially at risk of being lost, damaged or fragmented by transport development; ▪ New transport routes will need to be carefully planned so that they do not cause adverse effects on ecosystems with high (potential) ecosystem services provision; ▪ Given that ecosystem services are the benefits that nature provides to people, areas of high (potential) provision are often the green and blue spaces close to centres of population, as well as connecting habitats that link these with more remote designated habitats and landscapes; and ▪ There is a need to work towards halting the decline in species abundance by 2030, and then increase abundance by at least 10% to exceed 2022 levels by 2042.	**SA5:** To protect and enhance protected habitats, species, valuable ecological networks and ecosystem functionality in the county, contributing to biodiversity net gain	Will the policy or proposal: ▪ Cause damage to locally and nationally designated sites though infrastructure provision, traffic or maintenance? ▪ Maintain and enhance biodiversity in the region? ▪ Seek opportunities for at least 10% biodiversity net gain through green infrastructure? ▪ Increase provision of ecosystem services from the county's natural capital? ▪ Prevent fragmentation of habitats and promote ecological networks? ▪ Result in developments which will improve biodiversity on site?
Landscape and Townscape	▪ Transport infrastructure has the potential to cause direct and indirect impacts on designated landscapes, eroding the character and quality of the landscapes, increasing pollution and eroding the visual amenity for residents and visitors alike; and ▪ Future growth in some locations could risk compromising landscape and townscape character and features. However, a landscape-led design with green infrastructure principles in place could play a key role in the enhancement of the natural environment, visual amenity and physical and mental health of its people.	**SA6:** To protect and enhance townscapes and landscapes of visual importance, including the rural environment and town centres	Will the policy or proposal: ▪ Respect, maintain and strengthen local character and distinctiveness? ▪ Improve the quality and condition of the townscape and landscape? ▪ Incorporate green infrastructure into design? ▪ Protect and enhance the special character of designated National Landscapes?
Historic Environment	▪ Any proposed development (including transport infrastructure) that has the potential to adversely impact on the setting of assets of the highest importance is likely to be refused or strongly resisted in planning; ▪ For archaeological assets, the potential direct physical impacts are permanent as they are destroyed and cannot be replaced. Areas of dense	**SA7:** To protect and enhance the historic environment, including heritage assets (designated and non-designated) and their settings	Will the policy or proposal: ▪ Conserve and/or enhance heritage assets, their setting and the wider historic environment?

[7] Centre for Transport Studies, Road Safety Research Briefing 1: Children and Traffic: Those in deprived areas still at disproportionate risk. Available online at: https://www.ucl.ac.uk/transport/sites/transport/files/deprivation-and-road-safety-children.pdf

Topic	Key Sustainability Issues and Opportunities Identified	Sustainability Objective	Appraisal Question
	historical assets may have buried assets and groundwork should be carefully considered; ■ New and/or upgraded transport infrastructure across Herefordshire has the potential to affect the survival, fabric, condition and setting of cultural heritage assets (both above and below ground) in addition to increased pressure from population growth; ■ There is potential for development to encroach on locally designated sites or areas of high archaeological value that do not have the same statutory protection as nationally listed sites; ■ Ancillary features of transport infrastructure can adversely impact upon the setting of historic assets, especially those in urban areas; ■ Highly significance archaeological remains, whether designated or not, normally require preservation in situ. This can have implications for transport schemes and can represent a significant constraint to future scheme design, which should respect, retain and protect the remains (e.g. through avoidance and redesign); and ■ Vehicle damage and pollution can adversely affect both listed buildings and scheduled monuments, so reducing vehicle movements within historic urban areas is also an important aspect to address.		■ Improve the quality and condition of the historic environment? ■ Respect, maintain and strengthen local character and distinctiveness? ■ Result in the loss of buried and unknown historic assets and artifacts? ■ Secure appropriate public access an enjoyment to heritage assets? ■ Have implications for heritage assets on 'at risk' registers, or result in new assets becoming at risk? ■ Result in the loss of above ground heritage assets?
Water Environment	■ The physical and chemical quality of water resources is an important aspect of the natural environment and can be adversely affected by pollution associated with surface water runoff from new or existing transport infrastructure, as well as by changes to waterbodies which can affect their quality as a habitat; ■ Increased development (including transport infrastructure) can increase flood risk on a local and catchment scale; and ■ Climate change is likely to increase the occurrence of flooding and extreme weather events and hence raise the flood risk in Herefordshire and cause disruption and damage to property and transport networks.	**SA8:** To protect water quality and manage and reduce the risk of pollution from the transport network **SA9:** To reduce the risk and vulnerability to flooding	Will the policy or proposal: ■ Reduce the risk of flooding? ■ Increase surface runoff? ■ Result in the reduction of water quality? ■ Support the protection and enhancement of water bodies?
Air Quality	■ The number of vehicles on the roads is likely to increase as the population rises, putting air quality at further risk of degradation; ■ More severe and frequent heat episodes as a result of climate change can contribute to the worsening of air quality; ■ Whilst electric vehicles should have positive effects for air quality in terms of NO_2 reductions, there is concern that electric vehicles, which are currently heavier than 'conventional' vehicles, may generate more particulate (PM_{10}) pollution from brake and tyre wear; and ■ Air quality issues across Herefordshire can be addressed via changes to traffic flows, access and a modal shift towards less polluting methods of transport (low carbon transport initiatives) and inclusive of active transport (e.g. cycling, walking etc.).	**SA10:** To improve air quality by reducing transport related emissions.	Will the policy or proposal result in: ■ Support measures to reduce levels of air pollution? ■ Support measures for the reduction of congestion and traffic levels particularly in the county's AQMAs?
Climate Change and Greenhouse Gases	■ The transport sector is the largest contributor to greenhouse gas emissions in the UK, although agriculture is the largest contributor in Herefordshire; ■ In rural areas of Herefordshire, particularly, where there are limited local facilities and fewer public transport services, many people are reliant on	**SA11:** To reduce greenhouse gas emissions, support national and local decarbonisation initiatives and incorporate climate change adaptation to help maximise resilience.	Will the policy or proposal result in: ■ Support low carbon and energy efficient design? ■ Increase the resilience of infrastructure and material assets to the impacts of climate

Topic	Key Sustainability Issues and Opportunities Identified	Sustainability Objective	Appraisal Question
	private transport, use of which contributes to greenhouse gas emissions; and ■ There is a need to ensure climate resilience of the transport infrastructure in Herefordshire. The extent of future climate change will be strongly affected by the amount of greenhouse gases that the population chooses to emit.		change (including flood risk, extreme weather, heat and cold)? ■ Support the council's Net Zero ambitions by 2030? ■ Support low carbon, energy efficient design? ■ Reduce levels of embodied carbon?
Noise and Vibration	■ Increased transport development and infrastructure may adversely impact sensitive receptors and increase current noise levels in areas adjacent to roads and rail lines; ■ Excessive noise exposure from transport can cause stress and sleep disturbance and is often perceived as a nuisance. This can result in adverse effects on human health; and ■ Transport noise can adversely affect biodiversity including nesting and feeding habits of many species	**SA12:** To reduce exposure to transport related noise and vibration, including noise pollution and annoyance	Will the policy or proposal: ■ Support measures to reduce levels of noise pollution? ■ Support measures for the reduction of congestion and traffic levels particularly in areas with sensitive noise receptors?
Material Assets	■ It is important that any future development of the transport network across Herefordshire minimises the impact upon the degradation or sterilisation of the best and most versatile land, as this is important for the UK's self-sufficiency in food production; ■ Minerals are a finite resource and materials will be required for any new transport infrastructure, with subsequent waste produced; ■ There is currently a large reliance on road transport for importing and exporting minerals across the UK, which is unlikely to change; and ■ There is a need to avoid development on best and most versatile agricultural land.	**SA13:** To ensure the efficient use of land, promote sustainable use of resources and seek opportunities to promote a circular economy. **SA14:** To protect Herefordshire's geological and agriculturally important land.	Will the policy or proposal result in: ■ Support the use of sustainable materials? ■ Support the reuse of existing infrastructure? ■ Promote a circular economy? ■ Minimise the amount of waste? ■ Support the use of brownfield land? ■ Protect and enhance land quality? ■ Result in the loss of agricultural land?

3.3 Methodology

Assessment of the Draft LTP5 and reasonable alternatives

3.3.1. In line with requirements, the SEA process has sought to identify, describe and evaluate the significant effects of the LTP5 and reasonable alternatives. This has been done by identifying the likely changes to the baseline conditions as a result of implementing the LTP5 and the reasonable alternatives to it. These changes are described (where possible) in terms of scale, the timescale over which they could occur, whether the effects would be temporary or permanent, positive or negative, likely or unlikely, frequent or rare. Where numerical information was not available, the appraisal has been based on professional judgement and with reference to relevant legislation, regulations and policy. More specifically, in undertaking the appraisal, consideration has been given to:

- Baseline information including and key issues;
- The likely activities and potential sources of effects associated with the construction and operation of transport infrastructure;
- The regulatory framework;
- The SEA objectives and guide questions (see **Table 3-1**); and
- Definitions of significance (see

- Table 3-2).

3.3.2. The Draft LTP5 (including its objectives, strategies and action plans) as well as its reasonable alternatives, have been assessed against the SEA objectives on a topic-by-topic basis to identify likely significant environmental, social and economic effects using an appraisal matrix.

3.3.3. In line with the SEA Regulations, the SEA must detail which of the identified effects are likely to be significant (whether this is significantly positive or negative).

3.3.4. The scoring system used in the appraisal and guidance on determining significant effects is summarised in

3.3.5. Table 3-2 below.

Table 3-2 – 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

3.3.6. For each effect identified, a score will be given using the framework set out in **Table 3-1**.

3.3.7. This will be undertaken using expert judgement after a review of the evidence available. All evidence/ assumptions that have been used to make these judgements will be documented.

3.4 Appraisal of Secondary, Cumulative and Synergistic Effects

3.4.1. The SEA Regulations require that secondary, cumulative and synergistic effects are considered as part of the SEA. These are defined as follows[8]:

[8] These terms are not mutually exclusive, often the term cumulative effects is taken to include secondary and synergistic.

- **Secondary (or indirect)**: Effects that do not occur as a direct result of the LTP's implementation but occur at distance from the direct impacts or as a result of a complex pathway.
- **Cumulative**: Effects that occur where several individual activities which each may have an insignificant effect, combine to have a significant effect. Examples of a cumulative effect resulting from the implementation of the LTP5 could include potential effects on a National Sites Network Sites where a habitat or species is vulnerable and the cumulative effects of disturbance and pollutant emissions arising from development and operation causes a significant impact. Cumulative effects will also include the potential effects (if any) of a proposed plan or activity under the plan and any other proposed plan and/or consented developments.
- **Synergistic**: Effects that interact to produce a total effect that is greater than the sum of the individual effects.

3.4.2. Through the appraisal of the LTP5, the methodology outlined earlier in this chapter, the cumulative effects of the LTP5 as a whole (intra-plan) and in-combination with other plans and programmes (inter-plan) have been considered. This has been appraised on a topic-by-topic basis to identify likely significant cumulative effects using an appraisal matrix and using the scoring system as outlined in **Table 3-2.**

3.5 Assumptions and Limitations

3.5.1. The assessment of objectives, strategies and actions have been undertaken as a desk-based exercise using the baseline information from the Scoping Report. No site visits have been undertaken specifically for the purposes of the SEA.

3.5.2. WSP have ensured that effects are predicted accurately; however, given uncertainties there is inevitably a need to make some assumptions. These assumptions are made carefully and explained in detail within the assessment text.

3.5.3. In some instances, given reasonable assumptions, it is not possible to predict 'significant effects', but it is possible to comment on the potential positive and negative effects of the draft plan and its alternatives in more general terms.

3.5.4. The following uncertainties have been noted when completing this Environmental Report and could then become material to the subsequent appraisal:

- The precise location of new development is unknown at this stage;
- The scale, timing, and delivery of new development is unknown at this stage;
- The detailed design of any development and associated infrastructure is unknown; and
- Future changes to the social, economic and environmental baseline beyond those outlined are difficult to predict in light of the length of the plan period.

4 Assessment of the LTP5

4.1 Introduction

4.1.1. The LTP5 is a long-term strategy, comprised of five strategic objectives, seven policies and accompanied by Strategies and Action Plans for the following: The Transport Network, Rural Herefordshire and its Market Towns, and Hereford City. The policies, and strategies are summarised earlier in this report (see **Chapter 2**).

4.1.2. An assessment of the plan, as a whole, against the SEA framework was carried and the findings summarised below. The full assessment of the LTP5 is presented in **Appendix B**.

4.2 Assessment of the LTP5

4.2.1. **Table 4-1** summarises the findings from the assessment of the interactions/actions. The full assessment can be found in **Appendix B.**

Table 4-1 – LTP5 Assessment Summary

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

4.2.2. Significant positive effects were identified against the Population and Equalities, Health and Wellbeing, Community Safety, Economy and Employment, and Air Quality SEA Objectives.

4.2.3. 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 the SEA objectives.

4.2.4. No significant negative effects were identified against any of the SEA Objectives.

4.2.5. Minor negative effects were identified for most of the SEA Objectives. These 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, and taking a precautionary approach, 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.

4.2.6. 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.

5 Cumulative Effects

5.1 Introduction

5.1.1. 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).

5.1.2. Cumulative effects can arise when:

- Several individual policies and sites have a combined effect on an objective; or
- Several policies and sites have insignificant effects individually but when combined, lead to significant effects.

5.1.3. The significance of cumulative effects resulting from a range of activities, or multiple incidences of one activity, may vary based on factors such as the nature of the proposed sites and policies and the sensitivity of the receiving communities and environment.

5.1.4. 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**.

5.1.5. This chapter 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).

5.2 Inter-plan cumulative effects

5.2.1. **Table 5-1** identifies the types of plans, programmes and projects that could result in interactions and therefore cumulative effects with the LTP5.

Table 5-1 – Sources of inter-plan cumulative effects

Regional and Sub-Regional

Plan	Cumulative Effects
Strategic Transport Plan	This strategy is set out by Midlands Connect and outlines its strategic priorities for the area to 2050. It covers Herefordshire, Shropshire, Staffordshire, Derby, Nottinghamshire, Lincolnshire, Rutland, Leicester, Warwickshire and Worcester. The strategy aims to support growth in the Midlands by implementing the right strategic infrastructure, accelerating the decarbonisation of the transport system and focusing on the connectivity needs of local people and businesses. The strategy has three ‘grand challenges’:

Plan	Cumulative Effects
for the midlands[9]	▪ Fairer - Levelling up and strengthening the region and UK. Improving access to jobs, education and opportunities to level up social mobility and quality of life outcomes across the Midlands. ▪ Greener - Decarbonising transport and adapting to climate change. Making investments that encourage behaviour change, promote public transport use and encourage the take up of new technologies such as electric vehicles and alternative fuels to reduce emissions. ▪ Stronger - Driving resilient economic growth. Increasing productivity and economic output by making it easier for businesses to trade, access suppliers and employees and empowering local people to access jobs, education and healthcare services.
Water Resource Management Plans (WRMPs)	WRMPs are statutory documents that are required to be produced by water companies at least once every five years. WRMPs set out how a company will ensure that a secure supply of water is maintained for businesses and homes, while protecting the natural environment. Dwr Cymru Welsh Water (DCWW) WRMP [10] is most likely to interact with the Herefordshire LTP5.
Nationally Significant Infrastructure Projects (NSIPs)	At the time of writing, nine nationally significant infrastructure projects in the West Midlands region which were at various stages; one at pre-examination, eight at decided. The projects, their respective developers, and their status at the time of writing are outlined below: ▪ A46 Coventry Junctions (Walsgrave) - National Highways - Pre-examination

[9] Midlands Connect, 2022, Strategic *Transport Plan for the Midlands.* Available online at: https://www.midlandsconnect.uk/about-us/strategy/
[10] Dwr Cymru Welsh Water (DCWW), 2024, *Final Water Resources Management Plan 2024.* Available online at: https://www.dwrcymru.com/en/our-services/water/water-resources/final-water-resources-management-plan-2024

Plan	Cumulative Effects
	▪ M42 Junction 6 Improvement - Highways England - Decided ▪ M54 to M6 Link Road - Highways England - Decided ▪ Meaford Energy Centre - Meaford Energy Limited - Decided ▪ Redditch Branch Enhancement Scheme - Network Rail - Decided ▪ Reinforcement to North Shropshire Electricity Distribution Network - SP Manweb - Decided ▪ Stafford Area Improvements - Norton Bridge Railway - Network Rail - Decided ▪ West Midlands Interchange - Four Ashes Limited - Decided ▪ Willington C Gas Pipeline - RWE npower - Decided

Council Plans

Plan	Cumulative Effects
Herefordshire Council Plan 2024 – 2028[11]	The Council Plan sets out the overall ambition and priorities for Herefordshire over a four-year period. The plan outlines the council's priorities in four areas: ▪ People- We will enable residents to realise their potential, to be healthy and benefit from communities that help people to feel safe and supported. ▪ Place- We will protect and enhance our environment and ensure that Herefordshire remains a great place to live. We will support the right housing in the right place and do everything we can to improve the health of our rivers.

[11] Herefordshire Council, 2024, *The Herefordshire Council Plan 2024- 2028.* Available online at: https://www.herefordshire.gov.uk/council/herefordshire-council/3

Plan	Cumulative Effects
	▪ Growth- We will create the conditions to deliver sustainable growth across the county; attracting inward investment, building business confidence, creating jobs, enabling housing development along with providing the right infrastructure. ▪ Transformation- We will be an efficient council that embraces best practice, delivers innovation through technology and demonstrates value for money.
Minerals and Waste Local Plan (MWLP)[12]	The MWLP forms part of the Herefordshire Local Plan and sets out the council's preferred strategy and planning policies for the county's minerals and waste needs up to 2041. The MWLP has been produced taking account of the National Planning Policy Framework, Planning Practice Guidance. The main purpose of the MWLP is to provide guidance to developers, local communities and other interested parties on where and when minerals and waste development may be expected over the plan period, as well as how it will be managed to reduce adverse impacts and maximise benefits.

5.2.2. **Table 5-2** outlines the likely significant effects of the identified plans, programmes and projects, in-combination with the LTP5, that have been identified against each of the SEA objectives.

[12] Herefordshire Council, 2024, *Herefordshire Minerals and Waste Local Plan.* Available online at: https://www.herefordshire.gov.uk/local-plan-1/minerals-waste-local-plan/5

Table 5-2 – Assessment of intra-plan cumulative effects

SEA Topic	Significance	Description of potential cumulative effects
Population & Equalities	**++/-**	Proposals in the LTP5 and other plans, such as the Herefordshire (Draft) Local Plan and Strategic Transport Plan for the Midlands, have the potential to interact and have cumulative effects on populations and equalities, particularly if construction is to be located in the same area within the same time frame. This has potential to result in a negative cumulative effect. Enhanced access to sustainable transport modes and active travel routes alongside the delivery of policies aiming to improve accessibility could have positive cumulative effects on populations & equalities. The LTP's objective of *Improving accessibility and inclusivity* aligns with the Strategic Transport Plan for the Midlands 'grand challenge' of *Fairer - Levelling up and strengthening the region and UK* and Herefordshire Council Plan 2024-2028 key priorities of *People* and *Growth* which aim to improve the county for people and allow growth through appropriate and accessible infrastructure. This alignment of key objectives and priorities has the potential to result in a significant positive cumulative effect if plans are delivered in coordination with each other.
Health & Wellbeing	**++/-**	There is potential for interactions between the LTP5 and other plans, especially those involving new or improved infrastructure, to result in traffic, travel disruption and increased air and noise pollution, which may have a negative effect on health and wellbeing. Enhanced access to sustainable transport modes and active travel routes alongside the delivery of sustainable development that improves access to green infrastructure and greenspace could have positive cumulative effects on health and wellbeing. The LTP5 aligns its objective of *Enabling healthy behaviours and improving wellbeing* with the Herefordshire (Draft) Local Plan overarching principle of *Community - To strengthen communities to ensure that everyone lives well and safely together* and Herefordshire Council Plan 2024-2028 key priority of *People* to enable residents to be healthy and help people to feel safe and supported. This alignment of key objectives and priorities has the potential to result in a significant positive cumulative effect if plans are delivered in coordination with each other.
Economy & Employment	**++/-**	The LTP5 has the potential to interact with the other plans to have both negative and positive cumulative effects on economy and employment. There is potential for temporary negative cumulative effects during the construction phase of projects, if multiple developments take place in close proximity to each other, with overlapping construction periods, creating travel disruption to employment and town centres. Over the longer term, improvements to local infrastructure are likely to have a positive impact on the economy and employment as quality of town/city centre realm is enhanced and access to sustainable transport improves. The LTP5 aligns its objective of *Supporting a thriving and prosperous economy* the Strategic Transport Plan for the Midlands 'grand challenge' of *Stronger - Driving resilient economic growth* and the Herefordshire (Draft) Local Plan overarching principle *of Economy - To support an economy which builds on the county's strengths and resources*. The LTP includes a number of specific projects to help unlock new development. This alignment of key objectives and priorities has the potential to result in a significant positive cumulative effects if plans are delivered in coordination with each other.
Community Safety	**++/-**	Short term, temporary, negative cumulative effects on community safety could be seen during the construction phase of projects, if multiple developments take place in close proximity to each other, with overlapping construction periods. Increased construction traffic and congestion in a concentrated area could increase the risk of accidents on the road network. Therefore, the potential for negative cumulative effects has been identified. Cumulative positive effects could also be seen, as projects contribute to make a more reliable transport network and increase use of active travel routes and sustainable transport, reducing the number of private cars on the road and associated road traffic accidents. The LTP5 aligns its objective of *Improving transport safety and security* with Herefordshire (Draft) Local Plan overarching principle of *Community - To strengthen communities to ensure that everyone lives well and safely together* and Herefordshire Council Plan 2024-2028 key priority of *People* to enable residents to be healthy and help people to feel safe and supported. This alignment of key objectives and priorities has the potential to cause significant positive cumulative effect if plans are delivered in coordination with each other.
Biodiversity & Natural Capital	**+/-**	Proposals in the LTP5 and other plans have the potential to interact and have cumulative effects on biodiversity. Particularly if they are constructed in close proximity, at the same time and with similar pathways for impacts to travel to the same receptor. This has potential to result in disturbance, and potential loss of biodiversity. However, national and local planning policies, including the Herefordshire (Draft) Local Plan, Herefordshire Council Plan 2024-2028, and Building Biodiversity into the Local Development Framework (LDF) 2009 seek to protect and enhance biodiversity. There are likely to be opportunities to deliver a net gain for biodiversity, particularly given the LTP5 aligns its objective *Tackling climate change and protecting and enhancing the natural and built environment* with the Herefordshire (Draft) Local Plans overarching principle of *Environment - To protect and enhance our environment and*

SEA Topic	Significance	Description of potential cumulative effects
		keep Herefordshire a great place to live and Herefordshire Council Plan 2024-2028 priority of *Place*. The alignment of these goals has the potential to result in a minor positive effect if plans are delivered in coordination with each other.
Landscape & Townscape	**+/-**	Policies in the LTP5 and other plans have the potential to interact and have cumulative effects on landscape and townscape. There is potential for negative cumulative effects on landscape and townscape, if multiple developments were to take place in close proximity, without sensitive design. This may also result in alteration to the setting of landscape and townscape, and changes to visual amenity. There is potential for cumulative positive effects, if appropriate design is utilised to improve the setting of, and access to, green space, townscapes, and designated landscapes. There are a number of measures to enhance the quality of town/city centre realm. The LTP5 aligns its objective *Tackling climate change and protecting and enhancing the natural and built environment* with Herefordshire Council Plan 2024 – 2028 priority of *Place - We will protect and enhance our environment and ensure that Herefordshire remains a great place to live.* The alignment of these goals has the potential to result in a positive cumulative effect if plans are delivered in coordination with each other.
Historic Environment	**+/-**	Proposals in the LTP5 and other plans have the potential to interact and have negative cumulative effects on the historic environment. Particularly if developments are constructed at the same time and within the setting of the same heritage asset (designated or non-designated). Overlapping construction periods have the potential to result in alterations to access to heritage assets, as well as reducing air quality which may contribute to increasing degradation of heritage assets as well as negatively affecting setting through noise and visual changes. Negative effects upon the setting of heritage assets may also occur if multiple developments are not sensitively designed. There is also potential for positive cumulative effects to arise as improvements to the transport network could reduce the number of vehicles on the roads, improving both the setting of heritage assets and reducing degradation, as well as improving and encouraging sustainable access to the historic environment.
Water Environment	**+/-**	The LTP5 has the potential to interact with other development proposed through other plans and leading to both negative and positive cumulative effects on the water environment. There is potential for negative cumulative effects on water quality if multiple developments were to take place in close proximity or hydrologically connected to one another. Increased construction activity associated with multiple sites could lead to increased risk of pollution and negative effects on water quality through waste, dust, and runoff from construction sites. This could negatively impact both surface water and groundwater. There may also be positive cumulative effects on water quality, as a result of traffic reductions, and reducing pollution load in runoff over the longer term. The LTP5 aligns its objective *Tackling climate change and protecting and enhancing the natural and built environment* with the Herefordshire (Draft) Local Plans overarching principle of *Environment - To protect and enhance our environment and keep Herefordshire a great place to live* and Herefordshire Council Plan 2024-2028 priority of *Place* - We will do everything we can to improve the health of our rivers.
Air Quality	**+/-**	If the construction of multiple developments take place in close proximity to one another, with overlapping construction periods, there is the potential for temporary negative cumulative effects as a result of increased dust and particulate matter as well as traffic, which could negatively impact air quality. Improvements to the transport network could lead to increased utilisation of public transport and active travel routes, reducing reliance on, and use of, private vehicles for journeys. The LTPs objective *Tackling climate change and protecting and enhancing the natural and built environment* and Policy TN6: *Considering Carbon* align with the Strategic Transport Plan for the Midlands 'grand challenge' of *Greener - Decarbonising transport and adapting to climate change* and Herefordshire Council Plan 2024 – 2028 priority of *Place*. These key objectives and priorities aim to improve the environment in Herefordshire and encourage a move from private car travel to sustainable modes as well as an increase in electric vehicles, which could improve air quality in the county.
Climate Change & Greenhouse Gases	**+/-**	The LTP5 has the potential to interact with the other plans to have both negative and positive cumulative effects on climate change. There is potential for temporary negative cumulative effects during the construction phase, if multiple developments take place in close proximity to each other, with overlapping construction periods. This could result in increased greenhouse gas emissions from increased traffic. However, in line with national and local planning policy it is assumed that any proposals will be required to provide appropriate mitigation to ensure that construction related activities do not result in a residual significant effect. Improvements to the transport network could lead to increased utilisation of public transport and active travel routes, reducing reliance on, and use of, private vehicles for journeys. This is in line with the LTP's objective of *Tackling climate change and protecting and enhancing the natural and built environment* and Policy TN6: *Considering Carbon* and the Strategic Transport Plan for the Midlands 'grand challenge' of *Greener - Decarbonising transport and adapting to climate change.* These key objectives and

SEA Topic	Significance	Description of potential cumulative effects
		priorities aim to reduce greenhouse gas emissions through encouraging a change in behaviour from private car travel to sustainable and active travel, as well as an increase in electric vehicles.
Noise & Vibration	**+/-**	There is potential for temporary negative cumulative effects on noise pollution during the construction phase, if multiple developments take place in close proximity to each other, with overlapping construction periods. This could result in an increased amount of noise pollution from construction activities as well as increased traffic noise. Improvements to the transport network could lead to increased utilisation of public transport and active travel routes, reducing reliance on, and use of, private cars for journeys. The LTP's objectives *Enabling healthy behaviours and improving wellbeing* and *Improving accessibility and inclusivity* aim to reduce vehicles on the road and improve access to sustainable travel. These are aligned with the Strategic Transport Plan for the Midlands 'grand challenge' of *Greener - Decarbonising transport and adapting to climate change* and Herefordshire Council Plan 2024-2028 key priorities of *People* and *Growth* which aim to improve the county for people and allow growth through appropriate and accessible infrastructure.
Material Assets	**+/-**	There is potential for negative cumulative effects to arise from the delivery of development set out in the LTP5, as well as other plans and developments due to the requirement of resources during construction, as well as including additional land take. There is potential for positive cumulative effects with policies in the LTP5 and other plans, that aim to improve the transport network and ensuring it is well-maintained. These plans are likely to utilise recycled and recyclable materials, contributing to a circular economy and meeting net zero targets.

5.2.3. The assessment 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.

5.2.4. 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. Alongside this, the delivery of sustainable development proposed through other plans, programmes and projects is likely to have a positive cumulative effect.

5.2.5. Significant positive cumulative effects are anticipated for SEA Objectives relating to Population and Equalities, Health and Wellbeing, Community Safety, and Economy and Employment. This has largely been identified as a result of improved connectivity and growth resulting from policies and developments working in combination.

6 Assessment of Alternatives

6.1 Introduction

6.1.1. The SEA Regulations require an assessment of the plan, and its reasonable alternatives, taking into account the objectives and the geographical scope of the plan. The assessment of the alternatives does not need to take into account all possible alternatives, only those that are realistic.

6.2 Identifying alternatives

6.2.1. As stated above, for any alternatives to be reasonable, they need to meet the objectives of the plan, which are set out in **Chapter 2**. Individual interventions/ measures cannot be considered a reasonable alternative in and of themselves, as they would not meet the objectives for the plan as a whole.

6.2.2. 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.

6.2.3. **Table 6-1** provides a summary of the reasonable alternative options identified for the LTP5.

Table 6-1 - Reasonable Alternatives for the LTP5

	Option	Description	Comment
A	Do Nothing	No investment in sustainable travel modes.	Not aligned with the LTPs vision, especially enabling healthy behaviours and improving accessibility and inclusivity. Potential risks relating to outcomes of environmental assessments, and ability to secure external funding.
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.	Risk of not supporting suitable development and not demonstrating a package of multi modal measures that might be a prerequisite to securing major investment and/or maintenance funding. Investment in active travel has been identified as the most cost-effective approach for Hereford city, and reduced investment is unlikely to support the LTP objectives here (safety/health and wellbeing/economy).
C	Stable Investment Levels	A mix of highway, cycle and public transport projects, consistent with the spend of previous years.	Contributes to the LTPs vision and objectives, albeit negligible impact on reducing carbon. Levels of investment maybe driven by external factors.

	Option	Description	Comment
D	Increasing investment in public, shared and active transport	Increased focus on active travel and public transport. Accelerated delivery of LCWIP routes, and bus network.	Positive contribution to a number of the vision themes, with benefits across different place types. Contributes towards reducing carbon. A range of schemes have already been identified in HCC plans (BSIP/EV Strategy/LCWIP), as such, the LTP is well positioned to forward design a pipeline of schemes to secure funding towards.
E	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.	This would support a range of objectives but is unlikely to assist on all (i.e. a focus on active travel is good for enabling healthy behaviours but will likely have a small positive on access and inclusivity – and visa-versa if focused on public transport only). The most appropriate mode varies by geography, so such an approach unlikely to be suitable for a place based LTP.

6.2.4. The options above, were taken forward for assessment through the SEA process. The findings of the SEA are presented in **Table 6-2**.

6.3 Assessment of alternatives

6.3.1. **Table 6-2** below sets out the findings of the assessment for the alternatives.

Table 6-2 – Assessment of alternatives

SEA Topic	Option A	Option B	Option C	Option D	Option E	Description of potential effects
Population & Equalities	**+/-**	**+/-**	**++/-**	**++/-**	**+/-**	Options B, C, D and E are likely to result in the delivery of new infrastructure, at varying scales, to increase the inclusivity, capacity and connectivity of the transportation network. Option A is unlikely to involve new infrastructure being developed, however, maintenance works would likely take place. In the short-term, the construction phase of such projects may negatively impact access to the transport network for some demographics, as works may result in temporary diversions, and increased traffic. Options B, C, D and E are likely to result in the delivery of infrastructure and therefore are likely to have a negative effect of greater significance than Option A. However, this negative effect is still identified as minor due to the temporary nature of construction related disruption. Options B, C, D and E are likely to have a positive effect on populations and equalities through introducing improvements, at varying scales, to the transport network. Which is likely to increase capacity and connectivity in Herefordshire. Improvements that remove barriers to transport networks and improve accessibility will likely ensure that members of the community feel supported when accessing the transport network or using it to access other services. Options C and D are likely to result in a positive impact for populations and equalities by increasing access to active travel and sustainable transport modes. Therefore, a significant positive effect has been identified for Options C and D due to the alignment of improvements of multiple transport modes with inclusivity and accessibility. It is likely that Options B and E would have a lesser positive impact on populations and equalities, with Option B proposing improvements mainly to the highway network and Option E focusing only on one sustainable or active travel mode. It is likely minor upgrades will positively impact accessibility to the transport network, therefore a minor positive has been identified for Options B and E. Option A would result in limited change to the accessibility of the transport network, past the ongoing management and maintenance. Some new improvements, and maintenance of infrastructure could be implemented, but it is unlikely that Option A would result in a significant change to the accessibility of the existing transport network in Herefordshire. Therefore, a minor positive effect has been identified. At this stage the potential for minor positive and negative effects have been identified for Options A, B and E and a significant positive effect for Options C and D.
Health & Wellbeing	**+/-**	**+/-**	**++/-**	**++/-**	**+/-**	Options B, C, D and E are likely to result in the delivery of new infrastructure, at varying scales, to increase the capacity and connectivity of the transportation network. Option A is unlikely to involve new infrastructure being developed, however, maintenance works would likely take place. In the short-term during construction, the delivery of new or enhanced infrastructure could result in disturbance to communities with a short term, temporary negative effect on health and wellbeing. A minor negative effect has therefore been identified for all Options. Options B, C, D and E are likely to have a positive effect on health and wellbeing through introducing improvements, at varying scales, to the transport and active travel network. Improvements to accessibility will likely ensure that members of the community feel safer when accessing the transport network or using it to access other services. Improvements to and creation of safe cycling and pedestrian routes are likely to improve people's health by encouraging exercise.

SEA Topic	Option A	Option B	Option C	Option D	Option E	Description of potential effects
						Options C and D are likely to result in a positive impact for health and wellbeing by increasing access to active travel and sustainable transport modes. This is likely to improve health and wellbeing as sustainable transport measures are taken up by the community. Both options will enable increased utilisation of sustainable transport, which could likely lead to reduced pollution and particulate matter in the air which will benefit human health. There is also likely to be an increase in active travel and therefore improvement to the physical and mental health of those who utilise the transport network by walking or cycling. Therefore, a significant positive effect has been identified for Options C and D. It is likely that Options B and E would have a lesser positive impact on health and wellbeing, with Option B proposing improvements mainly to the highway network and Option E focusing only on one sustainable or active travel mode. It is likely minor upgrades will positively impact accessibility and use of sustainable transport; therefore, a minor positive has been identified for Options B and E. Option A would result in limited change to accessibility and therefore use of the transport network. Some new improvements, and maintenance of infrastructure could be implemented, but it is unlikely that Option A would result in a significant change to the existing transport network in Herefordshire. However as national and local policy has changed over time, increased focus has been put on the decarbonisation of transport networks, with emphasis on ever-more sustainable planning and policy interventions. The general public are also becoming more aware of sustainability issues and may change their behaviours accordingly; this might include a transition to active transport and electric vehicles, which is likely to increase fitness levels and reduce air pollution over time. As a result of this, a minor positive effect has been identified for health and wellbeing. At this stage, the potential for minor positive and negative effects have been identified for Options A, B, and E and significant positives for Options C and D.
Economy & Employment	**+/-**	**+/-**	**+/-**	**+/-**	**+/-**	Options B, C, D and E are likely to result in the delivery of new infrastructure, at varying scales, to increase the capacity and connectivity of the transportation network. Option A is unlikely to involve new infrastructure being developed, however, maintenance works would likely take place. At this stage the precise scale and location of proposed infrastructure developments and improvement is unknown. In the short-term during construction, the delivery of new or enhanced infrastructure could result in disturbance to communities with a negative effect on accessing employment. It's assumed that Options B, C, D and E will also require investment, which may negatively affect the economy in the short term. Maintenance and operation of some of the proposed interventions are also likely to require investment. However, these improvements will likely return the investment over the medium to long term. In the short-term, during construction, the delivery of new or enhanced infrastructure could result in disruption to the transport network and negatively affect access to employment. This is likely to be temporary and in the longer term the measures are likely to improve overall access to employment areas and promote more sustainable transport use. Options C and D are likely to result in the delivery of more infrastructure, and therefore are likely to have a negative effect of marginally greater significance than Options B and E. However, this negative effect is still identified as minor due to the temporary nature of construction related disruption. Options D and E are likely to require more funding than Options A, B, and C, due to increasing investment in public, shared and active transport and in one sustainable travel mode respectively. This is likely to result in more infrastructure improvements and development of the public realm which would also require increased space, and maintenance, and therefore funding. However, with significant changes to the transport system, it is possible that in the longer-term, positive effects of greater significance are realised, with increased efficiency for commuters, and improved access to town centres and job centres where spending is likely to increase, and employment improve. Similar positive effects are expected from Options C, but to a lesser degree with this option proposing new transport infrastructure at a level consistent with previous years.

SEA Topic	Option A	Option B	Option C	Option D	Option E	Description of potential effects
						Option B represents an alternative where the majority of improvements are made to the highway network, while this is likely to see improvements such as a reduction in traffic, it does not present the same benefits to the active travel network. Options C and D together represent the most likely positive outcomes with regards to the current level of expected funding. Option A is likely to require the least spending but will result in the least improvements to transport infrastructure, therefore limited benefits to economy and employment over the longer term. Options B and C are likely to require some spending, and result in minor improvements. Whilst Options D and E would require the most investment but create more improvements to the transport network and subsequent positive effects to economy and employment over the long term.
Community Safety	**0**	**+**	**+**	**++**	**+**	Option A represents the 'Do Nothing' Approach and is therefore unlikely to result in an improvement to community safety in Herefordshire. Options B, C, D and E could, at varying scales, result in an increase in investment in public, shared and active transport. The options are also likely to contribute to the reduction of traffic on the roads. Therefore, Options B, C, D and E are likely to improve community safety, at different scales, depending on the level of improvements proposed. Option D is likely to result in positive effects of greater significance for community safety due to increased investment in improving the transport network and sustainable transport modes. This is likely to include implementation of new infrastructure to improve safety on walking and cycling routes, as well as crossing points on roads. Similar positive impacts, to a lesser degree, are likely for Option C in which investment is consistent with previous years and E, where increased investment is focused on either public transport or active travel. Improvements to community safety are likely from both these options, but do not present the range of safety improvements that Option D is likely to. Where highway improvements are proposed, such as safe crossings and reducing overall traffic on the road, this is also likely to have a positive impact on community safety, therefore Option B is likely to have a lesser positive impact on safety. Options C and D are likely to include improvements to community safety through a reduction in vehicles on the road and implementing better security measures on public transport. Option D would result in a greater level of investment than the other options, which is likely to result in a greater scale of improvements to the existing transport network, reaching more areas and integrating communities with the wider sustainable and active transport network. Options C, D and E are all likely to reduce the number of vehicles on the road and provide a wider area with improved sustainable transport measures, which would result in a significant positive effect for community safety, Option C to a lesser extent than Options D and E, due to the level of proposed investment. Option B is likely to improve community safety on the highways and therefore a minor positive effect has been identified. At this stage the potential for a minor positive effect has been identified for Options B, C and E and a significant positive effect for Option D. A neutral effect has been identified for Option A.
Biodiversity & Natural Capital	**+/-/?**	**+/-/?**	**+/-/?**	**+/-/?**	**+/-/?**	There are a number of sensitive receptors in the county including Sites of Special Scientific Interest (SSSI) and Local Nature Reserves, that have the potential to be affected negatively by disturbance from proposed infrastructure. In line with national and local planning policies it is assumed that any proposals will seek to protect and enhance biodiversity and any site-specific protection measures will be implemented. As a result, it is considered unlikely that the proposed options would result in a residual significant negative effect during construction or operation. In the short-term increased infrastructure development could result in increased levels of disturbance during the construction phase; however, it is likely that there will be suitable mitigation in place to ensure that any residual effects are not significant. In the longer-term Options C, D and E could result in less vehicles on the roads with indirect positive effects on biodiversity through reduced disturbance from road vehicles and improved air quality. Options C, D and E are also likely to improve active

SEA Topic	Option A	Option B	Option C	Option D	Option E	Description of potential effects
						travel modes, to varying degrees, which may have a positive impact on the community's relationship with nature if individuals spend more time outside. This could have a minor indirect impact on biodiversity if increases in active travel improve the value put on natural capital and there is new appreciation of, and incentive to protect, these spaces. Conversely, enhanced and/ or additional walking and cycling routes could result in increased physical disturbance if they pass through or improve access to sensitive receptors. Options A and B are unlikely to improve sustainable transport options and therefore unlikely to reduce the number of vehicles on the road or improve access to outdoor space. Given the strategic nature of the options and lack of information in terms of location and scale of infrastructure and improvements, it is difficult to identify any significant differences between the options in terms of the nature and scale of effects. At this stage, all options have resulted in uncertain effects.
Landscape & Townscape	**0**	**+/-**	**+/-**	**+/-**	**+/-**	The construction stage of proposed infrastructure may negatively impact landscape and townscape, as works may result in temporary disturbances to land, as well as increased traffic. Options D and E are likely to result in the delivery of more infrastructure and therefore are likely to have a negative effect of greater significance than Options B and C. However, this negative effect is identified as minor due to the temporary nature of construction related disruption. Options B and C are likely to implement infrastructure which may also cause disruption and have a minor negative impact on landscape and townscape. In the longer-term, Options B, C, D and E are likely to improve the public realm and access to sustainable transport modes, to varying scales. Options C, D and E will likely reduce the number of vehicles on the road due to improvements to available sustainable transport modes with minor positive effects on landscape and townscape. Option B is likely to improve the highway in Herefordshire, which may have minor positive effects for townscape, to a lesser extent than the other options. Options C and D are likely to prioritise accessibility, particularly for active travel. Options C, D and E are also likely to improve active travel modes which may have a positive impact on the community's relationship with landscapes if individuals spend more time outside. This could have a minor indirect impact on landscapes if increases in active travel improve the value put on nature and there is new appreciation of, and incentive to protect, these spaces. Improvements to the transport network from Options B, C, D and E are likely to, at varying scales, improve the quality of the public realm and people's connection to landscapes via sustainable modes. Therefore, a minor positive effect has been identified for these options. Option A represents the 'Do Nothing' option and is therefore likely to neither improve nor worsen landscape and townscape. Therefore, a neutral effect has been identified. Given the strategic nature of the options and lack of information in terms of location and scale of infrastructure, it is difficult to identify any significant differences between Options B, C, D and E in terms of the nature and scale of effects. At this stage, the potential for minor positive and negative effects have been identified for all these options.
Historic Environment	**0**	**+/-**	**+/-**	**+/-**	**+/-**	Options B, C, D and E are likely to result in the delivery of infrastructure and therefore are likely to have a negative effect on the historic environment. In the short term, during the construction phase, this could result in increased levels of disturbance to heritage assets; however, it is likely that there will be suitable mitigation to ensure that any residual effects are not significant. In the longer-term Options C, D, and E could result in less vehicles on the roads and improvements to the public realm, with Options D and E potentially having a positive effect of greater significance compared to Option C due to the level of investment available. A reduction in vehicles on the road and an increase in use of sustainable and active transport, may have indirect positive effects on the historic environment through reduced disturbance and atmospheric emissions from road vehicles. Options B, C, D, and E also have the potential for indirect positive effects on the historic environment through improvements in connectivity. This may result in a wider reaching sustainable transport network, increasing access to historic assets.

SEA Topic	Option A	Option B	Option C	Option D	Option E	Description of potential effects
						Option A represents the 'Do Nothing' option and is therefore likely to neither improve nor worsen the historic environment. Therefore, a neutral effect has been identified. Given the strategic nature of the options and lack of information in terms of location and scale of infrastructure, it is difficult to identify any significant differences between Options B, C, D and E in terms of the nature and scale of effects. At this stage, the potential for minor positive and negative effects have been identified for all these options.
Water Environment	**-**	**+/-**	**+/-**	**+/-**	**+/-**	Where new development or maintenance is proposed in close proximity to a waterbody or hydrologically connected to one, it could have impacts on the water environment. In the short-term this could indirectly impact waterbodies and could have temporary negative effects on water quality through waste or runoff entering the watercourse; however, it is expected that best practice construction measures will be used to avoid or mitigate negative effects. Options B, C, D and E are likely to result in the delivery of infrastructure and therefore are likely to have a negative effect on the water environment. However, this negative effect is identified as minor due to the temporary nature of construction related disruption. New developments may also be at risk of flooding, depending on their location, however, it is assumed that new infrastructure would be directed away from high flood risk areas. In the longer-term Options C, D, and E could result in less vehicles on the roads and improvements to the public realm, with Options D and E having a positive effect of greater significance compared to Option C due to the level of investment available. This may have indirect positive effects on the water environment from an increase in use of active and sustainable transport and a reduction in road vehicles, resulting in less polluted run-off. Minor positive effects for the water environment may also occur from Options B and C from minor improvements to the highway and an increase in people using sustainable transport, respectively. This may result in a decrease in vehicles on the road, which could have indirect positive effects for the water environment, through reduced pollutants entering watercourses. This may lead to improved water quality over the long term. There is also the potential for positive effects through the incorporation of sustainable drainage measures into new infrastructure which could contribute to the sustainable management of water. Options B, C, D and E will involve new and enhanced infrastructure, at varying scales, that is likely to include SuDS; this could benefit the water environment by providing flood risk management, suitable drainage, and appropriate filtering of pollutants. Option A represents the 'Do Nothing' option and is therefore likely to not improve water quality in Herefordshire. Therefore, a minor negative effect has been identified for this option. At this stage, the potential for minor positive and negative effects have been identified for Options B, C, D and E.
Air Quality	**-**	**+/-**	**+/-**	**+/-**	**+/-**	There could be temporary negative impacts on air quality during the construction phase of proposed infrastructure enhancement or developments as a result of dust and increased traffic. It is expected that best practice construction measures will be used to avoid or mitigate negative effects. Options B, C, D and E are likely to result in the delivery of infrastructure and therefore are likely to have a negative effect. However, this negative effect is identified as minor due to the temporary nature of construction related disruption. Option A is likely to contribute to minor disruption and increases in air pollution during maintenance works. A minor positive effect has been identified for Options B, C, D and E because all these options are likely to result in improved access to sustainable and active transport, to varying degrees, and therefore a reduction in vehicles on the road, which is likely to improve air quality in Herefordshire. Options C, D and E are likely to present the best outcomes for air quality due to increased investment in sustainable and/or active transport resulting in more widespread improvements to the existing active and sustainable transport network, which may result in a reduction of air pollutants across a wider area compared to Option B. At this stage, the potential for minor positive and negative effects have been identified for Options B, C, D and E and a minor negative effect for Option A.

SEA Topic	Option A	Option B	Option C	Option D	Option E	Description of potential effects
Climate Change & Greenhouse Gases	**-**	**+/-**	**+/-**	**+/-**	**+/-**	Options B, C, D and E are likely to, at varying scales, result in the delivery of new infrastructure, at this stage the precise scale and location of it is unknown. Option A is unlikely to involve new infrastructure being developed, however, maintenance works would likely take place. Therefore, all the Options could lead to an increase in vehicle movements, and subsequently traffic and congestion, leading to increased carbon emissions in the short-term. Embodied carbon in construction materials and emissions from operation of machinery are also likely to contribute to negative impacts on climate change. Options B, C, D and E are likely to result in the delivery of more infrastructure and therefore the short-term negative effects from construction on climate change and greenhouse gas emissions are likely to be more significant than Options A. Option A is likely to also contribute to minor disruption and increases greenhouse gas emissions during maintenance works. In the long term the implementation of the infrastructure is likely to have a minor positive effect on climate change, by providing improved infrastructure for sustainable and active travel, as well as reducing traffic congestion on the roads, this will likely lead to reducing carbon emissions over time. Option A would result in limited change to the existing transport network, past the ongoing management and maintenance. Some new improvements, and maintenance of infrastructure could be implemented, but it is unlikely that Option A would result in long term positive effects with regards to climate change and greenhouse gas emissions. Options B, C, D and E are likely to have a positive effect of greater significance compared to Options A as they would have increased funding to deliver a greater scale of improvements to the transport network. Options C, D and E all propose improvements to sustainable transport modes and/or access to active travel routes. Improvements such as these are likely to encourage the community to utilise active and sustainable transport and therefore reduce overall traffic on the road, which is likely to reduce vehicular greenhouse gas emissions and therefore have a minor positive impact on climate change in the long term. At this stage, the potential for minor positive and negative effects have been identified for Options B, C, D and E and a minor negative effect for Option A.
Noise & Vibration	**-**	**+/-**	**+/-**	**+/-**	**+/-**	Options B, C, D and E are likely to, at varying scales, result in the delivery of new infrastructure, at this stage the precise scale and location of it is unknown. Option A is unlikely to involve new infrastructure being developed, however, maintenance works would likely take place. This could lead to an increase in vehicle movements, and subsequently, traffic and congestion, leading to increased noise pollution. Construction noise and vibration from operation of machinery are likely to also contribute to negative impacts for this SEA topic. Options B, C, D and E are likely to result in the delivery of more infrastructure and therefore the short-term negative effects from construction related noise pollution are likely to be more significant than Option A. Option A is likely to contribute to minor disruption during maintenance activities. Option A would result in limited change to the existing transport network, past ongoing management and maintenance. Some new improvements, and maintenance of infrastructure could be implemented, but it is unlikely that Option A would result in positive effects on noise pollution. Options D and E are likely to have a positive effect of greater significance compared to Options B and C as they would have increased funding to deliver a greater scale of improvements to the transport network where improvements are made. Options C, D and E are likely to encourage active and sustainable transport and reduce overall traffic on the road which could have a positive effect on noise pollution from road traffic over the long term. Options D and E are likely to present the best outcomes for noise pollution due to increased investment resulting in widespread improvements to the existing transport network, increase active and sustainable travel options, which may result in a reduction of noise pollution across a wider area compared to Option B or C.

SEA Topic	Option A	Option B	Option C	Option D	Option E	Description of potential effects
						Given the strategic nature of the options and potential varying location and scale of infrastructure, it is difficult to identify any significant differences in terms of the nature and scale of effects of Options B, C, D and E. The potential for minor positive and negative effects have been identified for Options B, C, D and E and a minor negative effect for Option A.
Material Assets	**+/-**	**+/-**	**+/-**	**+/-**	**+/-**	Construction associated with new infrastructure and maintenance of the existing transport network, is expected to involve the use of resources and generation of waste. The scale of resource use and waste is currently unknown, as is the extent to which recycled resources can be used or waste will be recyclable. As a result, minor negative effects have been predicted for all the options. A minor positive effect has been identified for Options B, C, D and E which will likely require key infrastructure to be assessed for whole life carbon impacts. This may result in increased material recycling in order to reduce whole life carbon. This is likely to have a minor positive effect over the longer term. It is expected that, in line with best practice, where possible recycled material will be used and waste will be recycled, therefore a minor positive effect has been identified for Options B, C, D and E. Option A would not result in the implementation of any new infrastructure and therefore is unlikely to result in whole life carbon assessments being undertaken. However, it is assumed that where materials are used, best practice will be applied, therefore a minor positive effect has been identified. At this stage due to an element of uncertainty, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure a minor positive and minor negative effect have been identified for all of the options.

6.4 Outline reasons for selection or rejection of alternatives

6.4.1. Whilst Options A, B, C, D and E individually represent reasonable alternatives to the Preferred Approach, they have not been selected. This is primarily because the Preferred Approach optimises the potential benefits of the LTP5 with regard to the expected, and realistic funding for implementing the policies and interventions in the plan. Options C and D have both been carried forward to make up the plan.

6.4.2. Option A (Do Nothing) is unlikely to have a significant positive or negative effect against any of the SEA Objectives. A neutral effect has been against Community Safety, Landscape and Townscape and Historic Environment as well as minor negative effects identified against Water Environment, Climate Change and Greenhouse Gases, Air Quality and Noise and Vibration. Uncertain effects have been identified for Biodiversity and Natural Capital as a result of uncertainty surrounding construction and enhancement measures for this option. Minor positive and negative effects were identified for the other SEA topics. Option A may result in the least cost plan; however, this may not result in the best outcomes for the community, and likely would not contribute sufficiently to achieving the LTP5's objectives.

6.4.3. Option B (Mix of modal investment, albeit reduction in the level of investment in sustainable transport) is unlikely to have a significant positive or negative effect against any of the SEA Objectives. Uncertain effects have been identified for Biodiversity and Natural Capital as a result of uncertainty surrounding construction and enhancement measures for this option. Minor positive and minor negative effects were identified for all the SEA topics, apart from Community Safety in which a minor positive effect was identified. This option proposes a reduction in investment in sustainable transport, therefore significant positive effects for the SEA Objectives are unlikely.

6.4.4. Option C (Stable Investment Levels) is identified as having a significant positive effect against the Populations and Equalities, and Health and Wellbeing SEA Objectives. Uncertain effects have been identified for Biodiversity and Natural Capital as a result of uncertainty surrounding construction and enhancement measures for this option. Minor positive and minor negative effects were identified for all the other SEA topics, apart from Community Safety in which a minor positive effect was identified. Option C presents investment consistent with previous years, with a focus on of highway, cycle and public transport projects. This is likely to improve access to sustainable and active travel, therefore have a positive effect on most SEA Objectives.

6.4.5. Option D (Increasing investment in public, shared and active transport) is identified as having a significant positive effect against the Populations and Equalities, Health and Wellbeing, and Community Safety SEA Objectives. Uncertain effects have been identified for Biodiversity and Natural Capital as a result of uncertainty surrounding construction and enhancement measures for this option. Minor positive and minor negative effects were identified for all the other SEA topics. Option D presents increased investment with a focus on Active Travel and Public Transport and therefore, is likely to have a positive effect on most of the SEA Objectives.

6.4.6. Option E (Increased investment focused on one sustainable travel mode (i.e. only public transport or active travel)) is identified as having a minor positive effect against the Community Safety SEA Objective. Uncertain effects have been identified for Biodiversity and Natural Capital as a result of uncertainty surrounding construction and enhancement measures for this option. Minor positive and minor negative effects were identified for all the other SEA topics. As Option E presents increased investment, but only on one mode of transport, the positive effects of this option will be specific to one mode of transport. As this option does not provide diversity of improvements, the positive effects are likely to be limited to that mode. This will likely limit improvements across Herefordshire, restricting transport improvements, reducing connectivity across different modes.

7 Monitoring and Next Steps

7.1 Introduction

7.1.1. This chapter sets out proposed monitoring measures and explains the next steps in the SEA process for the LTP5.

7.2 Monitoring

7.2.1. The SEA Regulations require the significant environmental effects of plans and programmes to be monitored, in order to identify unforeseen negative effects. The monitoring should help to:

- Monitor the significant effects of the LTP5;
- Track whether the LTP5 has had any unforeseen effects; and
- Ensure that action can be taken to reduce/ offset the significant effects of the LTP5.

7.2.2. Table 7-1 sets out some proposed monitoring measures in the draft LTP. As there is some uncertainty with some of the elements of plans objectives, policies, and interventions, and what impact they may have on the SEA objectives, the monitoring measures may be updated to reflect consultation feedback on the draft LTP/draft SEA and any additional impacts.

Table 7-1 – Proposed Monitoring Measures

SEA Objective	Key Performance Indicators	Targets
Populations and Equalities	• Improving accessibility and inclusivity - Bus Patronage - DfT – total passengers carried. • Improving accessibility and inclusivity - Total rail patronage - ORR estimates of station usage.	2.4 ma by 2030 2.2 m by 2030.
Health and Wellbeing	• Enabling healthy behaviours and improving wellbeing - % of residents of Hereford city who travel to work by foot or cycle - Census Travel to Work data. • Enabling healthy behaviours and improving wellbeing - % of residents of Market Towns and rural areas who travel to work by foot or cycle - Census Travel to Work data. • Enabling healthy behaviours and improving wellbeing - Adult physical activity levels - OHID - % of physically active adults (19+ yrs).	50% of trips to be made by foot or cycle by 2041. 25% of trips to be made by foot or cycle by 2041. Improve from baseline.
Economy and Employment	• Supporting a thriving and prosperous economy - Condition of local highways - DfT Road Condition Index (RCI): % B and C roads in green or amber condition. • Supporting a thriving and prosperous economy - Strategic road condition - DfT Road Condition Index (RCI): % motorways and A roads in green or amber condition. • Supporting a thriving and prosperous economy - New homes built per annum - Annual Council monitoring reports (3-year average).	Improve from baseline. Improve from baseline. 1,375
Community Safety	• Improving transport safety and security - Safer Streets - KSIs from STATS19 data (2021-23) - 3-year average).	59 KSI's. A 40% reduction by 2035.
Biodiversity & Natural Capital	• The number of new schemes achieving biodiversity net gain (BNG). • Habitat loss is avoided where possible. Where this can't be avoided, habitats are reinstated or compensatory habitats are considered.	Exceed mandatory BNG of 10% where possible. No loss of habitats.

SEA Objective	Key Performance Indicators	Targets
Landscape and Townscape	• Loss or damage to landscape character and features of designated sites. • Areas of blue and green infrastructure created.	No negative effects on features of landscapes and townscapes. Incorporate blue and green infrastructure where possible.
Historic Environment	• Loss or damage to the historic environment.	No negative effects on the historic environment.
Water Environment	• Quality of the water environment (WFD water quality). **upgrading**	No negative effects on the water environment.
Air Quality	• Tackling climate change and protecting and enhancing the natural and built environment - Clean Air Number of locations that exceed legal NOx limit - Air Quality annual monitoring reports.	No locations exceeding the Nox legal limit.
Climate Change and Greenhouse Gases	• Tackling climate change and protecting and enhancing the natural and built environment - Carbon emissions from transport - BEIS - Local Authority annual greenhouse gas emissions. • Tackling climate change and protecting and enhancing the natural and built environment - Number of publicly available EV charge points - DfT – public EV charge points by LA.	Reduction in carbon emissions by 2041. To increase the number of chargers by 2041.
Noise and Vibration	• Road traffic noise. • Noise complaints.	Improve from baseline. Improve from baseline.
Material Assets	• % of land that is restored and improved.	Use brownfield sites where possible.

7.3 Next Steps

This Environmental Report is presented for public consultation alongside the Draft LTP5. The representations received will be documented and considered in reviewing the proposals for the LTP5. 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.

8 Appendix A

Table-A1 - Assessment of the Potential Effects of the LTP5 on Populations and Equalities

One of the five objectives of the LTP5 is Improving accessibility and inclusivity which aims to increase the inclusivity, and connectivity of the transportation network to support future demographic changes in Herefordshire. In the short-term, the construction phase of schemes that propose new, or enhanced infrastructure (e.g. Policy TN3: Transport in New Developments, Policy TN4: Travel Planning in Strategic Allocations, and Policy TN5: Design Standards, as well as actions such as Annual Cycle Parking Program, and enhancing traffic signals, delivery of EV charging and alternative fuel stations, implementing green lanes, bus priority and/or bus only access along key routes, Leominster Station Forecourt Redevelopment, Ledbury Station Access for all Improvements, upgrading crossing facilities in Market Towns, delivery of dedicated and safe walking and cycling infrastructure across Hereford city, extensions to the riverside active travel network, and creation of a transport hub at Hereford Railway Station) may negatively impact access to the transport network for some demographics, as works may result in temporary diversions, as well as increased traffic.

Many of the LTP's objectives and policies relate to the improvement of inclusivity and access to the transport network and other services, via the transport network. One of the LTP5's five key objectives is Improving accessibility and inclusivity, the strategies and action plans for the three areas use this as a guiding principle. This can be seen in actions such as 'Produce a Rural Mobility strategy', 'Work with organisations to support & broaden community transport services', and delivery of improvements to bus and rail services. Policy TN7: Road Safety commits to 'take targeted action to further reduce fatalities and injuries on our network' and 'Deliver education programmes and infrastructure to improve safety for vulnerable road users, prioritising those areas with the highest numbers and collision history'. Strategies and actions included within the plan (such as road safety training for older and younger drivers, delivery of 'School Streets', upgrading crossing facilities in Market Towns and delivery of secure cycle parking at key destinations across Herefordshire), will likely result in a positive effect on different groups of the community by improving infrastructure and safety in multiple ways. This is likely to help all members of the community feel safe and supported when accessing the transport network or using it to access other services.

There is an aging population in rural Herefordshire and its market towns, which has potential to put a strain on services, particularly bus services. The LTP5 identifies this as an issue and has included measures to alleviate the expected strain this will cause. The LTP5 proposes to improve the quality of bus infrastructure on core routes and integrate bus times with the opening hours of leisure and social facilities to create a network that works for our residents. This is supported by actions such as 'Establish an Enhanced Partnership with bus service operators', 'Improve access and facilities at busiest bus stops' and the introduction of half hourly services from key market towns to Hereford City. Measures such as these are likely to have positive effects for the community, wider than access to transport.

Another of the LTP5's key objectives is enabling healthy behaviours and improving wellbeing. Under this objective the LTP's strategies and action plan includes several interventions that will likely positively affect populations and equalities. Strategies and actions such as 'improve walking, cycling and wheeling facilities and signage across all Market Towns, to local centres and public transport hubs' and 'implement measures in the Rights of Way Improvement Plan, including removing barriers and restrictive infrastructure on the Public Rights of Way network' will likely result in a positive effect for disabled members of the community by focusing on removing physical barriers and promoting accessibility to all modes of transport. Improving signage will also make the borough more accessible for people who are unfamiliar with the area.

Due to the number of objectives, policies, and actions that are likely to have a positive impact, individually and cumulatively, on populations and equalities, a significant positive effect has been identified.

Residual Significance: ++

Table -A2 - Assessment of the Potential Effects of the LTP5 on Health and Wellbeing

One of the five objectives of the LTP5 is Enabling healthy behaviours and improving wellbeing which aims to improve the community's health and wellbeing within Herefordshire. In the short-term, the construction phase of schemes that propose new, or enhanced infrastructure (e.g. Policy TN3: Transport in New Developments, Policy TN4: Travel Planning in Strategic Allocations, and Policy TN5: Design Standards, as well as actions such as Annual Cycle Parking Program, upgrading and enhancing traffic signals, delivery of EV charging and alternative fuel stations, implementing green lanes, bus priority and/or bus only access along key routes, Leominster Station Forecourt Redevelopment, Ledbury Station Access for all Improvements, upgrading crossing facilities in Market Towns, delivery of dedicated and safe walking and cycling infrastructure across Hereford city, extensions to the riverside active travel network, and creation of a transport hub at Hereford Railway Station) could result in temporary disturbance to communities and individuals with a negative effect on health and wellbeing.

Positive effects for health and wellbeing are likely as sustainable transport measures are encouraged. A number of the LTP's objectives (e.g. Enabling healthy behaviours and improving wellbeing and Improving accessibility and inclusivity) and policies (e.g. Policy TN3: Transport in New Developments, and Policy TN5: Design Standards) will encourage increased utilisation of sustainable transport, which would likely lead to reduced pollution and particulate matter in the air which will benefit human health. The health impacts from air quality and noise and vibration are discussed in further detail under those topics (Table B-9 and Table A-11, respectively).

The LTP5's policies are also likely to increase active travel and therefore improve the physical and mental health of those who utilise the travel network by walking or cycling. This includes actions that support the take up of active travel, such as the Production of the Herefordshire Local Cycling, Walking and Wheeling Infrastructure Plan (LCWWIP), delivery of 'School Streets', accessibility improvements on Public Rights of Way (PRoW) and National Cycle Network, signage of key active travel routes, bus stops and rail stations, and delivering a connected, comprehensive and safe walking and cycling network across the whole city.

The 'School streets' programme aims to create walking and cycling routes for school children. In rural areas this may involve working with the community to create low traffic routes, to support feelings of safety and encourage children to use active travel where possible. This is likely to have a positive effect on the physical and mental health of children and parents, by promoting exercise and normalising active travel at a young age, with the view to creating healthy habits for young people. The LCWWIP is a supporting plan of the LTP5 which provides 'details on the high-quality local cycling and walking networks that are required across Hereford city and the county'. This plan will identify areas in need of active travel improvements. Investment is likely to follow, particularly in urban areas of the county, where promoting walking and cycling to work is likely to see the best value. The 'School Streets' programme and LCWWIP both aim to encourage active travel in the community and therefore are likely to have a minor positive effect on the health and wellbeing of the community.

Another of the LTP5s objectives is Improving transport safety and security. The strategies and actions under this objective are also likely to improve the community's health and wellbeing. Strategies such as 'improve safety for vulnerable road users', 'targeted improvements at locations with a history of collisions', '20mph speed limit in settlements where locally supported', and 'improve the safety of pedestrian facilities' all contribute to a safer outdoor environment for the community. These strategies are supported by actions within the action plan (e.g. Road safety training for older and younger drivers, Casualty severance reduction program to improve safety at collision hotspots, continued delivery of Safer Place initiative in rural settlements and upgrade crossing facilities) which, if implemented and safety improvements are clear, may indirectly influence peoples' decisions to use active travel more frequently. This is likely to result in a positive effect on health and wellbeing.

Due to the number of policies and actions that are likely to have a positive impact, individually and cumulatively, on health and wellbeing, a significant positive effect has been identified.

Residual Significance: ++

Table -A3 - Assessment of the Potential Effects of the LTP5 on Economy and Employment

One of the five objectives of the LTP5 is Supporting a thriving and prosperous economy which aims to improve the connectivity and improve access to new housing, employment land, facilities and services, education and training within Herefordshire. Construction associated with measures that involve new and/ or enhanced infrastructure such as Annual Cycle Parking Program, upgrading and enhancing traffic signals, delivery of EV charging and alternative fuel stations, bus priority and/or bus only access along key routes, Leominster Station Forecourt Redevelopment, Ledbury Station Access for all Improvements, upgrading crossing facilities in Market Towns, delivery of dedicated and safe walking and cycling infrastructure across Hereford city, extensions to the riverside active travel network, and creation of a transport hub at Hereford Railway Station) are expected to require investment. Maintenance and operation of some of the proposed interventions (e.g. Policy TN1: Maintaining the Highway Network) are also likely to require investment. However, these improvements will likely return the investment over the medium to long term.

In the short-term, during construction, the delivery of new or enhanced infrastructure could also result in disruption to the transport network and negatively affect existing businesses and individuals' access to employment. This is likely to be temporary and in the longer term the measures are likely to improve overall access to employment areas and promote more sustainable transport use which may have a positive effect on economy and employment.

The LTP5 includes policies, strategies and actions that aim to provide greater connectivity across Herefordshire, particularly between Hereford city and its market towns (e.g. Policy TN3: Transport in New Developments, identify and support delivery of infrastructure to unlock sustainable growth, undertake area-wide travel planning for strategic developments, enhance bus journey times and stop facilities, focus on improvements to bus services on core interurban routes, support community transport operators to increase provision and improved sustainable transport links to major development areas). These policies are likely to support key sectors, attract inward investment and support economic success.

One of the plans' key objectives is Supporting a thriving and prosperous economy, therefore this can be considered a key aim of the LTP5 and the councils overarching plan for the Herefordshire. The LTP5 will likely have a positive effect on efficiency for commuters through implementing improvements to the transport network. Strategies such as 'Delivery of comprehensive walking and cycling network across the city', 'Delivery of the Transport Hub at Hereford Railway Station' and 'Half hour frequency buses between Hereford city and Market Towns' should help improve connectivity for commuters in Hereford city. This is supported by the action plans set out for Hereford city and the wider county improvements (e.g. Establish an Enhanced Partnership with bus service operators, cycle parking at key locations, provide bus priority and/or bus only access along key routes, provision of on-street electric vehicle charging, delivery of a connected, comprehensive and safe walking and cycling network across the whole city and creation of a Transport Hub at Hereford Railway Station). It is likely that improved transport services will have a positive effect on access to education and jobs, and therefore positive impact on the economy and employment in Herefordshire.

The LTP5 recognises that keeping town centres attractive and accessible promotes the use of local businesses and therefore the local economy. For example, strategies such as 'reduce dominance of vehicles in town centres to enable enhanced provision for pedestrians and/or space for cafes and businesses' and 'supporting the hosting of community and seasonal events' as well as actions including 'improve co-ordination of rural bus services with leisure and social facilities' and 'expand the number of low traffic streets across the city centre core' are likely to encourage spending within the community and support for local businesses. It is expected that the LTP5 will have a positive effect on economy and employment by creating more attractive urban centre environment for pedestrians and business.

Therefore, there is potential for an overall significant positive effect upon economy and employment.

Residual Significance: ++

Table-A4 - Assessment of the Potential Effects of the LTP5 on Community Safety

Delivering safety improvements in Herefordshire, including dedicated cycle lanes, and infrastructure improvements, alongside improved accessibility to sustainable transport modes could lead to improved community safety. One of the five objectives of the LTP5 is Improving transport safety and security and the strategies and actions of the plan use this as a guiding principle. Strategies such as ' targeted improvements at locations with a history of collisions', 'improve pedestrian facilities and crossings', 'reduce dominance of vehicles in town centres to enable enhanced provision for pedestrians', 'trial low traffic lanes for safer walking, wheeling, cycling and horse riding' and 'delivery of a connected, comprehensive and safe walking and cycling network across the whole city' aim to implement appropriate infrastructure improvements to improve road safety for pedestrians, cyclists and motorists. The LTP5 also contains strategies and actions that have elements to support community safety (e.g. improve safety for vulnerable road users, deliver improvements to safety in rural areas, including engineering, educational and speed limit changes at identified collision locations, delivery of 'School Streets', and improve access and facilities at busiest bus stops). Community safety is integrated into several of the LTP's strategies and action plans, which is likely to have a positive effect on this SEA topic.

Policy TN7: Road Safety aims to improve road safety through the delivery of education programmes and infrastructure to improve safety for vulnerable road users, prioritising those areas with the highest numbers and collision history. This is supported by strategies such as 'targeted improvements at locations with a history of collisions', 'improve pedestrian facilities and crossings', and 'School Streets'. This is likely to have a positive impact over the short and medium term by ensuring that safety issues are identified, and measures put in place to resolve them. The 'School streets' programme aims to create walking and cycling routes for school children. In rural areas this may involve working with the community to create low traffic routes, to support feelings of safety and encourage children to use active travel where possible, this will likely improve safety for children and parents. The LTP5 also includes policies to improve safety on public transport modes. Actions such as 'improve access and facilities at busiest bus stops, including real time bus information, CCTV, lighting and WiFi' and 'secure cycle parking at stops on core routes' are likely to improve security and public safety throughout the transport network. This is likely to improve community safety and reduce crime in the areas where the measures are implemented.

The LTP5 contains several proposed policies that are likely to reduce the number of vehicles on the road (e.g. delivery of a Transport Hub at Hereford Railway Station and half hour frequency buses between Hereford city and Market Towns), which may have a positive effect on safety. Actions such as 'Signage of key active travel routes, bus stops and rail stations', 'provide bus priority and/or bus only access along key routes', and 'delivery of comprehensive walking and cycling network across the city' are likely to encourage a move to sustainable transport measures and reduce the number of individual commuters on roads at peak times.

Due to the number of policies and actions that are likely to have a positive impact, individually and cumulatively, on community safety, a significant positive effect has been identified.

Residual Significance: ++

Table A5 - Assessment of the Potential Effects of the LTP5 on Biodiversity and Natural Capital

The LTP5 includes measures to protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality in Herefordshire. A number of the LTP's proposed policies and associated interventions/ actions support the delivery of new or enhanced infrastructure and these are where significant effects are most likely to arise in relation to this SEA topic. There is potential for significant effects from LTP Policy TN2: Freight and Sustainable Movement of Goods, Strategy 2: Strategy for Rural Herefordshire and its Market Towns, Supporting a thriving and prosperous economy and Strategy 3: Hereford City Strategy, Supporting a thriving and prosperous economy. Short-term, negative effects are anticipated as there is potential for the construction of proposed infrastructure to result in disturbance to biodiversity and habitat sites. The significance of this will depend on the location of proposed infrastructure and potential pathways to sensitive receptors. There are a number of sensitive receptors in the county including Sites of Special Scientific Interest (SSSI) and Local Nature Reserves that have the potential to be affected negatively by disturbance from proposed infrastructure. The nature and significance of effects will be dependent on the precise location and design of infrastructure, which is currently unknown.

Objective Tackling climate change and protecting and enhancing the natural and built environment aims to protect the natural environment whilst improving the transport network in Herefordshire. This is likely to guide decision making towards positive biodiversity impacts. This is supported by Policy TN6: Considering Carbon which will 'seek improvements that benefit the network and local habitats' including prioritising opportunities to integrate and improve biodiversity. Works should also be in line with Herefordshire's Biodiversity Action Plans. There is also the potential for a minor positive effect as any schemes that deliver new infrastructure of sufficient scale will be required to deliver Biodiversity Net Gain (BNG) under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021).

Minor positive effects are also likely as sustainable transport measures are taken up. A number of the LTP's objectives (e.g. enabling healthy behaviours and improving wellbeing and improving accessibility and inclusivity) and policies (e.g. Policy TN3: Transport in New Developments, and Policy TN5: Design Standards) will encourage increased utilisation of sustainable transport, which would likely lead to reduced vehicles on the road and therefore a reduction of pollution and disturbance to local habitats and species. Policies and actions that encourage active travel (e.g. Production of the Herefordshire Local Cycling, Walking and Wheeling Infrastructure Plan (LCWWIP), delivery of 'School Streets', accessibility improvements on PRoW and National Cycle Network, signage of key active travel routes, bus stops and rail stations, and delivering a connected, comprehensive and safe walking and cycling network across the whole city) may have a positive impact on the communities relationship with nature if individuals spend more time outside. This could have an indirect impact on biodiversity if increases in active travel improve the value put on greenspaces and there is new appreciation of, and incentive to protect, these spaces. A minor positive effect is likely due to the LTP's aims to encourage active travel in the community which may have an indirect positive effect on biodiversity and natural capital.

It is predicted that there is the potential for an overall minor positive and negative effect with an element of uncertainty.

Residual Significance: +/-/?

Table -A6 - Assessment of the Potential Effects of the LTP5 on Landscape and Townscape

In the short-term, the construction phase of schemes that propose new or enhanced infrastructure such as Annual Cycle Parking Program, upgrading and enhancing traffic signals, delivery of EV charging and alternative fuel stations, bus priority and/or bus only access along key routes, Leominster Station Forecourt Redevelopment, Ledbury Station Access for all Improvements, upgrading crossing facilities in Market Towns, delivery of dedicated and safe walking and cycling infrastructure across Hereford city, extensions to the riverside active travel network, and creation of a transport hub at Hereford Railway Station, may negatively impact townscape character, as works may result in temporary disturbances, as well as increased traffic. In the longer-term, improving the public realm and access to sustainable transport modes will help to reduce the number of vehicles on the road, positively effecting landscape and townscape.

Objective Tackling climate change and protecting and enhancing the natural and built environment aims to protect the natural and built environment whilst improving the transport network in Herefordshire. This is likely to guide decision making towards positive impacts for landscape and townscape. Policy TN3: Transport in New Developments seeks to ensure that new developments are accessible, particularly for active travel and that best practice designs are implemented. This is likely to enhance landscape and townscape in Herefordshire by ensuring new development is created in keeping with the existing townscape but also improves connectivity and active travel opportunities. This is supported by strategies such as ‘Improving Market Towns and Villages’, ‘Reduce dominance of vehicles in town centres to enable enhanced provision for pedestrians’, low traffic routes, ‘Deliver the infrastructure to unlock and support sustainable new development’, and ‘Ensure active travel facilities provided within and connecting from new development’. These proposed improvements to the townscape are likely to utilise pedestrian and active travel focused design and enhance connectivity and accessibility in the county. This is likely to have a minor positive effect on townscape.

Minor positive effects are also likely as sustainable transport measures are taken up. A number of the LTP’s objectives (e.g. Enabling healthy behaviours and improving wellbeing and Improving accessibility and inclusivity) and policies (e.g. Policy TN3: Transport in New Developments, and Policy TN5: Design Standards) will encourage increased utilisation of sustainable transport, which would likely lead to reduced vehicles on the road and therefore allow for improvements to townscape. Policies and actions that encourage active travel (e.g. Production of the Herefordshire Local Cycling, Walking and Wheeling Infrastructure Plan (LCWWIP), delivery of ‘School Streets’, accessibility improvements on PRoW and National Cycle Network, signage of key active travel routes, bus stops and rail stations, and delivering a connected, comprehensive and safe walking and cycling network across the whole city) may have a positive impact on the communities relationship with landscapes if individuals spend more time outside. This could have an indirect impact the way landscapes are perceived and prioritised in future. A transition to sustainable and active travel modes is likely to improve the townscape. A focus on high quality public realm making and well-integrated sustainable transport will likely improve alignment between communities, transport, and spaces.

It is predicted that there is the potential for an overall minor positive and negative effect upon landscape and townscape.

Residual Significance: +/-

Table -A7 - Assessment of the Potential Effects of the LTP5 on Historic Environment

There are numerous designated and non-designated heritage assets within the borough. The LTP5 includes a number of measures that relate to the delivery of new or enhanced infrastructure such as Annual Cycle Parking Program, upgrading and enhancing traffic signals, delivery of EV charging and alternative fuel stations, bus priority and/or bus only access along key routes, Leominster Station Forecourt Redevelopment, Ledbury Station Access for all Improvements, upgrading crossing facilities in Market Towns, delivery of dedicated and safe walking and cycling infrastructure across Hereford city, extensions to the riverside active travel network, and creation of a transport hub at Hereford Railway Station, and these are where significant effects are most likely to arise, in relation to the historic environment. There is potential for these schemes to result in negative effects upon the setting of heritage assets through noise and vibration, as well as changes to the setting of assets both in the short-term, during construction, and in the long-term. The nature of effects will be dependent on the precise location and design of infrastructure, which is currently uncertain.

The LTP5 highlights the importance of the heritage assets in Hereford city and the wider county. The LTP recognises that increases in traffic may negatively impact heritage assets as 'the historic layout of the towns were not designed for high volume traffic flow'. A number of the LTP's objectives (e.g. Enabling healthy behaviours and improving wellbeing and Improving accessibility and inclusivity) and policies (e.g. Policy TN3: Transport in New Developments, and Policy TN5: Design Standards) will encourage increased utilisation of sustainable transport, which would likely lead to reduced vehicles on the road and therefore minimise negative impacts on local heritage assets. Where vehicles are removed or significantly reduced from spaces (e.g. reduce dominance of vehicles in town centres to enable enhanced provision for pedestrians and/or space for cafes and businesses, and trial low traffic lanes for safer cycling, walking, wheeling and horse riding) it is likely this will have a positive impact on heritage assets, by improving air quality, reducing noise and vibration and a reduction of disturbance from HGV's. This is also supported by Policy TN2: Freight and Sustainable Movement of Goods which aims to transition freight (particularly last mile) to sustainable transport modes.

A minor positive effect is likely to occur from objectives and policies that aim to protect the local environment. For example, Objective Tackling climate change and protecting and enhancing the natural and built environment which should minimise adverse effects and maximise positive outcomes for the local environment. This is likely to include positive interventions with regard to the historic environment. The LTP5 also has the potential for positive effects on the historic environment through measures that seek to improve the public realm and connectivity. This includes Objective Supporting a thriving and prosperous economy and Policy TN3: Transport in New Developments which propose improvements to the transport network, using best practice design which will prioritise sustainable travel options. This is likely to result in improved connectivity and accessibility to historic assets, resulting in more visitors being able to access the historic assets. This is likely to have a minor positive effect on the historic environment.

It is predicted that there is the potential for an overall minor positive and negative effect with an element of uncertainty.

Residual Significance: +/-?

Table -A8 - Assessment of the Potential Effects of the LTP5 on Water Environment

Where new or enhanced infrastructure is proposed in close proximity to a waterbody or hydrologically connected to one, these could have impacts on the water environment. In the short-term this could indirectly impact waterbodies and could have temporary negative effects on water quality through waste or runoff entering the watercourse. However, this is likely to be dependent on the location of new infrastructure, which is currently uncertain.

Objective Tackling climate change and protecting and enhancing the natural and built environment aims to protect the natural environment whilst improving the transport network in Herefordshire. This is likely to guide decision making to encourage protection of the water environment and ensure that new development does not create further water pollution or increase the likelihood of flooding. Minor positive effects are also likely as sustainable transport measures are taken up. A number of the LTP's objectives (e.g. Enabling healthy behaviours and improving wellbeing and Improving accessibility and inclusivity) and policies (e.g. Policy TN3: Transport in New Developments, and Policy TN5: Design Standards) will encourage increased utilisation of sustainable transport, which will likely lead to reduced polluted run-off from roads to watercourses. The LTP5 proposes to improve the quality of bus infrastructure on core routes which could contribute to a reduction of cars on roads. This is supported by actions such as 'Establish an Enhanced Partnership with bus service operators', 'Improve access and facilities at busiest bus stops' and the introduction of half hourly services from key market towns to Hereford City. Measures such as these are likely to have positive effects for the water environment, as a result of a reduction in pollution from private vehicles.

Policies and actions that encourage active travel (e.g. Production of the Herefordshire Local Cycling, Walking and Wheeling Infrastructure Plan (LCWWIP), delivery of 'School Streets', accessibility improvements on PRoW and National Cycle Network, signage of key active travel routes, bus stops and rail stations, and delivering a connected, comprehensive and safe walking and cycling network across the whole city) may have a positive impact on the community's connection with the water environment. If individuals spend more time outside, near rivers and lakes, this could have an indirect impact on the way water environments are perceived and prioritised in future.

It is predicted that there is the potential for an overall minor positive and negative effect with an element of uncertainty.

Residual Significance: +/-/?

Table -A9 - Assessment of the Potential Effects of the LTP5 on Air Quality

The LTP5 has several policies that may impact air quality in Herefordshire. In the short-term, there could be temporary negative impacts on air quality during the construction phase of proposed infrastructure enhancement or developments as a result of dust and increased traffic.

In the longer-term, implementing electric vehicle charging points, and enhancing access to sustainable transport modes will likely help to reduce traffic and the number of petrol and diesel vehicles on the road, positively effecting air quality. Objective Tackling climate change and protecting and enhancing the natural and built environment and Policy TN6: Considering Carbon encourage the uptake of electric vehicles. This is supported by several strategies and actions (e.g. Support the delivery of Electric Vehicle charging and alternative fuel stations, Support delivery of on-street Electric Vehicle charge points and in council car parks, Transition of freight to sustainable modes, and Promotion of peer-to-peer charging networks) that are likely to reduce air pollution and thus have a positive impact on air quality in Herefordshire. This is proposed to be supported by a mix of private sector investment and Local Electric Vehicle Infrastructure (LEVI) funding. Herefordshire council aim to install EV charge points across the county, particularly targeting urban areas, this will likely make EV's more accessible to the community. However, the potential positive impact on air quality depends upon a transition by the community from petrol and diesel vehicles to EV's, which are often more expensive than their fossil fuel-based counterparts.

An increase in sustainable travel could lead to a reduction in vehicles on the road, which is likely to improve air quality in the Herefordshire. A number of the LTP's objectives (e.g. Enabling healthy behaviours and improving wellbeing and Improving accessibility and inclusivity) and policies (e.g. Policy TN3: Transport in New Developments, and Policy TN5: Design Standards) will encourage increased utilisation of sustainable transport, which will likely lead to reduced air pollution and particulate matter from vehicle emissions. The LTP5 proposes to improve the quality of bus infrastructure on core routes which could contribute to a reduction of cars on roads. This is supported by actions such as 'Establish an Enhanced Partnership with bus service operators', 'Improve access and facilities at busiest bus stops' and the introduction of half hourly services from key market towns to Hereford City. The plan also aims to reduce vehicle emissions from freight and HGVs, with policies such as Policy TN2: Freight and Sustainable Movement of Goods promoting the use of alternative fuel and "Exploring opportunities for transitioning freight to sustainable modes, including last-mile delivery, such as by cargo bikes, cycles and small electric vehicles and the role of rail freight". Measures such as these are likely to have positive effects for air quality in Herefordshire, through increased utilisation of buses instead of cars, and a reduction of the total number of vehicles on the roads.

It is predicted that there is the potential for an overall significant positive effect.

Residual Significance: ++

Table -A10 - Assessment of the Potential Effects of the LTP5 on Climate Change and Greenhouse Gases

The LTP5 includes measures to reduce greenhouse gas emissions and factors contributing to climate change in Herefordshire. In the short-term during construction, the delivery of new or enhanced infrastructure could lead to an increase in vehicle movements, and subsequently traffic and congestion, leading to increased carbon emissions. Embodied carbon in construction materials and emissions from operation of machinery will also contribute to negative impacts on climate change. However, the LTP5 proposes improvements to public transport and improved active travel infrastructure (e.g. Policy TN3: Transport in New Developments and Policy TN5: Design Standards). These interventions and policies are likely to reduce carbon emissions over the long term by providing the infrastructure for individuals to make sustainable transport decisions.

One of the LTP's overarching objectives is Tackling climate change and protecting and enhancing the natural and built environment. Alongside this Policy TN6: Considering Carbon aligns the LTP5 with goals to reduce the counties impact on climate change. These are supported by strategies and actions within the plan (such as Improve digital access and online services, Support the delivery of Electric Vehicle charging and alternative fuel stations, Support the transition to zero-emission buses and low carbon railways, Roll out of zero emission buses and Transition of freight to sustainable modes). These objectives and policies aim to reduce Herefordshire's impact on, and ensure its resilience to, climate change.

The plan also aims to reduce greenhouse gas emissions from freight and HGVs, with policies such as Policy TN2: Freight and Sustainable Movement of Goods promoting the use of alternative fuel and "Exploring opportunities for transitioning freight to sustainable modes, including last-mile delivery, such as by cargo bikes, cycles and small electric vehicles and the role of rail freight". Strategies and actions that aim to reduce the number of vehicles on the road will help to reduce carbon emissions from the transport network. A number of the LTP's objectives (e.g. Enabling healthy behaviours and improving wellbeing and Improving accessibility and inclusivity) and policies (e.g. Policy TN3: Transport in New Developments, and Policy TN5: Design Standards) will encourage increased utilisation of sustainable transport. This is supported by actions such as 'Establish an Enhanced Partnership with bus service operators', 'Improve access and facilities at busiest bus stops' and the introduction of half hourly services from key market towns to Hereford City. Measures such as these are likely to have positive effects for climate change, through increased utilisation of buses instead of private vehicles and a reduction of the total number of vehicles on the roads, and therefore greenhouse gas emissions. This, alongside the numerous other measures that seek to enhance access to sustainable transport modes and active travel routes, is likely to have a long-term minor positive effect on this SEA objective.

To reduce greenhouse gas emissions across the county transport network, the plan aims to support improving digital access to services, particularly in rural areas. Digital improvements will likely reduce the need for private car journeys such as commuting by providing the connectivity required so that some private car journeys are not necessary (e.g. encouraging people to work from home). This is supported by strategies and actions such as 'Improve digital access and online services', 'Continue to improve rural broadband and digital connectivity' and 'Increase the availability of online council services and work with public sector partners to increase their online service availability'.

It is predicted that there is the potential for an overall minor positive and negative effect.

Residual Significance: +/-

Table-A11 - Assessment of the Potential Effects of the LTP5 on Noise and Vibration

Construction associated with measures that involve new or enhanced infrastructure are expected to result in the temporary generation of noise pollution. Maintenance and operation of some of the proposed interventions (e.g. Policy TN1: Maintaining the Highway Network) are also likely to create temporary disturbances.

In the long-term, improved access to sustainable transport modes could result in less vehicles on the road and therefore a reduction in noise pollution. A number of the LTP's objectives (e.g. Enabling healthy behaviours and improving wellbeing and Improving accessibility and inclusivity) and policies (e.g. Policy TN3: Transport in New Developments, and Policy TN5: Design Standards) will encourage increased utilisation of sustainable transport which would likely lead to reduced road traffic noise. This is supported by actions such as 'Establish an Enhanced Partnership with bus service operators', 'Improve access and facilities at busiest bus stops' and the introduction of half hourly services from key market towns to Hereford City. Measures such as these are likely to have positive effects for noise and vibration, through increased utilisation of buses instead of cars, and a reduction of the total number of vehicles on the roads, and therefore a reduction in road traffic noise. The plan also aims to reduce traditional freight and HGVs in the county, with policies such as Policy TN2: Freight and Sustainable Movement of Goods promoting the use of alternative fuel and 'Exploring opportunities for transitioning freight to sustainable modes, including last-mile delivery, such as by cargo bikes, cycles and small electric vehicles and the role of rail freight'. A move from traditional freight and HGVs to sustainable options such as bikes would likely reduce noise and vibration from heavy vehicles. Reductions in noise and vibration would depend upon a transition by the community and businesses from predominantly car/HGV travel to sustainable options, therefore a minor positive has been identified.

The LTP5 also proposes objectives and policies that aim to improve the public realm, which will likely include designing new infrastructure, and enhancements to existing infrastructure, to minimise noise pollution from roads on sensitive receptors such as residential areas. This is supported by objective Supporting a thriving and prosperous economy, Policy TN3: Transport in New Developments, and Policy TN5: Design Standards. The LTP5 also includes strategies and actions (e.g. Identify and support delivery of infrastructure to unlock sustainable growth, Undertake area-wide travel planning for strategic developments, Reduce dominance of vehicles in town centres to enable enhanced provision for pedestrians and/or space for cafes and businesses, and Trial low traffic lanes for safer cycling, walking, wheeling and horse riding) that are likely to include measures to reduce noise pollution in Herefordshire. This is likely to have a minor positive effect on noise pollution over the long term. This will benefit those living and working in these areas, as well as any other nearby sensitive receptors.

It is predicted that there is the potential for an overall minor positive and negative effect.

Residual Significance: +/-

Table -A12 - Assessment of the Potential Effects of the LTP5 on Material Assets

Construction associated with measures that involve new and/ or enhanced infrastructure are expected to require resource use and will generate waste. Maintenance and operation of some of the proposed interventions (e.g. Policy TN1: Maintaining the Highway Network) will also require resources and generate waste. However, the scale of resource use and waste is currently unknown, as is the extent to which recycled resources can be used or waste will be recyclable. It is unknown if that best practice construction measures will be utilised to mitigate the impacts of the resources used and waste created, or if recycled and recyclable materials will be used where possible during construction. One of the LTP's overarching objectives is Tackling climate change and protecting and enhancing the natural and built environment. Alongside this Policy TN6: Considering Carbon aligns the LTP5 with goals to reduce the counties impact on climate change, which includes 'considering interventions, treatments and materials for scheduled maintenance' and 'using low carbon, and where possible, locally sourced materials'. These are supported by strategies and actions within the plan (e.g. increase weight given to carbon in highway maintenance and new projects and Develop an approach to considering carbon in scheme design). This demonstrates the LTP5 has a proactive approach for ensuring the sustainability of its material assets and will, where practically possible, use local, recycled, or recyclable materials. Policy TN6 will consider whole life carbon in new infrastructure, including emissions associated with construction, use, and maintenance. This may result in increased material recycling in order to reduce whole life carbon. This is likely to have a minor positive effect over the longer term. It is predicted that there is the potential for an overall minor positive and negative effect with an element of uncertainty. **Residual Significance**: +/-/?

9 Appendix B

Table B-1, outlines the consultation responses received at Scoping stage from the statutory consultees (Historic England and Natural England). The Environment Agency were consulted, but did not provide comment. All responses have been considered, and the Scoping report has been developed in line with these comments.

Table -B1 - Scoping Consultation Comments

Consultee	Comment	In reference to	Action required?	By Whom	Summary Action Taken/ Required
Natural England	Thank you for your consultation on the above dated and received by Natural England on 14th August 2024. Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. Natural England is a statutory consultee in Local and Neighbourhood planning and must be consulted on draft Local and Neighbourhood development plans and associated documents by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made. Natural England does not have any specific comments on the Sustainability Appraisal Scoping report for the Local Transport Plan 4 for Herefordshire Council.	Scoping Report	No	N/A	General comment - no action required.
Historic England	We welcome the SA topic on the historic environment on page 10; it is positive to see its inclusion. We recommend that 'historical assets' is amended to 'heritage assets' within the descriptive paragraph to ensure that it represents the terminology of the National Planning Policy Framework (NPPF). Additionally, we are interested to understand how the effects of the Plan will fully consider the issues of the historic environment and ensure that heritage assets, including their setting are protected and enhanced. Any route options will need careful consideration and assessment of the impacts for the historic environment and whether avoidance or mitigation measures are possible. We are also keen to understand what enhancement opportunities may be available for the historic environment, for example walking or cycling routes to better reveal the significance of heritage assets or re-routing traffic away from heritage assets to a less harmful area.	Scoping Report	Yes	WSP/HCC	HCC will consider any route options that may arise from the LTP, avoiding damage to the historic environment where possible. WSP will assess the potential impact of any interventions upon the historic environment during Stage B of the SEA process.
Historic England	Paragraph 5.8.2 do you have any additional detail on the non-designated heritage assets? Is there a Local List?	Section 5.8	Yes	WSP	WSP has reviewed non-designated heritage assets and has included detail where appropriate.
Historic England	Paragraph 5.8.3 last sentence unclear. Refer to example of archaeology that may be unknown/non designated but could be of national importance and worthy of designation.	Section 5.8	Yes	WSP	WSP will amend the final sentence within paragraph 5.8.3 to clarify assets that may be undesignated but worthy of designation.
Historic England	Paragraph 5.8.4 are there any opportunities to remove any heritage at risk through the proposals in the Plan? This would be a positive step.	Section 5.8	No	HCC	HCC will consider any opportunities for improving heritage at risk when individual developments may arise following the LTP.

Consultee	Comment	In reference to	Action required?	By Whom	Summary Action Taken/ Required
Historic England	We are keen to ensure that the Plan does protect and conserve the historic environment. Whilst we accept that there is a difficulty in preparing initiatives in the Plan and their affect on the historic environment, heritage assets and their setting; we do not accept that harm has to occur and we recommend appropriate assessment is undertaken to ensure that any harm is avoided/ minimised and enhancement measures sought, where possible.	Scoping Report	Yes	WSP/HCC	WSP will assess the LTP's affect on the historic environment during the SEA process, feeding into the LTP to propose mitigation and enhancement measures, minimising negative effects on the historic environment. HCC will undertake assessments prior to the development of any development arising from the LTP, minimising effects on the historic environment.
Historic England	Table 5.1 we recommend some re-wording in this section to ensure that all heritage assets are referenced in the relevant sections. The NPPF Section 16 sets out clearly the expectations for the historic environment and we will be anticipating that the Plan fully follows any of the requirements in policy and legislation.	Section 5, Table 5-11	Yes	WSP	WSP will review Table 5-11 and amend where necessary to include any additional references to heritage assets.
Historic England	We support objective SA7 and welcome its inclusion within the Plan, on page 54. We do not consider the term ‘unique’ is necessary.	Section 6, Table 6-1	Yes	WSP	WSP will amend the objective SA7 to remove 'unique'.
Historic England	Page 54 you could add in whether the policy will result in the loss of above ground heritage assets as well. We would anticipate that proposals would not be taken forward where this may occur. The policy could also consider whether indirect effects such as increase in traffic/ noise/ pollution etc. will occur as we would also recommend that these effects are avoided/ minimised. We welcome the reference to heritage at risk in this section.	Section 6, Table 6-1	Yes	WSP	WSP will include an additional question within Table 6-1: 'result in the loss of above ground heritage assets?'
Historic England	Within the Appendix, ensure all the relevant legislation and documents are cited in the list. I have included a link to our Planning page on the Historic England website, in case there are any other relevant documents to include. Of relevance will be Historic Environment Advice Note 8: Sustainability Appraisal and Strategic Environmental Assessment and the historic environment.	Appendix A	Yes	WSP	WSP will review Appendix A and include any additional legislation documents where needed.

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