

Norfolk Local Transport Plan

Sustainability Appraisal: SA Post Adoption Statement

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1. Introduction

Introduction to the Norfolk Local Transport Plan

Local transport authorities are required to have an up to date Local Transport Plan (LTP). The Government's 1998 White Paper on transport, 'A New Deal for Transport: Better for Everyone', introduced the concept of Local Transport Plans (LTPs) to steer the development of national transport policies at the local level. The Transport Act 2000 (now amended by the Local Transport Act 2008) 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.

The Local Transport Plan sets out the county council's plans and policies on all aspects relating to transport. This includes not only the council's own delivery, but also how it will engage with the plans and programmes of others where these have transport implications.

This might be how the council: influences national trunk road and rail delivery plans; works with partners like bus companies to deliver transport provision in a commercial market; responds to consultations on growth plans as the location of growth has many transport implications including how people travel and people's ability to get to opportunities dependent on where growth is located; and plans and delivers our own services to ensure that implications on travel and transport are taken into account in decision-making. The plan is a high-level, strategic document that is supported by a series of more detailed separate policy and guidance documents.

Members agreed to review Norfolk County Council's plan, which dated from 2011, in 2019. Development of the plan involved extensive consultation and engagement in 2020 and 2022. Consultation on the strategic environmental assessment for the strategy was conducted in late 2020, alongside which a draft of the plan was published. The strategy was adopted by the county council's Cabinet on 2 August 2021, setting the direction for preparation of the implementation plan. It was kept under review whilst the implementation plan was prepared. The final Local Transport Plan, comprising both the implementation plan and (an updated) strategy was adopted on 19 July 2022. The strategic environmental assessment for the Local Transport Plan was consulted on early in 2022, alongside which a draft of the plan was published.

Appraisal of Sustainability

A Sustainability Appraisal (SA) has been undertaken as part of development of the Local Transport Plan. This considered the impact of the plan against a range of social, environmental and economic indicators. The SA is accompanied by separate:

- Health Impact Assessment (HIA)
- Habitats Regulations Assessment (HRA)
- Equalities Impact Assessment (EqIA).

Strategic Environmental Assessments (SEA) are required by European Directive EC/2001/42 (SEA Directive), which was transposed into UK law by the Environmental Assessment of Plans and Programmes Regulations 2004 (SEA Regulations).

An SEA is mandatory for plans (including strategies) and programmes which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste or water management, telecommunications, tourism, town and country planning or land use, and which set the framework for future development consent of projects listed in the environmental impact assessment (EIA) Directive.

SEA only considers the environmental effects of a plan, whilst SAs consider a plan's wider economic and social effects in addition to its potential environmental impacts, however, it is obligatory that SAs meet all of the requirements of the SEA Regulations.

SA is used to inform the development of a plan, policy or programme. The SA is a systematic process that is undertaken during the preparation of a plan. Its role is to promote sustainable development by assessing environmental, social and economic impacts, as well as mitigating any potential adverse effects that the plan might otherwise have.

Purpose of the Post Adoption Statement

Post Adoption Statements help to improve understanding of, and give transparency to, the process of how SA was used in the decision-making process. It shows stakeholders how environmental, social and economic factors have been considered throughout the plan-making process, including taking into account the opinion of statutory bodies, other local authorities and the public; it sets out the reasons for choosing the selected approach over alternatives considered; and outlines the measures for monitoring the significant environmental effects of plan implementation.

The SA Statement is a requirement of the SEA Regulations. This requires that, as soon as reasonably practicable after the adoption of a plan, the authority (in this case Norfolk County Council) must make a copy of the plan publicly available alongside a copy of the environmental report and an SA Statement.

The SA Statement must explain:

- How environmental considerations have been integrated into the plan or programme
- How the environmental report has been taken into account
- How opinions expressed in response to consultation have been taken into account
- The reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with
- The measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme.

Timeline of LTP consultation and adoption



2. How environmental considerations have been integrated into the plan or programme

Introduction

Environmental – as well as social and economic – considerations have been integrated into the plan throughout the process. The key stages of the SA process are the following:

- Setting the context and objectives, establishing the baseline and deciding on scope
- Developing and refining strategic alternatives and assessing their effects
- Preparing the SA Environmental Report
- Consultation on the draft revised LTP and the draft SA
- Monitoring the significant effects of implementing the revised LTP.

Scoping Report

An initial SA Scoping Report was prepared in January 2019. This report set the context and scope of the sustainability appraisal through:

- Identifying likely options for the delivery of the transport strategies
- A review of relevant policies, plans and programmes
- Collecting baseline information and identifying sustainability issues
- Development of the sustainability appraisal framework.

The SA Framework included fifteen SA objectives to guide the future assessment of the LTP.

Consultation on the Scoping Report took place for six weeks starting from 17 December 2019. Following consultation with the statutory bodies (Environment Agency, Natural England and Historic England) the report was updated accordingly.

Sustainability Appraisal

The assessment of the LTP at this stage included the assessment of both LTP policies and reasonable policy alternatives. Consultants also undertook an assessment of cumulative effects and identified mitigation and monitoring measures, in light of anticipated significant effects.

Preferred Strategy

A preferred strategy for the LTP was consulted on for six weeks from 28 September to 9 November 2020 alongside the SA Report that was consulted on with statutory consultees. In line with the SEA directive, the plan included a number of reasonable alternatives which were also appraised. The publication was accompanied by the SA Report.

Preferred Strategy and Implementation Plan

Consultation on a preferred Implementation Plan for the LTP was undertaken for six weeks from 21 March to 2 May 2022. This also included consultation on whether the strategy should be revised in light of the content of the proposed implementation policies and their assessments and/or any other change of circumstances including changes in legislation and/or policy. This was because the council also formally

considered whether to revise LTP4 Strategy when it considered the outcome of the consultation and whether to adopt the implementation policies. In line with the SEA directive, the plan included a number of reasonable alternatives which were also appraised. The publication was accompanied by the SA Report, which included consultation with statutory consultees (Environment Agency, Historic England and Natural England).

3. How the environmental report has been taken into account

Introduction

The SA findings and recommendations have been taken into account throughout development of the LTP. This is shown below.

How Sustainability Appraisal has been taken into account

Development of the Local Transport Plan was undertaken alongside that of the SA. Evidence collected, and outputs and potential mitigations identified in preparation of the SA informed the policy choices and the actions in the local transport plan.

Monitoring for the LTP will take account of the SA, alongside other indicators, and will help to assess the implementation of the LTP including identifying any significant environmental effects arising from implementation of the plan. The purpose of the monitoring is to provide an important measure of the sustainability outcome of the final plan, and to measure the performance of the plan against sustainability objectives and targets. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage sustainability information.

How the SA Stages have been taken into account

Stage A: Setting the context and objectives, establishing the baseline and deciding on scope:

- The SA scoping report presented the sustainability context for Norfolk, including specific information for Great Yarmouth, King's Lynn and Norwich, in support of supplementary strategies for these areas. The report presented baseline information across 13 SA topics and identified key sustainability issues and opportunities, which helped to form the SA Framework. The evidence reported in the helped inform development of LTP.

Stage B: Developing and refining strategic alternatives and assessing their effects:

- Assessment of the draft policies (and alternatives) proposed in the Strategy, and subsequently the proposals (and alternatives) in the Implementation Plan, was undertaken. A full assessment of Major and Significant Transport Schemes was also undertaken. Feedback helped to inform the emerging LTP.

Stage C: Preparing the Environmental Report:

- The SA Report set out the results of the SA assessments at both stages (Strategy and Implementation Plan). In addition, mitigation measures were proposed within the SA Report in order to avoid or reduce the effects identified through the policy assessments. The SA Report also presented a number of monitoring measures and indicators to help measure the sustainability outcomes of the LTP, and to measure the performance of the LTP against environmental objectives and targets.

Stage D: Consulting on the draft plan or programme and the Environmental Report:

- The draft SA Report on the Strategy was issued to consultees on 28 September 2020 for a six week consultation period, alongside the draft LTP Strategy. Consultation on the draft SA Report for the Implementation Plan was undertaken for six weeks from 21 March to 2 May 2022 alongside consultation on the preferred Implementation Plan for the LTP. This also included consultation on whether the strategy should be revised in light of the content of the proposed implementation policies and their assessments and/or any other change of circumstances including changes in legislation and/or policy. Views of the statutory bodies and other stakeholders were sought.
- Following the consultations, a number of recommendations and amendments were suggested and considered, with changes being made to the LTP as appropriate. In light of these comments an updated SA Report was produced at each stage.

Stage E: Monitoring the significant effects of implementing the plan or programme on the environment:

- LCC will use a set of indicators to monitor the outcomes of the LTP. The proposed indicators are set out in Table 6-1 of this document. These indicators will also be used to identify significant environmental effects arising from implementation of the LTP, building on those identified within the SA.

Assessment of policies and reasonable alternatives

As the LTP was prepared in two stages, with a strategy developed prior to development of the implementation plan (during which the strategy was kept under review), the Environmental Report for the Strategy included the assessment of LTP policies and reasonable policy alternatives. The other assessments summarized below were also completed during preparation of both Strategy and Implementation Plan for LTP.

The Environmental Report found that, in general, LTP policies performed well against most SA objectives, with no significant negative effects being identified. Some uncertain effects were identified for air quality, noise, biodiversity and geodiversity, water, soils and mineral resources, landscape and townscape and cultural heritage and the historic environment.

LTP policies were found to generally result in more positive effects and less uncertainty than their policy alternatives. A summary for each SA Topic has been provided below:

- Air Quality: Policies have resulted in predominantly significant positive effects on air quality.
- Biodiversity and Geodiversity: Policies have generally resulted in both positive and negative effects on biodiversity and geodiversity.
- Climate Change, Soils and Resources and Water Resources and Flooding: Policies have resulted in predominantly significant positive effects on climate change (SA5) and carbon emissions (SA3) and neutral and uncertain effects on water, soil and mineral quality and resource (SA4).

- Community Access: Policies have predominantly resulted in significant positive and minor positive effects on the quality and safety of where people live (SA6), reduce poverty and social exclusion, improving access (SA7) and economic growth (SA8).
- Cultural Heritage and the Historic Environment: Policies have predominantly resulted in effects that are either both positive and negative or negligible.
- Economy and Employment: The policies have resulted in both significant positive and minor positive effects on economic growth (SA10) and access to employment (SA11).
- Health and Population: The policies have resulted in both significant positive and minor positive effects on reductions on death and injury (SA12) and encouragement of healthy lifestyles (SA13).
- Landscape and Townscape: Policies have predominantly resulted in effects that are either both positive and negative or negligible.
- Noise: Policies have result in a mixture of minor and significant positive and both negative and positive effects.

Assessment of actions and reasonable alternatives

A summary of the assessment of the LTP actions is summarised below under each of the SA objectives:

- Air Quality: Actions have predominately positive effects on air quality.
- Biodiversity and Geodiversity: Actions have resulted in a mix of minor positive, both positive and negative, and uncertain effects. Significant negative effects were identified for actions associated with Policy 8.
- Carbon Emissions: Most actions have resulted in positive effects. Both positive and negative effects were identified for actions within Policy 8.
- Water, Soil and Mineral Quality and Resources: Actions have resulted in predominantly neutral effects. Uncertain effects were identified for actions that support the delivery of new transport infrastructure. Significant positive effects were identified for actions within policies 11 and 18.
- Climate Change: All actions have resulted in positive effects.
- Quality and Safety: Actions resulted in predominately positive effects. Significant effects were identified for actions that improved the active travel modes and public transport offerings within Norfolk. Both positive and negative effects were identified for actions within policies 2 and 12.
- Poverty and Social Exclusion: Most actions have resulted in positive effects. Significant positive effects were identified for actions that support the modal shift to more sustainable transport modes. Both positive and negative effects have been identified for actions that support the implementation of NCC's EV Strategy. Uncertain effects were identified for actions within Policy 22.
- Accessibility and Economic Growth: All actions have resulted in positive effects.
- Historic Environment: Actions have resulted in mixed effects, with predominately both positive and negative effects or uncertain effects.
- Economic Growth: Actions have either resulted in positive or neutral effects.
- Access to employment: Actions have resulted in predominately significant positive effects.
- Reduce death and injury: Actions have predominately resulted in positive effects. Both positive and negative effects have been identified for actions within policies 2 and 12.

- Health and Wellbeing: All actions have resulted in positive effects.
- Townscapes and Landscapes: Actions have resulted in mix of effects with most being identified as both positive and negative.
- Noise: Actions have predominately resulted in minor positive effects. Significant positive effects were identified for actions that support the transition to more sustainable transport modes and implementation of electric vehicles.

In general, the alternatives generated a higher number of uncertainties and significant negative effects than the proposed LTP4 IP actions. The only alternative actions that had the potential to result in significant positive effects were those under Objective 6, improving transport safety. Focusing behaviour change solely on shift in modes of transport could result in positive outcomes for air quality and carbon emissions. Adopting a zero vision would likely reduce the number of accidents, although it would be difficult to achieve in the shorter term and therefore could lose public approval.

An assessment of Major and Significant Transport Schemes was also undertaken, summarised by SA objective below:

- Air Quality: The schemes have resulted in predominantly positive and negative effects. Significant positive effects were identified for schemes that help to improve public and active transport offerings within Norfolk Norwich to London Rail, Weavers Way and Green Loop.
- Biodiversity and Geodiversity: The schemes resulted in mixed effects. Significant negative effects were identified for the A140 Long Stratton Bypass, A47 Tilney to East Winch Dualling, and A149 King's Lynn Bypass due to the requirement of land take in areas with high biodiversity value.
- Carbon Emissions: The schemes resulted in predominantly both positive and negative effects. Significant positive effects were identified for schemes that help to improve public and active transport offerings within Norfolk, such as Norwich to London Rail, Weavers Way and Green Loop.
- Water, Soil and Mineral Quality and Resources: The schemes have resulted in mixed effects. Significant negative effects were identified for schemes that required new infrastructure and land take of high-quality agricultural land, such as Norwich Western Link (NWL), A10 West Winch Housing Access Road, and A140 Long Stratton Bypass.
- Climate Change: The schemes have resulted in predominantly uncertain effects where specific detail of the scheme is missing therefore it is unclear what effects, if any, the scheme will result in. Positive effects have been identified for Weavers Way and Green Loop due to supporting the modal shift to more sustainable transport modes.
- Quality and Safety: Most schemes have resulted in positive effects. Significant positive effects were identified for schemes that improved the safety of the road network, such as NWL, or improved the public transport offerings within Norfolk such as Norwich to London Rail.
- Poverty and Social Exclusion: All schemes resulted in positive or neutral effects. Significant positive effects were identified for schemes that improved access to employment and community facilities from improving the capacity of the road network, such as NWL, or improving the public transport offerings within Norfolk such as Norwich to London Rail.

- **Accessibility and Economic Growth:** All schemes resulted in positive effects. Significant positive effects were identified for schemes that support the future population growth in Norfolk.
- **Historic Environment:** Schemes have resulted in mixed effects, with predominantly uncertain effects. Significant negative effects were identified for schemes that physically disturb or change the setting of historic assets, such as A140 Long Stratton Bypass, A47 Tilney to East Winch Dualling, and A47 Acle Straight Dualling.
- **Economic Growth:** Most schemes have resulted in positive effects. Significant positive effects were identified for schemes that support the future population growth in Norfolk.
- **Access to employment:** Most schemes have resulted in positive effects. Significant positive effects were identified for schemes that will improve access to employment inclusively.
- **Reduce death and injury:** Most schemes have resulted in positive effects. Significant positive effects were identified for schemes that improved the safety of the road network.
- **Health and Wellbeing:** Schemes have resulted in mixed effects. Positive effects were identified for schemes that help to improve the active transport offerings in Norfolk or improve air quality. Negative were identified for those schemes that may increase levels of noise and air pollution at some locations.
- **Townscapes and Landscapes:** Schemes have resulted in mixed effects with predominantly uncertain effects. Significant negative effects were identified for NWL, A47 Tilney to East Winch Dualling, and A47 Acle Straight Dualling due to land take and introduction of new infrastructure.
- **Noise:** Schemes have resulted in mixed effects. Significant negative effects were identified for the A47 dualling schemes.

Cumulative Effects

Assessment of the potential cumulative effects on LTP with the local transport plans of neighbouring authorities was completed at both Strategy and Implementation Plan stages, looking at the potential impacts at a strategic level. Potential positive cumulative effects were identified for population and health, economy and employment, community access and air quality. Potential uncertain/negative cumulative effects were identified for noise, biodiversity, cultural heritage, landscape and townscape and soils, water resources and flooding.

Health Impact Assessment

Health Impact Assessment was undertaken as part of the development of the Local Transport Plan.

The assessment identified that the proposed transport objectives are all likely to result in positive health outcomes due to their focus on encouraging active and sustainable transport modes. However, enhancing connectivity and increasing accessibility could result in negative outcomes, particularly for air quality, noise and road safety, due a potential increase in the number of vehicles on the road. Overall, the Local Transport Plan is likely to contribute to improved connectivity and accessibility to jobs, services and health care, and physical activity.

Habitats Regulations Assessment

The LTP was subject to Habitats Regulations Assessment (HRA) screening and Appropriate Assessment (AA) for potential likely significant effects and adverse effects on the integrity of Habitats Sites at a strategic level.

A number of policies were screened-out due to their de minimis or beneficial effects on Habitats Sites, but other policies were screened-in for their further consideration at AA Stage 2. These policies are related primarily to proposed new infrastructure or improvement schemes, for which limited information is currently available.

Given the possibility of likely significant effects associated with the screened-in policies, further, detailed assessment through Appropriate Assessment is considered necessary at a project-level and on a case by case basis to satisfy the requirements of the Habitats Regulations.

The report concluded that, with appropriate measures in place, adverse effects could be avoided or minimised and the integrity of the habitat sites maintained and protected where schemes are brought forward under the LTP4 Implementation Plan.

Equalities Impact Assessment

Equalities Impact Assessment (EqIA) was undertaken as part of the development of the Local Transport Plan. The assessment identified that transport policies are likely to result in primarily positive equality impacts with several neutral impacts at a concept level. Certain equality groups and those with protected characteristics are unlikely to be impacted as a result of the LTP Implementation Plan, and the majority of actions are likely to be beneficial to all, or most, users of the transport network.

The assessment highlighted areas where further consideration may be needed such as parking provision, implementation of digital services, and development of active travel schemes and public transport. Appropriate assessments will be undertaken on a scheme by scheme basis to identify any scheme-specific impacts as projects come forward to delivery.

4. How opinions expressed in response to consultation have been taken into account

Introduction

Consultation has been undertaken in accordance with the SEA Directive. In summary, this has comprised:

- Consultation on the SA Scoping Report 17 December 2019 for six weeks
- Consultation on the public's and stakeholders' views about the future of transport in Norfolk and where they feel Norfolk County Council (NCC) should be prioritising resources between Monday 13 January and Friday 28 February 2020
- Consultation on a preferred strategy for the LTP for six weeks from 28 September to 9 November 2020. In line with the SEA directive, the plan included a number of reasonable alternatives which were also appraised. The publication was accompanied by the SA Report, which included consultation with statutory consultees (Environment Agency, Historic England and Natural England)
- Consultation on a preferred Implementation Plan, also including consultation on whether the strategy should be revised, for six weeks from 21 March to 2 May 2022. The publication was accompanied by the SA Report, which included consultation with statutory consultees (Environment Agency, Historic England and Natural England).

Scoping Report

The Scoping Report was consulted on between December 2019 and January 2020 with the statutory consultees (Natural England, Environment Agency and Historic England). Comments received from the statutory bodies were reviewed and were considered in the update of the Scoping Report. This helped to inform how the sustainability appraisal was carried out.

Public consultation on future of transport in Norfolk

The aim of the consultation was to get the views of residents, local businesses and key stakeholders on main concerns for the future of transport in Norfolk and where they feel Norfolk County Council (NCC) should be prioritising resources. This was not designed as a consultation on a plan, but to be used to inform the development of the Local Transport Plan.

The online consultation was open to the public Monday 13th January – Friday 28th February 2020 and was publicised by various means.

Engagement methods:

- Information about the consultation and a link to survey was sent out by email to stakeholders including District Councils, elected representatives, public Transport operators, stakeholder representative groups, eg disability groups and environmental organisations, statutory consultees
- Promoted on social media online: Posts from NCC twitter and Facebook accounts
 - The results were analysed throughout the consultation period and paid Facebook advertising was used to target key areas and demographics that were underrepresented

- Offline survey sent by request
- Telephone calls and in person with Norfolk Youth Parliament and disability and older people's groups.

Within the 6-week period 928 responses were received, of which 889 were from the public and 39 responded on behalf of an organisation.

The consultation was used to inform the development of the LTP from – essentially – its inception. Overall, the consultation showed a great deal of support for a proactive future thinking approach, with the environment at the forefront. There should be a greater focus on carbon neutrality and reducing the need for private cars. However, highway maintenance is still very important to residents and businesses who rely on the road network to commute, move goods or transport tourists.

The majority of responders strongly agreed that encouraging people to walk, cycle and use more public transport is vital. A large number of free text responses were concerned that without a safe and well-maintained infrastructure for public and sustainable transport residents, particularly in rural areas, will not be able to go car free. There was also support for encouraging electric charging points for cars to help encourage uptake of new technologies and a desire for Norfolk to lead in the development and implementation of new green transport technology.

Consultation on a preferred strategy and consultation with statutory consultees on the SA Report

Consultation on the SA report, alongside which a draft of the plan was published, took place in late 2020, between 28 September and 9 November 2020.

A small number of responses were received to the SA consultation, largely comprising responses from district councils and the statutory bodies. District councils in the main supported the plan although a number of detailed comments were received particularly around how the LTP applied in detail in particular localities, and the relationship between the countywide strategy and the more detailed transport strategies already adopted, or in development, within localities.

Consultation on a preferred Implementation Plan, also including consultation on whether the strategy should be revised, and consultation with statutory consultees on the SA Report

Consultation on the SA report, alongside which a draft of the plan was published, took place in Spring 2022, between 21 March and 2 May 2022.

A small number of responses were received to the SA consultation, comprising responses from district councils and the statutory bodies. District councils generally supported the plan with decarbonisation a key theme in responses, stressing that a balance needs to be struck between proactively addressing climate change and providing the infrastructure to support modal shift to sustainable transport. Statutory consultees overall agreed that the SA and HRA provided a robust assessment of the Plan. The SA and draft Plan were updated to reflect comments made in the consultation.

Appendix C to the report to Full Council 19 July 2022 shows a log of changes to both the Strategy and Implementation Plan, which together make up the LTP. This Appendix specifically notes the changes proposed as a result of comments received from the statutory environmental bodies in response to the consultation on the SA. These changes were agreed by Full Council and included in the final adopted LTP. [The report to Full Council can be found here.](#)

5. The reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with

Assessment of Alternatives

Sustainability considerations have been considered throughout the development of the plan. Consideration of reasonable policy alternatives, required by the SEA Directive, was formally considered as part of the SA to inform the draft plan, which was published alongside the SA report consultation in late 2020. Reasonable alternatives to the Implementation Plan actions were considered as part of the SA for the Implementation Plan, which was consulted on in 2022.

The draft plan set out the reasonable alternatives to the preferred policies considered with a rationale explaining why the preferred policies had been favoured. This was informed by the SA. In order to assess reasonable alternatives, different options for delivering strategic level transport across Norfolk were developed and assessed against the established sustainability objectives and environmental baseline. The assessment considered the development and eventual adoption of the policies contained in the LTP Strategy. Where possible, each LTP policy had a proposed policy alternative, with a total of 27 policy alternatives being assessed.

The assessment of the Implementation Plan included the reasonable alternatives to the actions contained in the plan.

Reasons for choosing policies and actions

The reasons for choosing the plan or programme as adopted are set out in more detail in the preferred Strategy and Implementation Plan, published by the county council for consultation in September 2020 and March 2022 and the SA Report, which sets out the findings of the assessments of the policy and action alternatives. The [adopted Plan and SA/HRA documents are all available on the Norfolk County Council website](#).

The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan. The measures are known as 'mitigation' measures. Mitigation measures have been proposed in the SA report, designed to avoid or reduce the effects identified as potentially negative through the policy assessments on the SA Objectives.

This process also identified enhancement measures that aim to optimise positive impacts and enhance sustainability. The SA Report identified that these mitigation measures should be used to inform the subsequent development of specific schemes in line with the strategic objectives and policies.

6. Measures to be taken to monitor the significant environmental effects of implementation of the plan or programme

Introduction

The SEA Regulations require that monitoring is undertaken on a plan so that the significant effects of implementation can be identified, and remedial action imposed. The purpose of the monitoring is to provide an important measure of the sustainability outcome of the final plan, and to measure the performance of the plan against sustainability objectives and targets. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage sustainability information.

Monitoring Framework

The aim of monitoring is to check whether the plan is having the significant effects that were predicted in the SA, and to deal with any unforeseen problems. As the assessment of LTP policies did not conclude any residual significant effects, monitoring was not proposed in the SA for significant effects. However, the SA found that some residual impacts remain uncertain and proposed monitoring for these. Similarly, the assessment of the Implementation Plan found that, following mitigation, some residual uncertain effects remained, therefore, monitoring measures were proposed.

These monitoring proposals are set out in the table below.

Potential uncertain effect	What needs to be monitored?
Potential negative effects on the historic environment	The number of historic assets (statutory and non-statutory) negatively affected by LTP4 schemes
Potential negative effects on the historic environment	The number of historic assets (statutory and non-statutory) benefiting from conservation and enhancement measure as a result of LTP4
Potential loss of important agricultural land	Total area (ha) of permitted loss of best and most versatile (grades 1-3a) agricultural land
Increase in noise in NIAs	The number of developments located within NIAs
Increase in noise in NIAs	Noise assessments submitted with planning applications within NIAs
Potential negative effects on biodiversity and geodiversity	The number of biodiversity enhancement schemes implemented through LTP4 schemes Seek the achievement of the biodiversity net gain through application of Natural England's Biodiversity Metric 3.0 (or any updates)
The overall reduction in carbon emissions	Measure carbon emissions from the transport network in NCC annually, to monitor whether the LTP4 is resulting in a net reduction in carbon emissions.
Adaptation to climate change	The number LTP4 developments that benefit from climate resilient design. The number of instances of flooding on the transport network.